



MEMBERS

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

Microsoft Teams Meeting

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Agenda

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
2. Consent Agenda **(Action Item)**
 - a. Approval of the February 10, 2026, Agenda
 - b. Approval of the January 13, 2026, Minutes
3. Staff Report
 - Staff Report and Schedule of Monthly Tasks
4. Policy Board Action Items, January 28th meeting canceled
5. Voices of the Visitors (Non-Action Items)
6. Action Items
 - a. Adoption of Alaska DOT&PF 2026 Safety Performance Measure Targets **(Action Item)**
7. Old Business
 - a. MTP Update
 - Formal Call for Project Nominations 1.28.2025 – Packet
 - Survey Results & Comment Map Responses-Kelsey Anderson
RESPEC
 - b. FFY26-29 STIP Update Adam Bradway, Alaska DOT&PF
 - c. Alaska DOT&PF's Long-Range Transportation Plan (LRTP) Sara Lucey



MatSu Valley Planning for Transportation

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
 - b. Transit Update
 - Special Transit Public Meeting: March 12th, 5:30-7pm Wasilla Senior Center
 - Virtual Special Transit Public Meeting March 18th, 5:30-7:pm Teams
 - Presentation from Valley Transit on the 5307 split request
 - Discussion: Additional information the TC needs to provide guidance to the PB on a future policy for the 5307 split between direct recipients in Mat-Su?
9. Other Issues
 - a. Technical Committee At-large Seat Vacancy
 - Transit Advocate
 - Mobility/Bike and Pedestrian Advocate
10. Informational Items
 - a. Approval of FFY 2026 Highway Safety Improvement (HSIP) Funding Plan amendment from the Commissioner
 - b. Resolution from North Lakes Community Council for Project Nominations
 - c. Alaska Active Transportation Funding Source Guide
11. Technical Committee Comments
12. Adjournment

Next Scheduled MPO Technical Committee Meeting – Tuesday, March 13th, 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



MVP Technical Committee meeting February 10th, 2026

Action Item: Adoption of Alaska DOT&PF Safety Performance targets for 2026

Recommended Motion: *Motion to recommend that the MVP Policy Board adopt the Alaska DOT&PF performance targets for 2026.*

Motion

Second

Vote

Staff Summary

Performance Targets for FFY26

The Performance Measure Target Work Group evaluated the performance targets for conformance with federal regulations, including 23 CFR 490 Subpart B, which requires states to establish performance targets that demonstrate constant or improved safety performance. With this process, the Work Group also considered the Strategic Highway Safety Plan goal of achieving zero roadway fatalities in Alaska by the year 2050.

The Work Group recommended that the HSIP targets continue to align with this long-term safety goal using a five-year rolling average.

Approved DOT Safety Targets for 2026 include:

Less than 59.3 fatalities

Less than 1.074 fatalities per 100 million vehicle miles traveled

Less than 264.7 serious injuries

Less than 4.819 serious injuries per 100 million vehicle miles traveled

Less than 45.8 non-motorized fatalities and non-motorized serious injuries combined

Additional Goal: zero roadway fatalities by 2050.

How will MVP support Safety Targets in Practice?

Our MTP has goals that support improved safety for all modes. In our project scoring criteria for the MTP we are prioritizing projects that support:

- Intersection safety improvements
- Pedestrian and bicycle safety projects
- Traffic calming or speed management



- Systemic safety improvements (signing, striping, lighting)
- Planning studies that help with access management and identifying upgrades that support future safety improvements.

By adopting these targets, the MVP is committing to consider safety outcomes when planning and selecting transportation projects. Success is measured by aligning plans, programs, and investment decisions with safety priorities—not by guaranteeing a specific reduction in crashes or fatalities.

In July of 2025, the MVP Policy Board voted to approve signing on the DOT&PF Performance Planning Target Setting Procedures Memorandum of Understanding (MOU) ensures the requirements of 23 CFR 450.314 (h) are met.

This MOU states that MVP will

- 1) Share transportation performance data**
- 2) Select Performance Targets via adoption of the DOT Targets or developing our own**
- 3) Reporting on performance targets data**

MVP is responsible for notifying DOT if we select our own performance data and collecting data from public transit providers.

MVP staff recommend that we sign on to the DOT&PF performance targets for 2026, rather than developing our own.

The signed MOU is in the packet on Page 19.



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Meeting Minutes

Technical Committee

Tuesday, January 13th, 2026
2:00 – 4:00 pm

Meeting Location

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

1. Call to Order and Roll Call

The meeting was called to order at 2:00pm.

Board Members Present:

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

Board Members Absent:



Dan Tucker

Visitors Present:

Adam Bradway - AK DOT&PF
LaMarr Anderson – Public Community Member
Anjie Goulding - MVP
Brain Lindamood - AKRR
Carrie Cecil - MVP
Jennifer Busch - Valley Transit
Julie Spackman – MSB
Kelsey Anderson - RESPEC
Kim Sollien – MVP
Pat Cotter - RESPEC
Rod Hanson – North Lakes Community Council

2. Consent Agenda (**Action Item**)

- a. Approval of the January 13th, 2025, Agenda
- b. Approval of the December 9th, 2025, Minutes

Chris Bentz noted a typo in the minutes where Glenda was listed as absent but is not a member.

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

3. Staff Report

- Staff Report
- Stakeholder outreach and special meeting schedule-
 - LRSAAB – January 15th
 - City of Wasilla Council – January 26th
 - City of Palmer Council – January 27th
 - Chickaloon Native Village – January 28th
 - MSB Assembly – February 3rd
 - MSB Transportation Advisory Board – February 13th

Kim Sollien provided a staff report:

- MVP is currently in the middle of its first audit, which is progressing well.
- Interviews for office manager/communications manager position have been conducted with strong candidates.
- Audit process is providing valuable insights on organizational structure and financial coding practices.

Carrie Cecil provided a high-level summary of the interactive comment map:

- As of meeting time, 146 comments had been received (launched December 3rd).
- Comments show high levels of engagement and detail compared to typical public comment processes.
- Key themes emerging: pedestrian and bike safety, traffic flow connections, and congestion considerations.



MatSu Valley Planning for Transportation

- Comment period closes at the end of January; MVP and RESPEC will analyze data and create summary reports.
- Interactive map accessible at MVPmpo.com.
- Survey Monkey survey has received over 90 responses.
- Committee members encouraged to review comments, as public input will be factored into project evaluation criteria.

4. Policy Board, December 19th Action Items

- a. Approval of the MTP Vision, Goals, and Objectives as presented. *Motion to approve as presented (Cooper), seconded (Winnestaffer)*.
- b. Approval of 26-29 SDOT&PF Carbon Reduction Program Consultation: 34464 Fleet Conversion. *Motion to amend movement to approve ADOT&PF usage of \$636,790 of MVP's CRP FFY25 suballocation for Fleet Conversion, provided that a written agreement that the funds be returned to MVP in the form of STBG funding in FFY27 be prepared by ADOT&PF*. Seconded (Winnestaffer). No further discussion, no objections. Approved.

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

LaMarr Anderson – Here to observe and listen.

Rod Hanson – North Lakes Community Council – Expressed appreciation for MVP's work and noted his community's engagement in the public comment period and MTP survey. North Lakes Community Council boundaries are within the MPA with approximately 10,000 residents. The council holds monthly meetings and has been focused on advocating for roads and intersections. The area is experiencing significant growth with multiple large subdivisions approved or in process. Pedestrian safety around schools is a major concern. The council has prepared a draft resolution and is continuing to refine it based on learning from MVP processes.

6. Action Items

None.

7. Old Business

- a. MTP Update
 - Formal Call for Project Nominations 1.30.2025
 - Request for review by January 20th
 - i. Existing Conditions Report for Review
 - ii. Level of Service Report for Review
 - iii. Travel Model Report for Review
 - Data-driven project list from RESPEC Presentation

Kim Sollien requested Technical Committee members review three documents and provide feedback by January 20th. Tom Adams requested MVP send a OneDrive link to centralize comments.

Pat Cotter presented RESPEC's data-driven project list.

Discussion:



MatSu Valley Planning for Transportation

- *Chris Bentz* inquired about travel demand model projects listed on page 24 and whether they had been incorporated into the model.
- *Adam Bradway* confirmed projects should be included; noted some MSB projects may be only partially funded by DOT in partnership with MSB.
- *Pat Cotter* reviewed projects across map areas, emphasizing partnerships with other governments and encouraging submissions regardless of road ownership.
- *Tom Adams* questioned why MSB TIP projects were not included in the list.
- *Kim Sollien* explained these projects were removed on assumption they already have funding.
- *Adam Bradway* noted DOT will develop their own list and MSB can submit additional projects.
- *Chris Bentz* and *Tom Adams* noted surprisingly few motorized projects in MSB list; discussed reliance on stakeholders to identify needed projects beyond existing data.
- *Pat Cotter* clarified that across the full MPA, the project split is approximately 50/50 motorized and non-motorized; the borough data included more non-motorized projects.

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

Adam Bradway provided update that it is in the works; DOT is trying to get an update out by the legislative session.

c. Alaska DOT&PF SAFEROADS initiative Adam Bradway, Alaska DOT&PF

Adam Bradway reported no updates at this time; will provide updates as available.

8. New Business

a. MTP Scoring Subcommittee Nomination

Carrie Cecil provided overview of timeline for formal project nomination period and MTP Scoring Subcommittee expectations. MVP is seeking 2-3 volunteer committee members to assist with the process.

Expectations:

- Kick-Off Meeting – March 1 – 1hr
- Independent Project Review work March 17th – March 25th
- In-person Project Review Session (Optional but encouraged)
- Evaluation Team Workshop – April 2nd – 2-3hrs
- Present to boards in April board meetings

Tom Adams noted possibility of needing to pivot on scoring group depending on number of projects submitted. MSB likely has 2 volunteers. Crystal Smith volunteered to serve and expressed concern about her role with MSB school district. Carrie Cecil noted scoring process was built to address such concerns. Erich Schaal indicated timing would be difficult for his participation.



b. Transit

- 5307 Split Letter from ADOT&PF Commissioner Anderson
Request for MVP to provide guidance on a future policy for the 5307 split between direct recipients in small urban areas.
- ARRC Split Letter Proposal and Presentation by Brian Lindamood-
Questions to be addressed
 - i. An explanation of the split formula proposed by the ARRC
 - ii. The history of the funding split between ARRC and the Anchorage Urban Area
 - iii. A breakdown of how many commuter/non-tourist passengers are served between Wasilla and Anchorage
 - iv. Documentation of the total FTA funds the railroad received in FFY24, including: 5307 urban, 5307 statewide, 5337 urban, and 5337 statewide

Kim Sollien provided background: Transit funding changed when the area became urbanized. ARRC is requesting a split of 5307 funds. Brian Lindamood from Alaska Railroad and Jennifer Bush from Valley Transit participated to present perspectives.

Brian Lindamood presented ARRC proposal:

- ARRC has been receiving 5307 funds for 20-25 years for capital improvements.
- Railroad operates at a deficit despite clearing \$35 million annually due to capital needs.
- Three bridges need replacement this year (projected \$16 million).
- Split letter addresses apportionment between small and large MPOs based on FTA recommendations.
- 20 miles of track now within MVP MPO area were previously credited as part of Anchorage suballocation.
- ARRC proposes using Anchorage formula for consistency as it is the only mathematical approach that makes sense.
- FAST is supportive of the proposed split.
- 5307 funding consistently around \$14-15 million and growing.
- ARRC uses funds entirely for capital projects (cars and tracks).
- Railroad cannot receive FTA funds until split letters are finalized, making this time-sensitive.

Discussion:

- Committee members asked about commuter ridership data and whether FTA regulations address actual commuters served.
- Brian Lindamood indicated no specific FTA regulation on this; railroad is working to increase local ridership including college students.
- Tom Adams questioned whether applying AMATS formula is appropriate given different transit system models.
- Tom Adams asked if railroad could accept less temporarily while MPO adjusts to new transit funding structure.



MatSu Valley Planning for Transportation

- Brian Lindamood indicated railroad is in a financial pinch and cannot afford to wait or accept reduced funding.
- Adam Bradway noted Valley Transit's match requirements changed from 50/50 to 80/20, creating financial challenges.
- Jennifer Bush confirmed Valley Transit previously received approximately \$1.5 million plus other federal funding with varying match requirements (50/50 to 90/10) depending on expense type.
- Kim Sollien recommended waiting to finalize split to allow MSB time to determine transit program needs, noting 5307 funds have multi-year lifespan. Expressed concern about committing funds before fully understanding transit service demands and capabilities.
- Brian Lindamood noted complexity of FTA grant processes and delays but emphasized railroad's urgent need for funding.

9. Other Issues

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

Kim Sollien provided update and requested assistance spreading word about open seats.

10. Informational Items

- a. Letter from ADOT&PF documenting improvements that could be made with the 3C process, STIP involvement, and usage of MPV's suballocations - Ben White, Alaska DOT&PF
- b. Approval of FFY 2026 Highway Safety Improvement (HSIP) Funding Plan

11. Technical Committee Comments

Alex Strawn thanked members of the public for attending and noted the need for a bigger meeting space to accommodate the group.

12. Adjournment

The meeting was adjourned at 3:58 pm.

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



January 2026 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the Technical Committee agenda and packet
- Prepared the UPWP Q1 report

Task 100 B Metropolitan Transportation Plan

- Final review of the RESPEC project list
- 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
- Prepared informational material to support the initiation of the project nomination period
- Updated website, drafted emails and social media to support formal project nomination period and close of public comment period

TIP /Project Scoring Criteria

Complete Streets Policy

- 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

- Met with the accountant to reorganize direct and administrative expenses for the auditor
- Finalized Audit prep documentation- the firm requested significant documentation about our funding, accounting procedures, back-up documentation on expenses, and board meeting minutes from the quarterly financial reports.
- Reconciled the December financials to prep for 1099 submission/report
- Drafted the 1st Quarter Financial Report

Meetings

- Prepared and conducted a series of presentations introducing MVP, the MTP, and the Project Nomination process to:
 - The MSB Local Road Service Area Advisory Board
 - The City of Palmer
 - The City of Wasilla
 - Chickaloon Native Village Tribal Council

Staffing

- Conducted interviews for the Communications and Office Manager

Correspondence

Nonprofit Filings and Reports

Organizational Documents

Agency Relationships

Contract Management

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

- Announced nonmotorized advocate and transit representative at-large positions for the Technical Committee

Strategic Planning



Short-Range and Tactical Planning

Long-Range Planning

Training

- Staff continue with the AMPO MTP training
- GIS training to use the MSB GIS system
- Attended Federal Aid Training hosted by DOT AK&PF

Transit Support

TASK 200 A MSB Public Transit Planning Support

- Met with MSB Planning to discuss a Public Transit Stakeholder meeting
- Met with Honu Consulting to discuss support for the Transit Stakeholder meeting
- Met with the MSB and DOT to discuss the transfer of Valley Transit bus and van titles from the DOT to the MSB
- Met with Valley Transit to discuss the 5307 funding split request

TASK 200 B Transit Development Plan

No activity

TASK 300 Asset Management Plans

No activity

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

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

- Host a transit stakeholder meeting
- Presentation about complete streets/link to federal regulations and plan goals to TC and PB
- Develop Carbon Reduction Program Criteria: priorities for MVP- projects need to be awarded under a competitive process
- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development
- Review TIP Funding Policy to Technical Committee and Policy Board [TIP policies MVP K.s. commnets.docx](#)
- MTP Project Evaluators special meeting
- Review Projects Nominated
- Score Nominated Projects
- Project Review Committee Special Meeting
- Public engagement to review nominated projects

April 2026

- Host a Bike and Pedestrian stakeholder meeting
- ADOT planning-level cost estimates for projects
- Finalize MTP Project list
- Present project list to TC and PB for approval



- Review and Approve Complete Streets Policy with TC and PB
- Draft FFY27&28 UPWP
- Draft scope of work for Streetlight, Pavement, and intersection management plans

May 2026

- Review and Approve FFY27&28 UPWP for a 30-day public notice
- 30-day public notice about MTP projects
- Discussion on Planning Studies/ new committees bike and ped and freight that may be needed as a result of the MTP. What else do we need to look at to support the building of our transportation system/infrastructure
- O&M state of the system maintenance report
- Draft Summary Fiscal Plan Report

June 2026

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

July 2026

- Review Public Comments about the FFY27/28 UPWP
- Review and Approve MTP for 30-day public comment period
- MTP Public Event – final draft project list
- Draft TIP

August 2026

- Review TIP and release for a 30-day public comment period
- Review and Approve FFY27/28 UPWP and submit to ADOT, FHWA, and FTA



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**



Department of Transportation & Public Facilities
Data Modernization & Innovation Office
Phone: 907-451-2283

MEMORANDUM

TO: Ryan Anderson, P.E.
Commissioner

DATE: June 30, 2025

THRU: Katherine Keith ^{Initial} KK
Deputy Commissioner

Christine Langley ^{DS} CL
Director, Data Modernization & Innovation Office

FROM: Pam Golden, P.E.
State Traffic & Safety Engineer

SUBJECT: 2026 HSIP Safety
Performance Measure
Target Recommendations

The Performance Measure Target work group, comprised of regional planning staff, regional and statewide traffic & safety staff, and representatives of Alaska's three Municipal Planning Organizations have completed their review of external factors, trend analysis, conformance to federal regulations¹, and the Strategic Highway Safety Plan. The work group is once again recommending the Highway Safety Improvement Program (HSIP) targets be set to be consistent with the goal of the Strategic Highway Safety Plan of zero Alaska roadway fatalities by 2050. The following safety performance management targets are recommended by the work group for inclusion in the 2026 HSIP annual report:

Performance Measures	2026 HSIP Target
Fatalities	≤ 59.3
Fatality Rate (per HMVMT*)	≤ 1.074
Serious Injuries	≤ 264.7
Serious Injury Rate (per HMVMT*)	≤ 4.819
Non-motorized fatalities and non-motorized serious injuries (combined)	≤ 45.8

*HMVMT – hundred million vehicles miles traveled

The targets, expressed as five-year rolling averages, are applicable to all public roads in the State, and satisfy the requirements for the Alaska Department of Transportation and Public Facilities under US 23 CFR 490 Subpart B.

¹ Namely: "States must set performance targets that demonstrate constant or improved performance."

Approved: 
SBP C855030834PF...

Date: 7/23/2025

cc: Anna Bosin, P.E. Regional Traffic & Safety Engineer, Central Region
Chris Goins, P.E., Regional Director, Southcoast Region
Sean Holland, P.E., Regional Director, Central Region
Katherine Keith, Deputy Commissioner, Acting Regional Director, Northern Region
Tammy Kramer, Administrator, Alaska Highway Safety Office
Nathan Purves, P.E. Regional Traffic & Safety Engineer, Southcoast Region
Sarah Riopelle, P.E. Traffic & Safety, Statewide
Nathan Stephan, P.E. Regional Traffic & Safety Engineer, Northern Region

Performance Planning Target Setting Procedures

This procedure will ensure standardized information and will assist in improved monitoring and auditing of federal transportation funds, and will ensure the requirements of 23 CFR 450.314 (h) are met.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see§ 450.306{d}), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

- (i) When one MPO serves an urbanized area;*
- (ii) When more than one MPO serves an urbanized area; and*
- (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.*

(2) These provisions shall be documented either:

- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or*
- (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO{S}, State(s), and providers of public transportation.*

The following approach is being cooperatively proposed between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the State's Metropolitan Planning Organizations (MPO), the Anchorage Metropolitan Area Transportation Solutions (AMATS), Fairbanks Area Surface Transportation (FAST), and MatSu Valley Planning For Transportation (MVP) to address 23 CFR 450.314 (h).

The DOT&PF, AMATS, FAST, and MVP agree to the following provisions. The communication outlined in these provisions between the DOT&PF and the MPOs will generally be through the DOT&PF MPO Coordinators, DOT&PF Statewide Urban Planning Chief, the AMATS Executive Director, the MVP Executive Director, and the FAST Executive Director.

1) Sharing of transportation performance data

- a. At the request of the MPOs, DOT&PF will provide each MPO with the statewide performance data and will also provide each MPO with subsets of the statewide data, based on their planning area boundaries and population-based classification. Updates of this data will include prior performance data, if applicable.
- b. If MPOs choose to develop their own target for any measure, they will provide DOT&PF with any supplemental data they use in their target setting process.
- c. Providers of public transportation (railroad and bus transit) are represented by the MPOs and will submit their performance data directly to the MPOs. The DOT&PF may request a copy of this data at any time.

2) Selection of performance targets

- a. DOT&PF will develop draft statewide performance targets in coordination with the MPOs. Coordination may include in-person meetings, virtual meetings, conference calls, and/or email communication. The MPOs shall be given an opportunity to provide comments on statewide targets before final statewide targets are adopted by the DOT&PF. Final targets will be communicated to the MPOs.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with DOT&PF. Coordination methods will be at the discretion of the MPO, but DOT&PF will be provided an opportunity to comment on the draft MPO performance targets prior to final approval by the MPO. Final targets will be communicated to DOT&PF.
- c. Providers of public transportation will be responsible for selecting their own performance targets and submitting them to the MPOs for record-keeping purposes. The MPOs will share these targets with the DOT&PF at their request.
- d. Some performance targets may only be applicable within Transportation Management Areas (TMAs).
- e. Some performance targets may only be applicable within Air Quality Non-Attainment or Maintenance Areas.

3) Reporting of performance targets and data

- a. DOT&PF performance targets will be reported to the FHWA. The MPOs will be notified via email when DOT&PF has reported final statewide targets.
- b. MPO performance targets will be reported to the DOT&PF MPO Coordinators.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date DOT&PF reports performance targets to the FHWA, or the date specified by federal code.
 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the DOT&PF performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 3. Documentation of the MPO's target or support of the statewide target will be provided in the form of a resolution or meeting

minutes of the MPO submitted to the DOT&PF MPO Coordinators.

4. The MPO will identify within the TIP those projects which support the performance targets in accordance with 23 CFR § 450.326.
- c. DOT&PF will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
- e. MPOs will annually report their safety performance targets in the form of a resolution, or meeting minutes of the MPO, or System Performance Report update in accordance with 23 CFR 490.213. MPOs may also include progress toward targets in this annual update.
- f. Reporting of performance targets and data by DOT&PF and the MPOs shall conform to 23 CFR 490.

4) Collection of data

- a. The DOT&PF will be responsible for:
 - i. Safety: Collection of fatality and serious injury data on all public roads.
 - ii. Bridge & Pavement: Collection of condition data on the Interstate & Non-Interstate National Highway System.
 - iii. Travel Time: Download, evaluation and preparation of the National Performance Measure Research Data Set (NPMRDS), the speed and travel time data sets provided by FHWA.
 - iv. Congestion Mitigation and Air Quality: Annual Hours of Peak Hour Excessive Delay Per Capita, also known as PHED; Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and Total Emissions Reduction.
- b. MPO will be responsible for the following:
 - i. Notify the DOT&PF if they choose to use their own performance or condition data and if they choose to start collecting data in response to the federal performance management requirements.
 - ii. If the MPO will be collecting their own data, the MPO will provide an annual update of performance data to the DOT&PF MPO Coordinators for integration into statewide performance reporting requirements.
 - iii. Collecting and recording data from the providers of public transportation represented by the MPOs.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

**Alaska Department of Transportation
and Public Facilities:**

DocuSigned by:
 
7/3/2025
B1020D050A2945B...

(Sign and Date)

Ben White
Urban Planning Chief

**Anchorage Metropolitan Transportation
Solutions:**

Signed by:
 
Aaron Jongenelen 6/30/2025
0522450D202B407...

(Sign and Date)

Aaron Jongenelen
AMATS Executive Director

Fairbanks Area Surface Transportation:

DocuSigned by:
 
6/30/2025
A55F9C705BA9A7C...

(Sign and Date)

Jackson Fox
FAST Executive Director

**MatSu Valley Planning For
Transportation:**

Signed by:
 
Kim Sollien 7/1/2025
80707270CEF34CF...

(Sign and Date)

Kim Sollien
MVP Executive Director

MEMORANDUM OF UNDERSTANDING (MOU)

BETWEEN

THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOT&PF), THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS), FAIRBANKS AREA SURFACE TRANSPORTATION (FAST), AND MATSU VALLEY PLANNING FOR TRANSPORTATION (MVP)

1. **PURPOSE AND SCOPE.** The purpose of this MOU is to support a performance-based approach to the metropolitan transportation planning and programming process as specified in 23 USC 134 (h)(2), 23 USC 135(d)(2), 49 USC 5303(h)(2), 49 USC 5304(d)(2), 23 CFR 450.206(c), 23 CFR 450.314(h), and 49 CFR 613.
2. **RESPONSIBILITIES.** To the extent practicable, DOT&PF, AMATS, FAST, and MVP will work cooperatively to:
 - 2.1. Develop and share information related to transportation performance data.
 - 2.2. Select performance targets.
 - 2.3. Promptly report performance targets whenever a target is adopted or changed.
 - 2.4. Follow the specific procedures identified in the most current version of the Performance Planning Target Setting Procedures document. **See Attached**
3. **CONTRACTUAL OBLIGATIONS.** This MOU is not a legally binding agreement and creates no legally binding obligations for any party. Any party may, upon written notice, amend or discontinue its role outlined in the MOU. Because of this mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above, including working together to comply with federal and state laws.
4. **DATA SHARING.** The parties acknowledge that this MOU, as well as any data created, collected, stored, or received under the terms of this MOU, are considered public data, with the exception of personal information protected by law, and shall be openly shared between the two parties for carrying out the purposes of this federal mandate.
5. **EFFECTIVE DATE.** This MOU shall be effective when all appropriate signatures have been obtained by DOT&PF, AMATS, FAST, and MVP.
6. **MODIFICATION.** Any amendments to this MOU must be mutually agreed to in writing.
7. **TERMINATION.** The terms of this MOU may be terminated by any one of the signatory parties by giving 90 days written notice to each of the other parties. This MOU will remain in effect until terminated as provided in this clause, or until amended or replaced by a new MOU.

I concur with this Memorandum of Understanding

**Alaska Department of Transportation
and Public Facilities:**



DocuSigned by:



BA620DC58A2343B

7/3/2025

(Sign and Date)

Ben White
Urban Planning Chief

**Anchorage Metropolitan Transportation
Solutions:**



Signed by:



8522453D202D437

6/30/2025

(Sign and Date)

Aaron Jongenelen
AMATS Executive Director

Fairbanks Area Surface Transportation:



DocuSigned by:



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6/30/2025

(Sign and Date)

Jackson Fox
FAST Executive Director

**MatSu Valley Planning For
Transportation:**



Signed by:



80707279CEF34CF...

7/1/2025

(Sign and Date)

Kim Sollien
MVP Executive Director

Certificate Of Completion

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Aaron Jongenelen

aaron.jongenelen@anchorageak.gov

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Signature

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 Aaron Jongenelen
 8522453D202D437...

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Company Name: State of Alaska

Ben White

ben.white@alaska.gov

State of Alaska

Security Level: Email, Account Authentication (None)

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 Ben White
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Company Name: State of Alaska

Jackson Fox

jackson.fox@fastplanning.us

Executive Director

Security Level: Email, Account Authentication (None)

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 Jackson Fox
 A55FBC795BA8476...

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Company Name: State of Alaska

Signer Events	Signature	Timestamp
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Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Adam Bradway adam.bradway@alaska.gov State of Alaska Security Level: Email, Account Authentication (None)	COPIED	<p>Sent: 6/30/2025 10:49:59 AM Resent: 7/3/2025 12:24:35 PM</p>
Electronic Record and Signature Disclosure:		
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Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
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Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

Please read this Electronic Records and Signature Disclosure (ERSD). It concerns your rights regarding electronically undertaking, and the conditions under which you and the State of Alaska agree to electronically undertake, the transaction to which it relates (the “TRANSACTION”).

Consent to Electronically Undertake the TRANSACTION

You can electronically undertake the TRANSACTION only if you confirm that you meet the following requirements by selecting the box next to “I agree to use electronic records and signature” (the “AGREE BOX”):

1. you can fully access and have read this ERSD;
2. you can fully access all of the information in the other TRANSACTION records;
3. you can retain all of the TRANSACTION records in a form that you will be able to fully access for later reference;
4. you consent to undertake the TRANSACTION electronically; and
5. you are authorized to undertake the TRANSACTION. (Please note that falsely undertaking the TRANSACTION may subject you to civil liabilities and penalties and/or to criminal penalties.)

If you cannot or are not willing to confirm each of these five things, do not select the AGREE BOX.

Withdrawing Consent

If you select the AGREE BOX, you can withdraw your consent to electronically undertake the TRANSACTION at any time before you complete the TRANSACTION: simply do not finalize it. The only consequence of withdrawing your consent is that you will not finalize the TRANSACTION.

If you select the AGREE BOX, your consent will apply only to this TRANSACTION. You must separately consent to electronically undertake any other transaction with the State of Alaska.

Paper Option for Undertaking the TRANSACTION

You may undertake the TRANSACTION with the State of Alaska using paper records. (State of Alaska employees who want to undertake the TRANSACTION in paper should contact the agency responsible for the TRANSACTION.) Print the paper records on the website of the State of Alaska agency responsible for the TRANSACTION, or request them from the agency. The State of Alaska homepage is at <http://alaska.gov/>.

Copies of TRANSACTION Records

After completing the TRANSACTION but before closing your web browser, you should download the TRANSACTION records. Or you can download the records within 30 days after

completing the TRANSACTION using the link in the DocuSign email sent to the email address you used to complete the TRANSACTION. The State of Alaska will not provide a paper copy of the TRANSACTION records as part of the TRANSACTION. Under the Alaska Public Records Act (APRA), AS 40.25.100–.295, you can request a copy from the agency responsible for the TRANSACTION, but if too much time has passed, the agency may no longer have the records when you make your request. If required under the APRA, the agency will charge a fee.

Required Hardware and Software

For the minimum system requirements to electronically undertake the TRANSACTION, including accessing and thereby retaining the TRANSACTION records, visit <https://support.docusign.com/guides/signer-guide-signing-system-requirements>. These requirements may change. In addition, you need access to an email account.

How to Contact the State of Alaska

To ask a question on this ERSD or the DocuSign document generated after you complete the TRANSACTION or on using DocuSign to electronically undertake the TRANSACTION, contact the Alaska Department of Administration at either of the following addresses:

State of Alaska
Department of Administration
550 West 7th Avenue
Suite 1970
Anchorage, AK 99501
Reference: DocuSign

doa.commissioner@alaska.gov
Subject: DocuSign

To ask any other question on the TRANSACTION records or to update the information for contacting you electronically, contact the State of Alaska agency responsible for the TRANSACTION using the contact information in the TRANSACTION records or, if those records contain no contact information, using the contact information on the agency's website. Again, the State of Alaska homepage is at <http://alaska.gov/>.



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Metropolitan Transportation Plan

Formal Project Nomination Process Information



**January
2026**

Introduction

MatSu Valley Planning for Transportation (MVP) is the federally designated Metropolitan Planning Organization (MPO) for the Matanuska-Susitna (Mat-Su) Valley.

A key responsibility of the MPO is the preparation of a long-range Metropolitan Transportation Plan (MTP). The MTP looks at current transportation system conditions and future needs over the next 20+ years and establishes goals and objectives to ensure that the development of the Mat-Su's transportation systems is responsive to the community's vision for economic development, sustainability, and quality of life.

Central to the MTP process is the creation of a prioritized list of transportation projects to guide the investment of federal funds across the Mat-Su's transportation network, including roads, transit systems, freight, and nonmotorized facilities. Projects must be included in the MTP in order to be eligible for federal funding.

This packet provides project nominators with the information needed to successfully navigate the formal project nomination process. Projects received during the formal project nomination period will be reviewed, evaluated, and prioritized by MVP for potential inclusion in the MTP.



What's Included in this packet?

Attachment 1

Vision, Goals, and Objectives

Developed as part the MTP process, the vision, goals, and objectives provide the framework for what we want to achieve with our transportation system and how we plan to get there.

Attachment 2

Nomination Form Questions

Summarizes the required questions that project nominators must answer as part of the project nomination form.

Attachment 3

Project Evaluation Scoring Guide

Outlines the process and methodology that MVP will use to evaluate and score projects nominated for inclusion in the MTP.

Key Information

When:

The formal project nomination period opens on **January 28, 2026** and will run for a minimum of 30-days.

Where:

All project nominations must be submitted through the online project nomination form to be considered. The project nomination form can be accessed at this link:

[Project Nomination Form](#)

Who:

Anyone may submit a project for consideration.



What:

The MTP can and should include a range of different types of projects. Projects eligible for federal funding might include but are not limited to road and bridge rehabilitation projects, road extension projects, improvements and facilities for nonmotorized users (e.g., bike paths and crosswalks), transit improvements, and transportation studies.

Successful projects must clearly explain what is being proposed, how the project would help address current transportation challenges or community concerns raised during the MTP process, and how it fits with existing transportation and land use plans in the Mat-Su.

At this point in the project nomination process, it is not necessary to know exactly how much a given project will cost or when it would occur. However, federal regulation requires the MTP project list to be fiscally constrained so including a rough cost estimate will help MVP to prioritize projects.

Questions?

For additional information and questions about the nomination process, please send an email to info@mvpmpo.com.

If you are experiencing issues with the mechanics of the form and data entry, please contact Mackenze Origer at Mackenze.origer@matsugov.us.

Attachment 1

Vision, Goals & Objectives



Vision

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

Goals

Objectives

Ensure transportation improvements align with local land use patterns and connect housing to employment

- ◆ Improve coordination between transportation planning and local land use plans to ensure consistency between transportation projects and community development patterns
- ◆ Enhance multimodal connections between residential areas and employment hubs
- ◆ Prioritize transportation investments that maximize network efficiency based on local growth patterns

Improve transportation safety for all modes

- ◆ Utilize data-driven safety analysis to identify high risk locations
- ◆ Increase safety education programs
- ◆ Reduce the number and severity of crashes at high-risk locations

Leverage all available funding resources

- ◆ Diversify funding streams by working with local, state, federal, and tribal partners to utilize all available formula funding
- ◆ Increase applications for competitive grants year-over-year
- ◆ Educate MPO membership and the community about funding opportunities

Maintain the system in a state of good repair

- ◆ Utilize data-driven asset management principles and establish a preventative maintenance program
- ◆ Strengthen collaboration with maintenance entities to provide consistent, year-round maintenance
- ◆ Increase public outreach to identify maintenance needs
- ◆ Prioritize an annual allocation of funding for preservation and rehabilitation projects

Create opportunities for more diverse transportation options

- ◆ Utilize transportation data analyses for gap and need assessments
- ◆ Strengthen collaboration between transportation providers and stakeholders and increase public outreach and communication
- ◆ Identify potential multimodal corridors and build infrastructure for all user groups
- ◆ Support the implementation of the Transit Asset Management plan to guide investment in transit facilities

Shorten commute times and improve mobility

- ◆ Identify and remove network gaps for all modes
- ◆ Decrease congestion by building capacity, improving operational efficiency, and increasing transportation choices
- ◆ Increase connectivity for all modes

Build a resilient transportation network

- ◆ Provide transportation solutions that enhance the natural environment
- ◆ Integrate stormwater management into infrastructure design
- ◆ Increase the resiliency of the transportation infrastructure to natural and manufactured hazards

Attachment 2



MVP MTP Project Nomination Questions

This document summarizes the required questions that project nominators must answers as part of the project nomination form. Questions are categorized by general topic and generally correlate to the evaluation criteria developed by MVP for the purposes of scoring and prioritizing projects to be included in the MTP.

All project nominations must be submitted using the online form:

<https://survey123.arcgis.com/share/687f471e7665469aa9bb6b2e51fe2b8b?portalUrl=https://msb.maps.arcgis.com>

Please note that a form must be submitted for each unique project. Only projects that are 1) located with the Metropolitan Planning Area (MPA) boundary and 2) eligible for FHWA funds will be considered for potential inclusion in the MTP.

Project Location

A point location must be provided for all projects. The point must be within the MPA boundary and should reflect the approximate location of the proposed project area.

Provide a brief description of your project location including nearest cross streets.

Submitter Information

Organization Name (Individual/ Agency/ Organization/Unaffiliated):

Contact Name:

Contact Phone:

Contact Email:

Project Information

Project Name:

Project Type:

(Check all that apply project)

- Roadway Capacity – Y/N
- Roadway Maintenance / Reconstruction – Y/N
- Transit (Bus / Rail) – Y/N
- Bicycle / Pedestrian – Y/N
- Freight / Goods Movement – Y/N
- Safety – Y/N
- Technology / Intelligent Transportation Systems (ITS) – Y/N
- Planning / Study – Y/N
- New Corridor – Y/N
- Bridge – Y/N
- Other: _____

Project Description (narrative):

Funding and Project Readiness

1. Estimated project cost (enter 0 if unknown or not available).
2. Are there existing identified funding sources for this project?
 - If yes, please provide a narrative description of the source of funding.
3. Project Phases Being Nominated:
 - Planning/Study
 - Preliminary engineering
 - Right-of-Way
 - Construction
 - Operations/Maintenance
4. Anticipated Schedule

Land Use Integration

5. Is the project included in an existing land use or transportation plan?
 - If yes, please enter the name of the plan.
6. Does the project include or is it contained within a corridor identified in an access management plan?
7. Provide a brief description of how your project would improve access to employment, education, healthcare, or other key destinations.

Improving Network Safety

8. Is the project included in an existing safety plan?
 - If yes, please provide the plan name.
9. Does your project implement safety design features (e.g., improved lighting, signage, speed reduction, or crossings) or address documented safety issues?
 - If yes, please provide details.

Supports System Maintenance

10. Does your project address pavement or bridge condition issues?
 - If yes, please provide details.
11. Does your project improve operations?
 - If yes, please provide details.
12. Does your project directly address an area with a known record of public complaints?
 - If yes, please provide details.

Supports More Diverse Transportation Options

13. Is the project included in the MSB Bike and Pedestrian plan?

14. Does your project support multi-modal transportation?

- If yes, please provide details.

15. How does your project support transit facilities? (select one)

- It would add new or improve transit facilities
- It would maintain existing transit facilities
- It would have no effect on transit facilities

16. Does your project reduce user group conflicts?

- If yes, please provide details.

Supports Network Resiliency and Environmental Considerations

17. Does your project reduce the vulnerability of transportation facilities?

- If yes, please provide details.

18. Does your project include features to enhance or protect the natural environment?

- If yes, please provide details.

19. Does your project improve emergency response?

- If yes, please provide details.

Public Agency Support

20. Has a governing body or local agency formally endorsed the project?

- If yes, please attach a document¹ of endorsement.

¹ File size limit of 100 mb.

Attachment 3

Metropolitan Transportation Plan (MTP) Project Evaluation and Scoring Methodology

Introduction

This document outlines the process and methodology used by MatSu Valley Planning for Transportation (MVP) to evaluate and score transportation projects nominated for inclusion in the Metropolitan Transportation Plan (MTP). This evaluation framework provides a consistent, transparent, and data-driven approach to prioritizing investments that advance regional goals and meet federal performance-based planning requirements. It is intended to support both project sponsors during the submission process, as well as project evaluators.

Objectives of the evaluation process include:

- Ensuring fair and transparent project selection.
- Supporting regional goals for safety, integration with land use, and resilience, among others.
- Linking planning and programming (MTP → Transportation Improvement Program).

Framework for Evaluation

The evaluation framework aligns with federal performance goals under Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA). It ensures that project selection supports regional transportation goals and objectives.

Types of evaluation criteria include:

- Quantitative/Objective – measurable, data-based metrics such as safety performance or asset condition improvement.
- Qualitative/Subjective – context-based assessments such as consistency with land use plans or community priorities.

Quantitative criteria are referred to in this document as **Scored Programmatically**. The project sponsor does not need to submit this information with the project nomination as MVP staff will use GIS and other

tools to determine the score. These programmatically scored criteria are delineated with a  in this guide.

Qualitative information will need to be submitted by the project sponsor and scored by the MTP scoring committee. The MTP scoring committee includes members of the MVP Technical Committee and MVP staff. Criteria that require the project sponsor to submit evidence of meeting the criterion are denoted with a  in this guide.

Scoring Process Overview

MVP's evaluation and scoring process will include the following steps:

1. **Data Compilation:** MPO staff or consultants collect datasets, modeling outputs, and plan references.
2. **Project Submission:** Sponsors submit proposals with supporting documentation.
 - a. **Initial Screening:** projects are screened to ensure they fit the program, include everything necessary for evaluation, and have budgets that fit within MVP's resources.
3. **Criteria Scoring:** Each project is scored by each member of the MTP scoring committee using standardized scales (e.g., 1–5).
4. **Composite Scoring and Weighting:** Scores are weighted and summed to produce a total score.
5. **Review and Validation:** Scores undergo internal and committee review. Evaluators may reach out to sponsors for clarification.
6. **Ranking and Recommendation:** Projects are prioritized for inclusion in the MTP and for TIP programming.
7. **Public Review:** The draft MTP will be put out for public review and comment.

Evaluation Criteria and Scoring Guidance

- ❖ **Goal Area 1:** Ensure transportation improvements align with land use patterns and connect housing to employment.

Land use compatibility assesses how well a proposed transportation project aligns with existing and planned land uses, local comprehensive plans, and regional growth patterns.

Projects that are land-use compatible reinforce desired development patterns, support sustainable growth, and improve accessibility to activity centers, rather than conflicting with land use goals or degrading sensitive areas.

CRITERION 1.1: consistent with adopted plans and local land use policies

 How to score:

- 3 points if the project is included in an adopted plan; do not consider Safety Plans since they are included in the next goal area (Safety)
- If the project is NOT included in a plan, 0 points

Project sponsor to provide the name of the plan. Examples of acceptable plans include but are not limited to Borough Wide Comprehensive Plan, Community Council Comprehensive Plans, MSB LRTP, Special Use District (SPUD) plan, Transit Plan, or Official Streets & Highways Plan.

CRITERION 1.2: improves access to employment, education, healthcare, or other key destinations

 How to score:

- 0 points if the project would not improve access to employment, education, healthcare, or other key destinations
- 3 points if the project would minimally improve access (the project sponsor should provide evidence of how the project meets this criterion)
- 5 points if the project focuses on improving access (i.e., the project's primary goal is to provide access to employment, education, or healthcare; the project sponsor will provide the evidence of this in the submission)

Project sponsor will provide the evidence of improved access as part of the project description.

CRITERION 1.3: includes right-of-way (row) or access management components that coordinate with land use

 How to score:

- 3 points if the project is included in an access management plan
- 0 points if the project is NOT included in an access management plan

Project sponsor to provide the name of the access management plan. The Bogard-Seldon Access Management Plan is an example of an access management plan.

 **Goal Area 2:** Improve transportation safety for all modes.

Projects that improve safety for all users (motorists, cyclists, pedestrians, etc.) support quality of life and help prevent crashes or injuries.

CRITERION 2.1: addresses a high crash location or issue

 How to score (scored programmatically with the Equivalent Property Damage Only [EPDO] analysis layer in GIS):

- 5 points if the project is on a road/corridor/intersection with an EPDO score in the top 20th percentile
- 3 points if the project is on a road/corridor/intersection with an EPDO score in the 60th-80th percentile
- 1 point if the project is on a road/corridor/intersection with an EPDO score in the 40th-60th percentile
- 0 points if the project does not have an associated EDPO score (i.e., not applicable to the project type)

Project sponsor does not provide documentation for this criterion.

CRITERION 2.2: identified need in a safety plan

👤 How to score:

- 3 points if the project is in a safety plan
- 0 points if the project is not in a safety plan

Project sponsor to provide the name of the safety plan; examples include Safe Routes to School, Community Safety Action Plan, School Walking Routes; other plans may be considered if the project sponsor provides the name of the plan and section that references the project.

CRITERION 2.3: implements safety design features¹ / addresses a documented² issue

👤 How to score:

- 3 points if the project implements safety features or addresses a documented issue for all modes
- 1 point if the project implements safety features or addresses a documented issue for one mode
- 0 points if the project does not include safety features

¹Project sponsor to provide a description of the safety features in the project description and what modes are addressed; for purposes of scoring this criterion, modes include motor vehicles, pedestrians, and cyclists; examples of safety features include but are not limited to items such as guardrails, lighting, traffic calming (e.g., speed humps), intersection realignments, sight distance improvements, enhanced pedestrian crossings (e.g., rectangular rapid flashing beacons), or early warning flashers.

²Project sponsor to provide the source of the documented issues; the source may be a study, report, analysis, or other technical assessment; public comments/complaints are not considered when evaluating this criterion as that metric is scored elsewhere.

CRITERION 2.4: within ½-mile of a school, senior center, senior housing, or playground

⌚ How to score (scored programmatically with GIS by using a ½-mile buffer around the project location):

- 1 point if the project meets the criterion (one of the listed facilities falls within the ½-mile buffer)
- 0 points if the project does not meet the criterion

❖ **Goal Area 3:** Leverage all available funding resources.

Projects with funding identified and allocated are closer to implementation than those without funding. Most federally funded projects require a local match. Identifying that match early helps keep a project on schedule.

CRITERION 3.1: project funding has been allocated

👤 How to score:

- 3 points if match funding has been secured
- 0 points if no match funding has been secured

Project sponsor to provide evidence of funding through a resolution or budget line item that identifies the project and the amount of funding dedicated to it. Projects that are early in the development process are unlikely to have funding.

❖ **Goal Area 4:** Maintain the system in a state of good repair.

Maintenance of transportation facilities is important to support quality of life, facilitate economic development, reduce crashes, and protect transportation investments.

CRITERION 4.1: improves asset condition

👤 How to score:

- 5 points if the project addresses pavement or bridge conditions
- 0 points if the project does not address pavement or bridge conditions

Project sponsor will provide evidence of the improvement in the project description. For example, they may indicate that a road's IRI value will decrease after the project is completed.

CRITERION 4.2: improves operations

👤 How to score:

- 5 points if the project improves operations
- 0 points if the project does not improve operations

Project sponsor will provide the improvements to operations in the project description. Examples include replacing streetlights, adding stoplights, incorporating Intelligent Transportation Systems (ITS). Projects that get a 'yes' on this criterion generally include elements that improve how the transportation network operates.

CRITERION 4.3: addresses public complaints

👤 How to score:

- 3 points if there is a record of public complaints
- 0 points if there no record of public complaints

Project sponsor to provide the source of the recorded complaints. The Matanuska Susitna Borough's (MSB) "problem reporter" is an example of a source of recorded public complaints. Other sources of complaints may include letters from community or user groups or comments submitted at public meetings or through online forms.

❖ **Goal Area 5:** Create opportunities for more diverse transportation options.

A transportation system with diverse transportation options allows people of different economic, social, and demographic backgrounds to move about the MPA.

CRITERION 5.1: project upgrades/adds non-motorized facilities

👤 How to score:

- 5 points if the project adds facilities recommended in the MSB Bicycle & Pedestrian Plan (BPP)
- 3 points if the project is not in the BPP but would add or improves other transit, bicycle, or pedestrian facilities
- 1 point if the project is not in the BPP but would maintain existing facilities
- 0 points if the project does not add or improve non-motorized facilities

Project sponsor to indicate if the project is in the BPP; if the project is not in the BPP but the project sponsor feels that it improves non-motorized or transit facilities, then the project sponsor shall include a description of the improvements; if the project maintains a facility without any additional improvements, the project sponsor shall indicate what maintenance is expected.

CRITERION 5.2: closes a gap in the multi-modal network

👤 How to score:

- 5 points if the project connects two facilities or extends a facility
- 0 points if the project would result in no change

The project sponsor must describe the project termini and indicate what connection or which facilities the project is connecting or extending. This criterion evaluates non-motorized connections only. For roadway network gaps, see Criterion 6.3.

CRITERION 5.3: supports transit

👤 How to score:

- 5 points if the project adds or improves transit facilities
- 3 points if the project maintains transit facilities
- 0 points if the project would not improve or maintain transit facilities

Project sponsor must describe the new or improved transit facilities or provide a description of how the facility will be maintained.

CRITERION 5.4: reduces user group conflicts

👤 How to score:

- 3 points if the project reduces user group conflicts
- 0 points if the project would not reduce user group conflicts

Project sponsor will provide a description of how user group conflicts are reduced or eliminated. This criterion is focused on reducing conflicts such as those that occur between motorized and non-motorized users or higher-speed users from slower users. Examples may include separating cyclists from pedestrians, consolidating driveways to limit non-motorized/vehicular interactions, or relocating ATV trails away from roadways.

❖ Goal Area 6: Shorten commute times & improve mobility

Shorter travel times between home, work, healthcare, and other services improve quality of life, lower vehicle emissions, and reduce Vehicle Miles Traveled.

CRITERION 6.1: improves level of service (los)



How to score (scored programmatically with GIS based on the LOS analysis layer):

- 5 points if the project is on LOS E or F roads
- 3 points if the project is on LOS C or D roads
- 0 points if the project is on LOS A or B roads
- 0 points if the project does not have an associated LOS rating (i.e., not applicable)

Project sponsor does not provide any information.

CRITERION 6.2: increases mobility for freight movement



How to score (scored programmatically by cross-referencing the project location with the State Freight Network data and DOT&PF's traffic volume reports):

- 5 points if the project is on a designated freight network
- 3 points if the project is on a route with a truck volume greater than 10%
- 1 point if the project is on a route with a truck volume of 5-10%
- 0 points if the project does not have an associated truck volume (i.e., not applicable)

Project sponsor does not provide any information.

CRITERION 6.3: addresses a gap in the roadway network



How to score:

- 5 points if the project connects two roads or extends a road
- 0 points if the project would result in no change

Project sponsor shall describe the project termini and names of the roads being connected or extended; this criterion does not evaluate non-motorized facility connections.

❖ **Goal Area 7:** Build a resilient transportation network.

A resilient transportation network is one that is able to bounce back from natural disasters, extreme weather events, or other significant impacts. A resilient transportation network provides redundant facilities, avoids natural hazards, and is designed to mitigate environmental impacts.

CRITERION 7.1: improves resiliency of at-risk infrastructure

⌚ / 🧑 How to score:

- 5 points if the project addresses transportation infrastructure in the 100-year floodplain
- 3 points if the project reduces the vulnerability of transport infrastructure
- 0 points if the project would result in no change

Project sponsor does not provide any information concerning the 100-year floodplain. Project sponsor shall describe how the project reduces vulnerability. Examples may include increasing culvert sizes to accommodate larger floods or moving a road away from a rockfall zone.

CRITERION 7.2: includes features that enhance or protect the natural environment

🧑 How to score:

- 5 points if the project enhances or protects the natural environment
- 0 points if the project provides no specific means of improving the natural environment

Project sponsor will provide documentation on how the natural environment is enhanced or protected. Examples could include installation or repair of fish passage culverts, construction of wildlife under-crossings, or restoration of wetlands.

CRITERION 7.3: provides network redundancy or improves emergency access

👤 How to score:

- 5 points if the project provides redundant access to a single-access community or emergency facility
- 1 point if the project improves emergency vehicle access or enhances emergency response
- 0 points if the project would not improve emergency access

Project sponsor is responsible for providing documentation on how the project meets this criterion. Documentation from an emergency response entity such as EMS or fire departments are examples.

❖ **Additional Criteria**

These criteria were deemed important to consider when evaluating project nominations, however, they did not fit under any goal area. These criteria are typically included in the MTP project evaluation process by peer MPOs and represent best practices.

CRITERION 8.1: public support

👤 How to score:

- 5 points for a letter of resolution from an organized governing body (e.g., community council, Road Service Area, city council)
- 3 points for documented public support (e.g., public comments, letters of support, petitions)

The project sponsor is responsible for providing this documentation.

CRITERION 8.2: population reached

 How to score:

- 5 points if the project reaches a regional/areawide population
- 3 points if the project reaches a single community
- 1 point if the project reaches multiple neighborhoods/destinations
- 0 points for projects that only reach a single neighborhood/destinations

MVP staff will evaluate this criterion using GIS to analyze the project's reach. The extent of the project's reach will be determined from the MSB's parcel data layer.

CRITERION 8.3: roadway functional classification

 How to score:

- 5 points if the project is on arterials or greater
- 3 points if the project is on a major collector
- 1 point if the project is on a minor collector
- 0 points if the project is on a local road

MVP staff will evaluate this criterion using the roadway functional classifications GIS layer from AK DOT&PF.

Scoring Matrix Summary

Goal	Weight (%)	Total points available	Total potential score	Data Source / Method
Transportation alignment with land use	15	11	165	Plans referenced by the project sponsor
Improve safety for all modes	25	12	300	Crash analysis/EPDO GIS
Leverage funding sources	5	3	15	Project sponsor provided; budgets
Maintain a system in good repair	20	13	260	Baseline condition assessments (e.g., IRI, PCI); public comments
Create transportation options	10	18	180	Project sponsor provided descriptions
Shorten commute times & improve mobility	10	15	150	GIS of LOS and freight routes; project sponsor provided info
Build a resilient transportation network	15	15	225	Project sponsor provided info
Public support	--	5	5	Documentation
Population reached	--	5	5	GIS analysis of adjacent parcel data
Functional class	--	5	5	DOT&PF maps
Totals		102	1,460	

Data and Tools

Evaluation relies on both analytical tools and qualitative input.

Documentation and Transparency

All project scores, assumptions, and data sources will be documented.

Summary score sheets are made available for review by MPO committees and the public.

Periodic Review and Updates

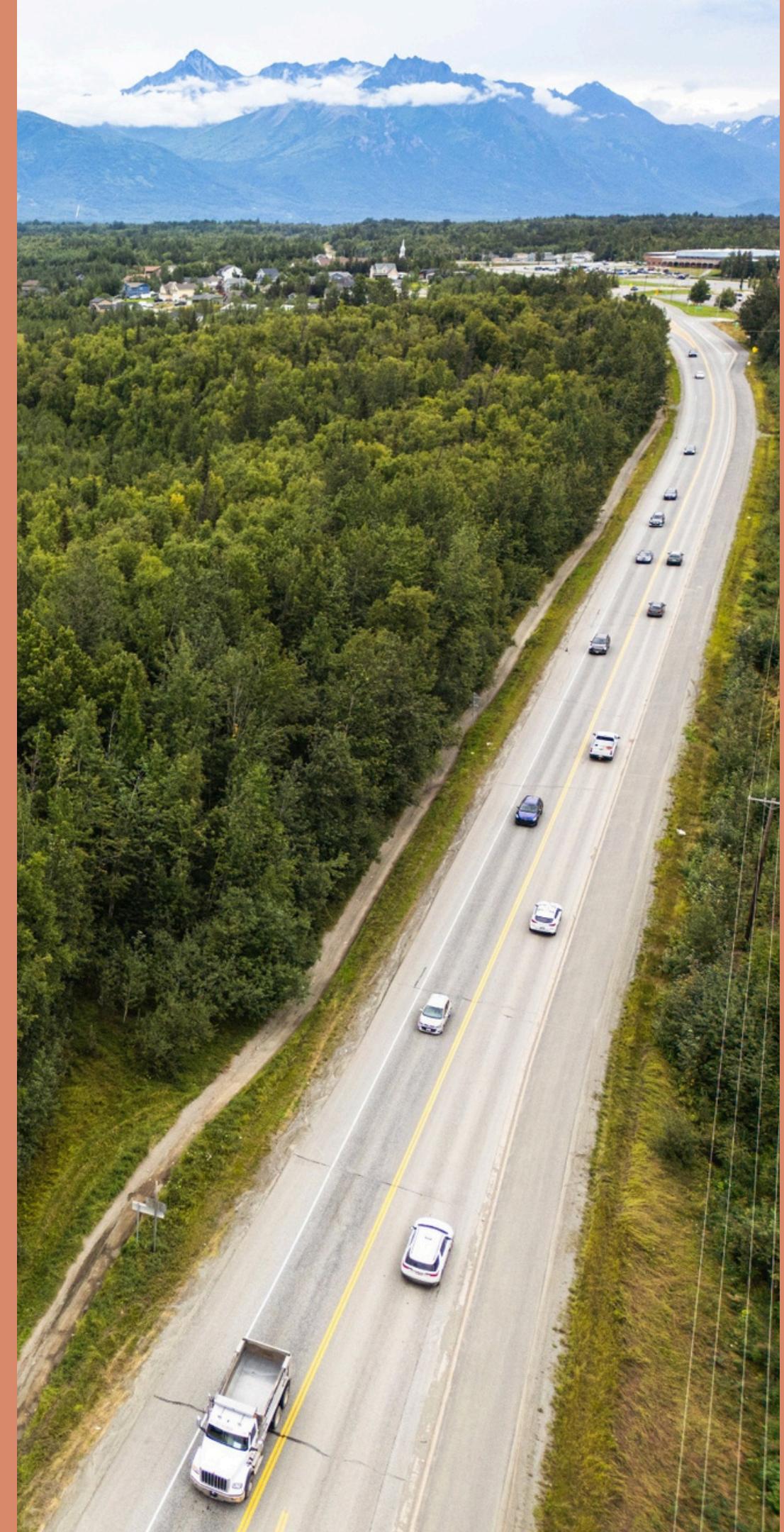
The MPO will periodically review and refine its evaluation criteria and weighting structure to reflect updated regional goals, new data sources, and federal guidance.



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Metropolitan Transportation Plan

Technical Committee
February 10, 2026



Agenda

01. Overview of Public Survey Results

02. Overview of Public Comment Map Results



Public Survey

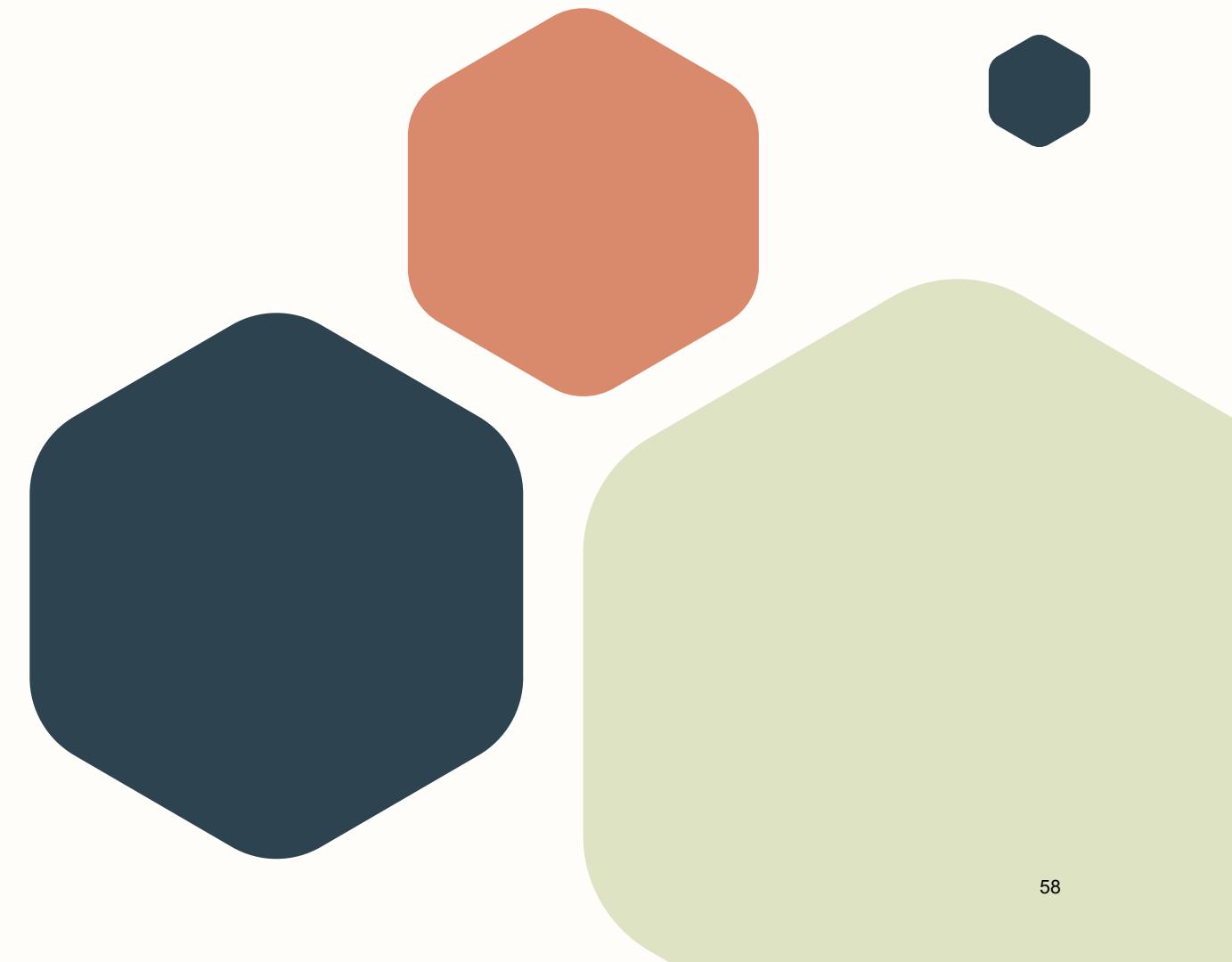
We asked, and residents responded

01

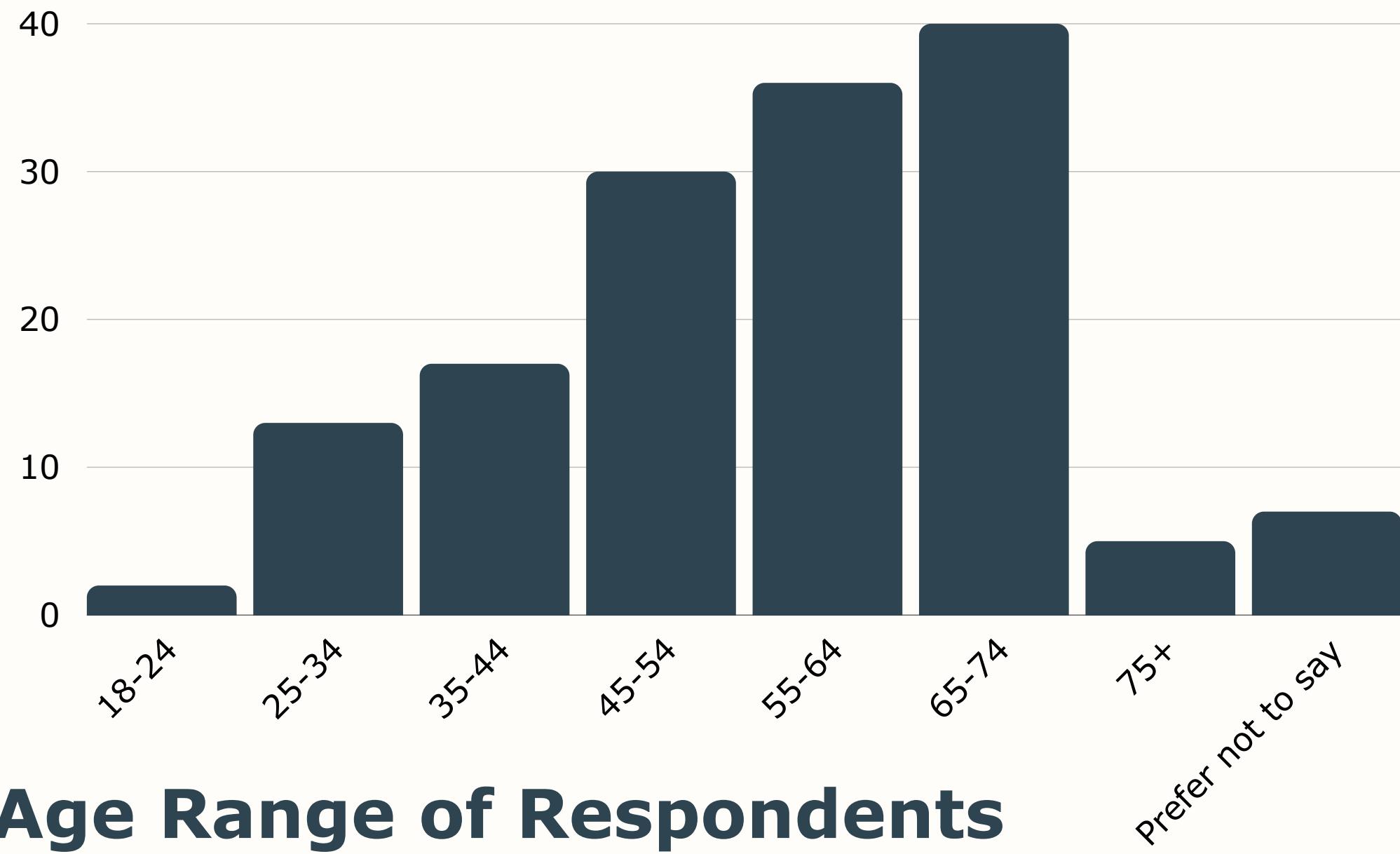


Survey Details

- Open December 1, 2025 - January 31, 2026
- 19 questions that focused on:
 - Demographics
 - Transportation mode preference
 - Perceived safety
 - Transportation concerns and opportunities
 - Maintenance and conditions
 - Freight
 - Travel patterns
- 150 responses



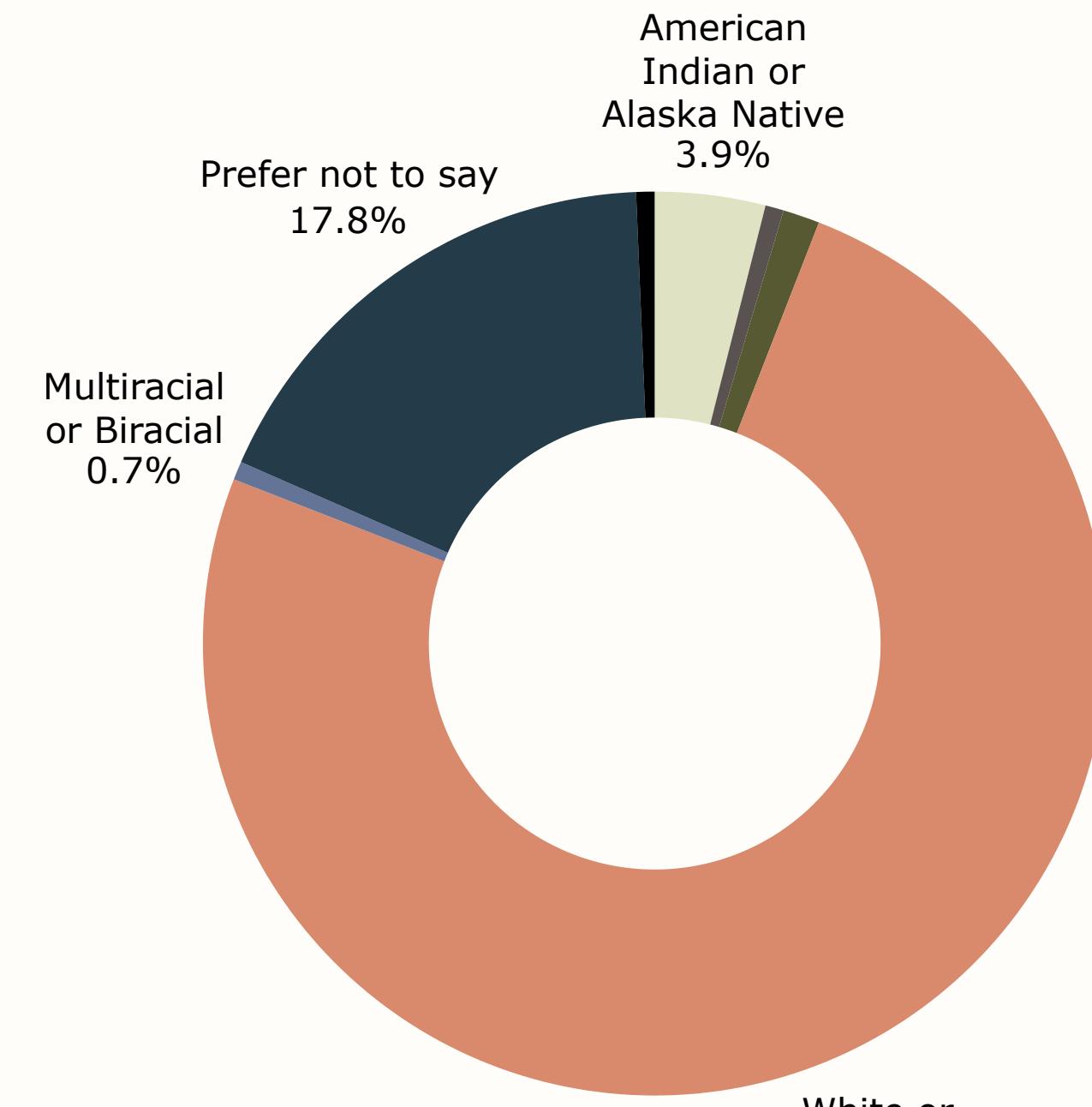
Survey Demographics



Age Range of Respondents

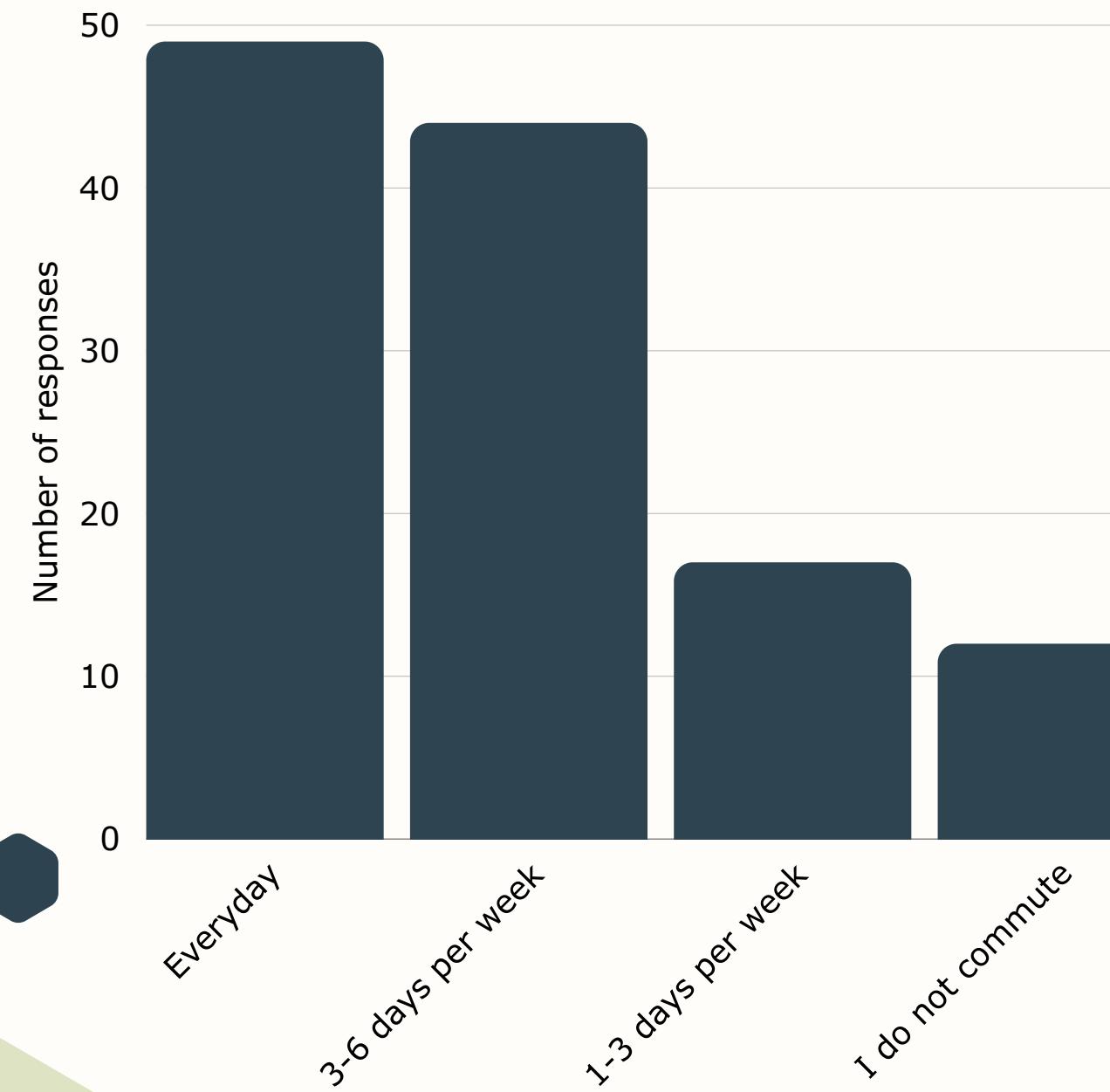
17% of respondents have someone in their household with mobility challenges

Race/Ethnicity of Respondents

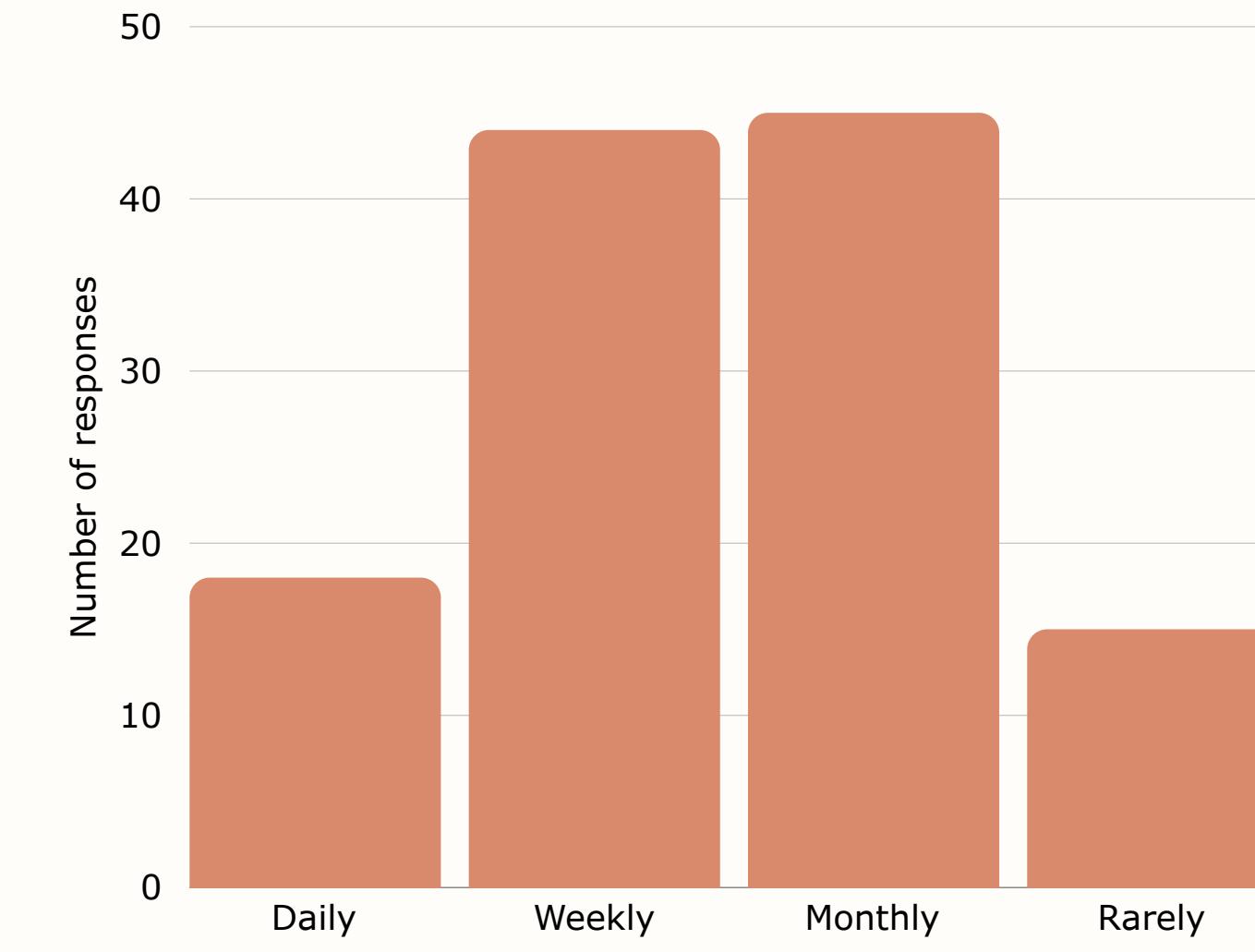


Not labeled in pie chart:
Hispanic or Latino 1.3%
Black or African American .7%
A race or ethnicity not mentioned .7%

Travel Inside the MSB

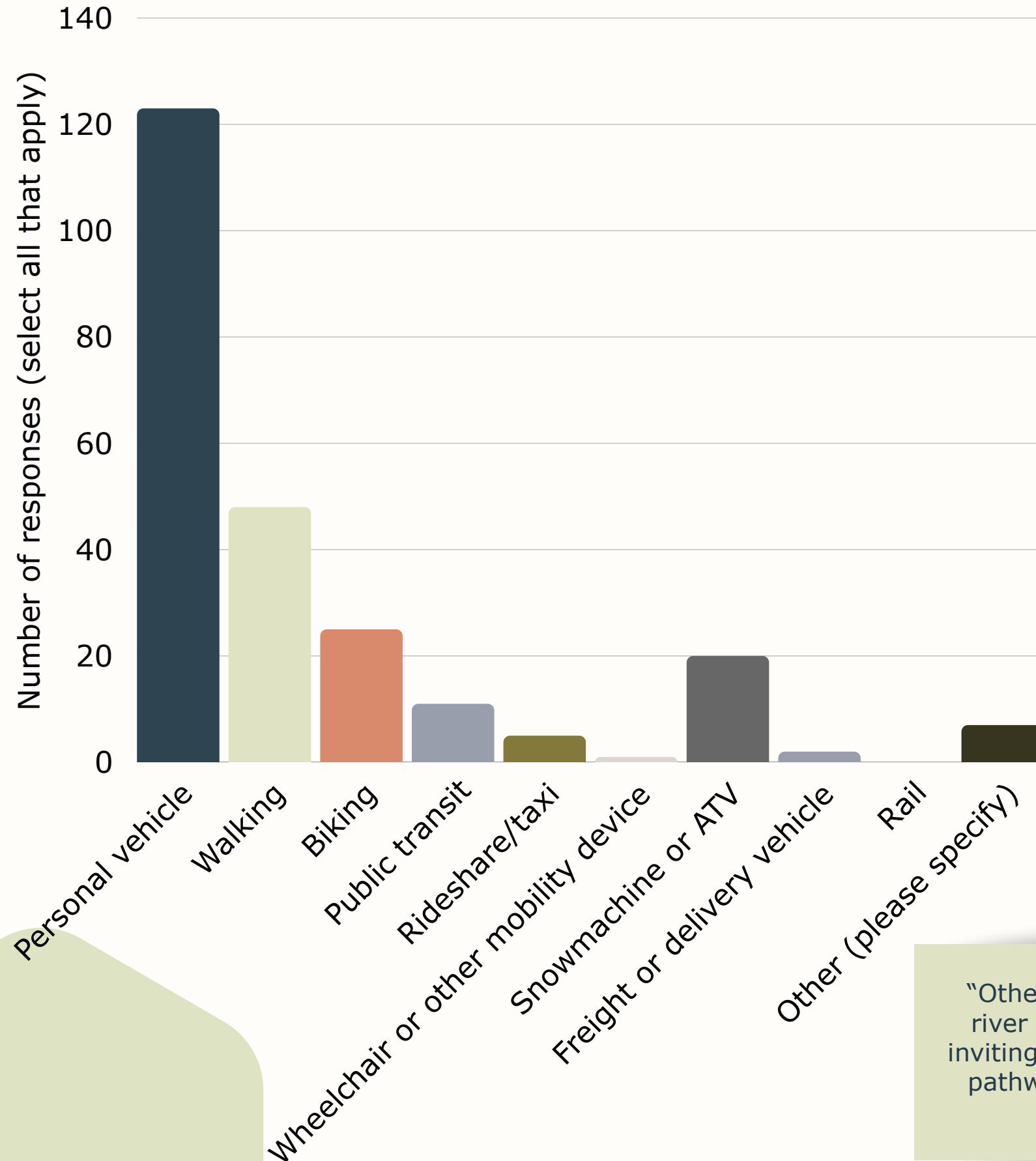


Travel Outside the MSB

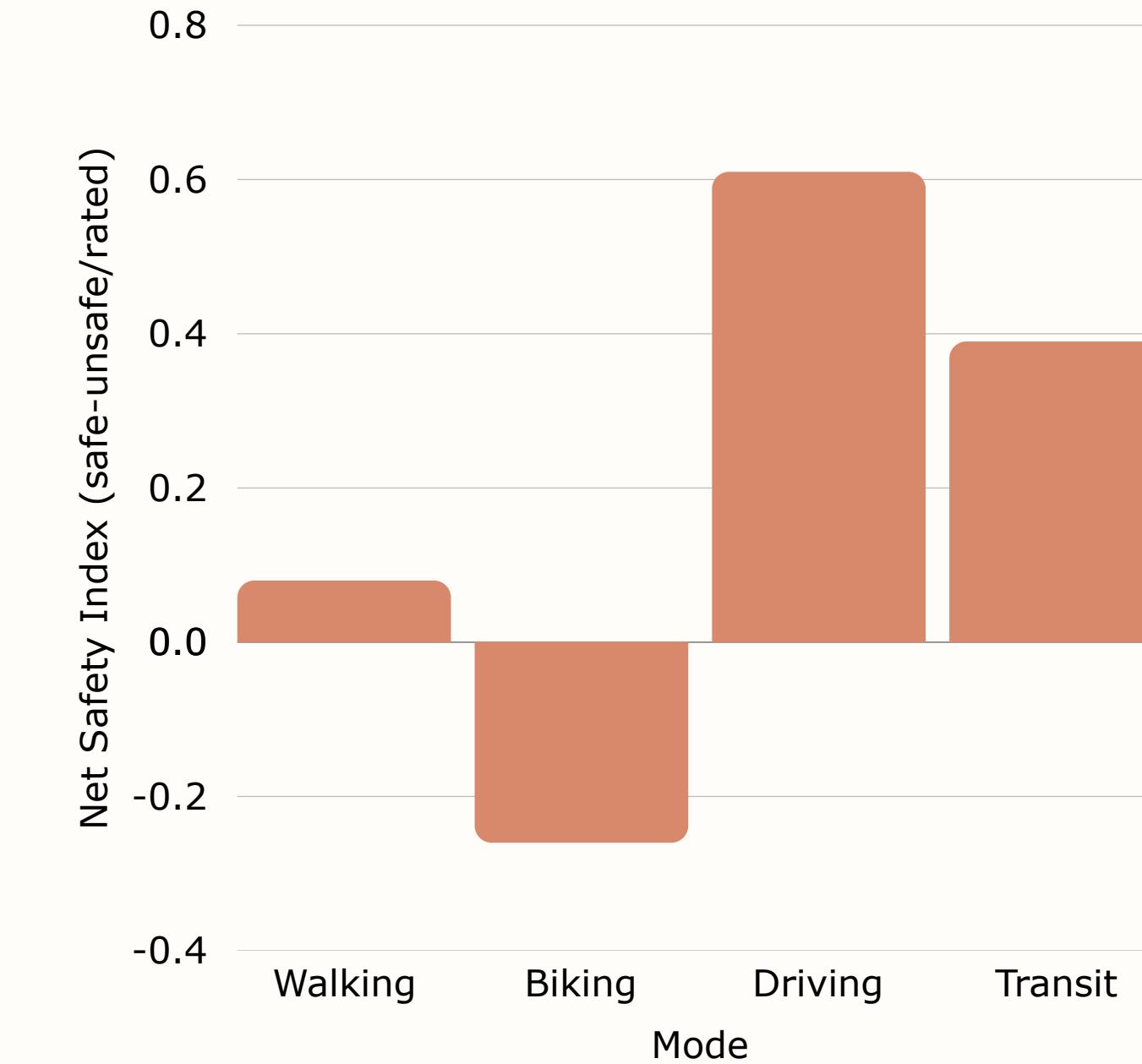


78% of respondents travel in the morning and roughly half traveling Afternoon/Evening. **MTP projects should aim to prioritize movement and access management on corridors with known peak conflicts** (e.g., Parks Hwy through Wasilla, Palmer-Wasilla Hwy).

Chosen Modes



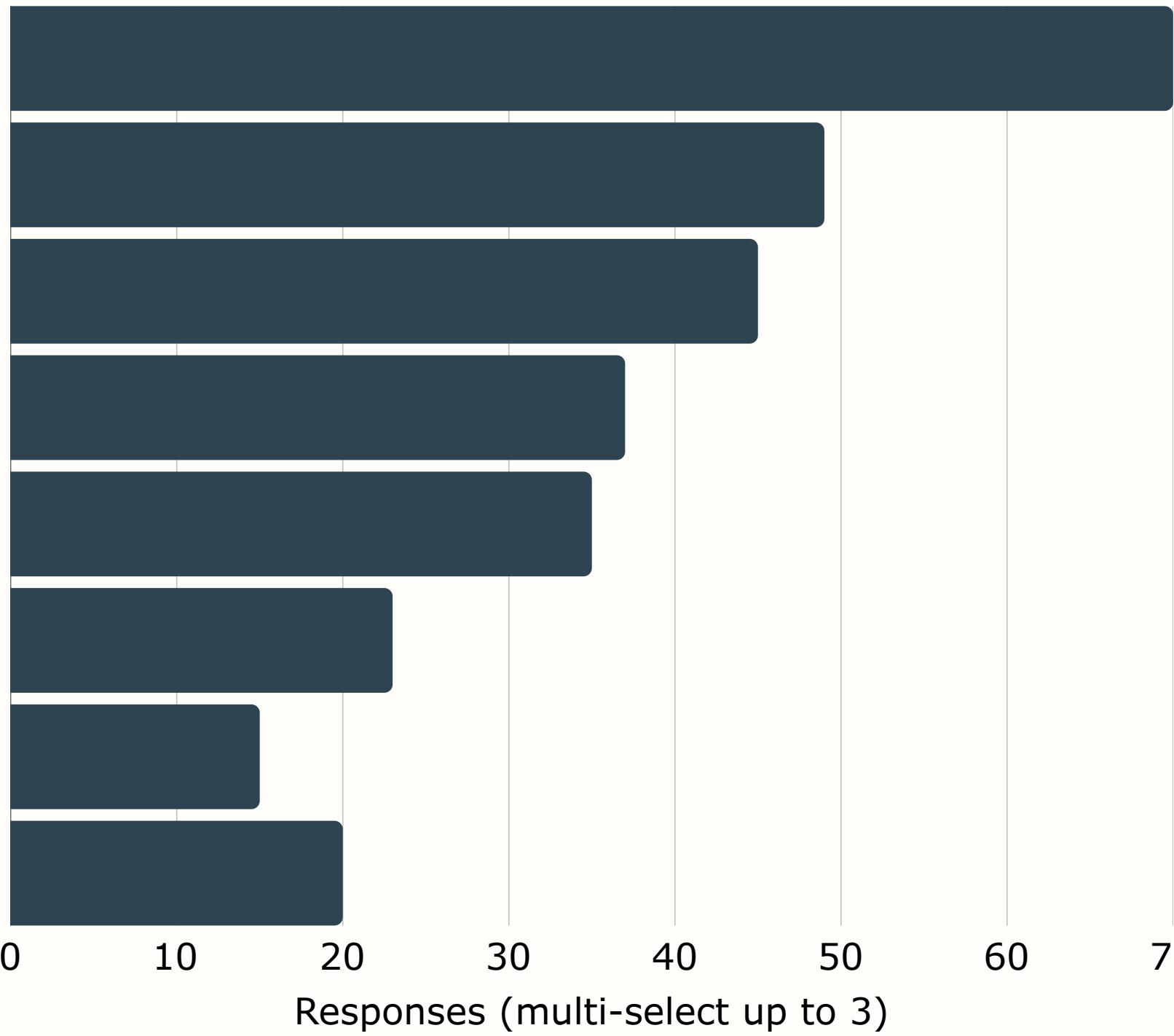
Perceived Safety by Mode



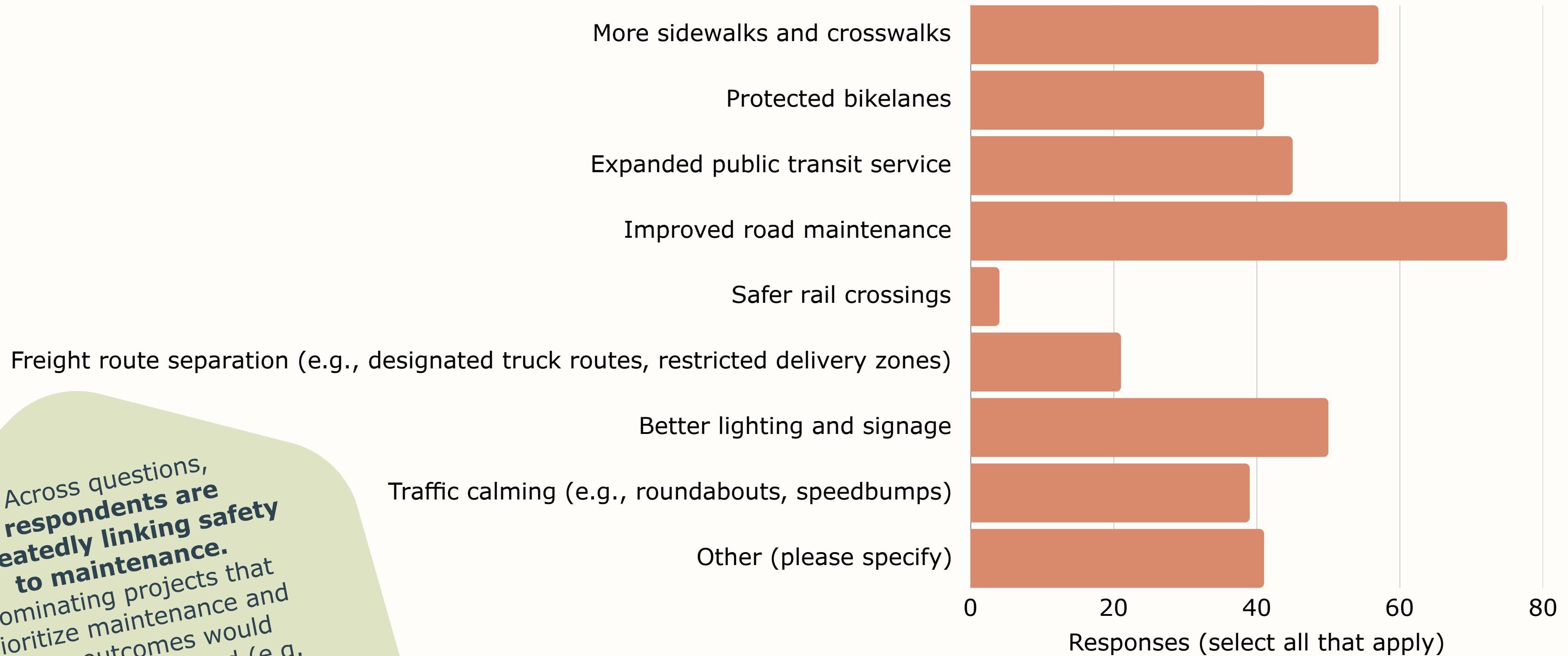
Active transportation safety gaps are structural, not preference-based, meaning **people aren't walking or biking because of mode preference, rather they avoid it because of conditions and design** (e.g. lack of winter maintenance or disconnected pathways)

Top Transportation Concerns

Getting around isn't always planned with growth in mind



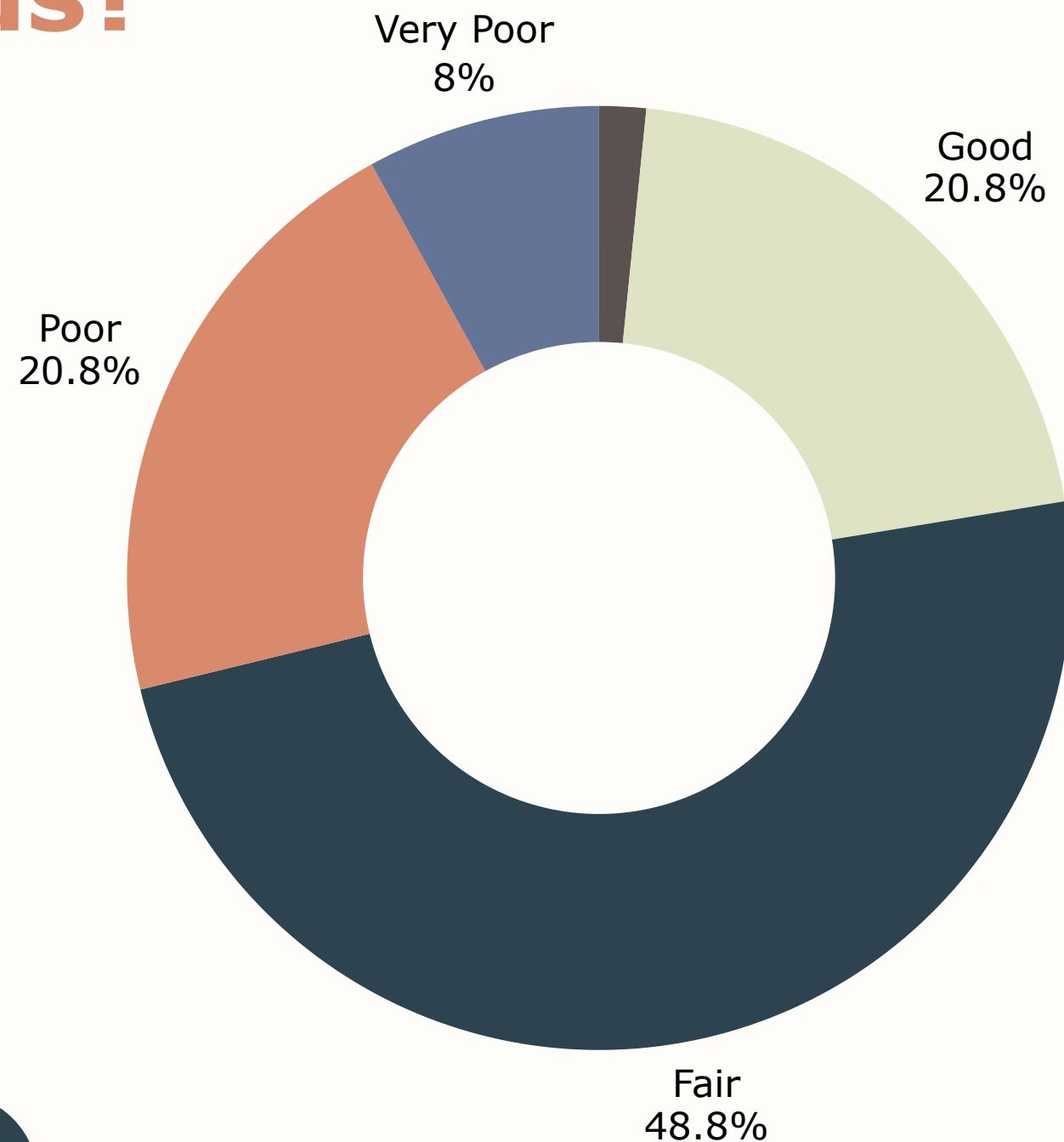
Top Opportunities to Improve Safety



Across questions,
respondents are
repeatedly linking safety
to maintenance.
Nominating projects that
prioritize maintenance and
safety outcomes would
likely be well received (e.g.,
pavement rehab with
crosswalk).

Maintenance and Road Conditions

How would you rate the roads?

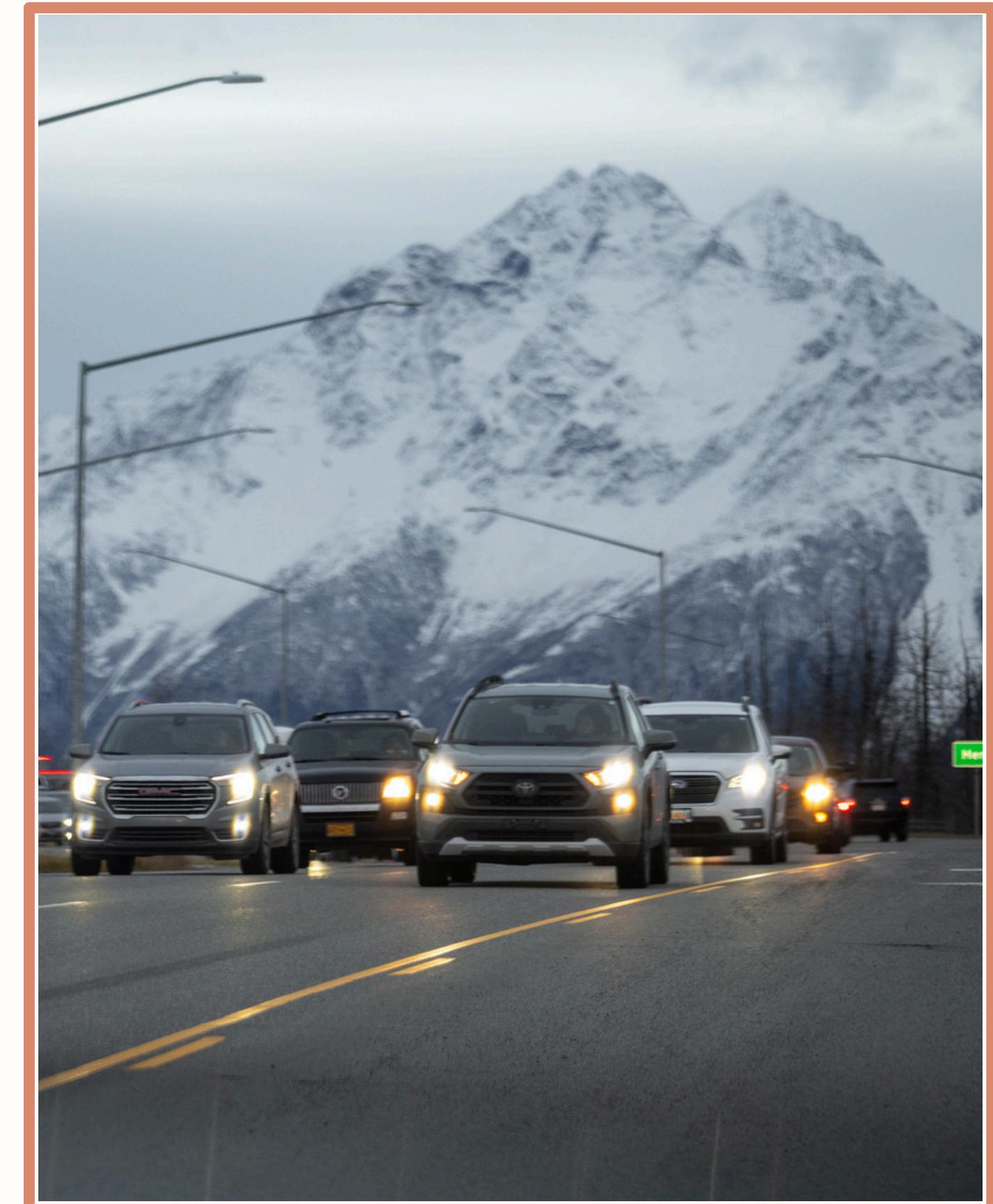


Seasonal Challenges?

Category	% of Responses
Maintenance	48%
Weather	38%
Bike/Ped	24%
Safety	20%
Poor drivers	8%
Natural hazards	2%
Transit	2%
Cost	2%

Priorities for future investments

- 1 CONGESTION
- 2 SAFETY
- 3 CONSISTENT MAINTENANCE
- 4 ENVIRONMENTAL RESILIENCY
- 5 CONNECTIVITY
- 6 ECONOMIC DEVELOPMENT



Project and Policy Takeaways



- **Wasilla area:** Strongest sentiment towards congestion, intersection safety, and left-turn protections. Consider projects that relieve corridor choke points or add redundancy.
- **Palmer area:** Highest priority of safety and strongest interest in active transportation connections. Consider projects aimed at safety for bicyclists and pedestrians.
- **MSB area:** Highest urgency for congestion and an emphasis on economic development. Consider land use and transportation policy coordination and increasing connection and capacity on alternate routes.

Public Comment Map

02



Comment Map Details

- Open from December 03, 2025 to January 31, 2026
- 73 points, 69 lines
- Includes open house comments

Count of Comments by Mode

92 Vehicle
29 Pedestrian
12 Bicycle
9 Transit

MPO Public Comment

Point Comment

-  Bicycle Comment
-  Pedestrian Comment
-  Transit Comment
-  Vehicle Comment
-  Freight Comment

Line Comment

-  Bicycle Comment
-  Pedestrian Comment
-  Transit Comment
-  Vehicle Comment
-  Freight Comment

Prioritized Corridors

1

Parks Highway: 20 dot, 3 line (includes bypass)

- Access at Alpine St. and Hermon Rd., Parks interchange, Wasilla bypass, capacity at Main St/KGB, turn lanes

2

Bogard Road: 6 dot, 5 line

- Lighting, pedestrian school access, turn lanes/safety features, frontage/alignment, transit route

3

Palmer Wasilla Highway: 6 dot, 4 line

- Parks interchange, lighting, frontage access, connections between Bogard Rd. and PWH, pathways, transit route

4

Arctic Avenue: 9 dot, 2 line

- Pedestrian safety, school congestion, and safe crossings at Valley Way and Gulkana St.

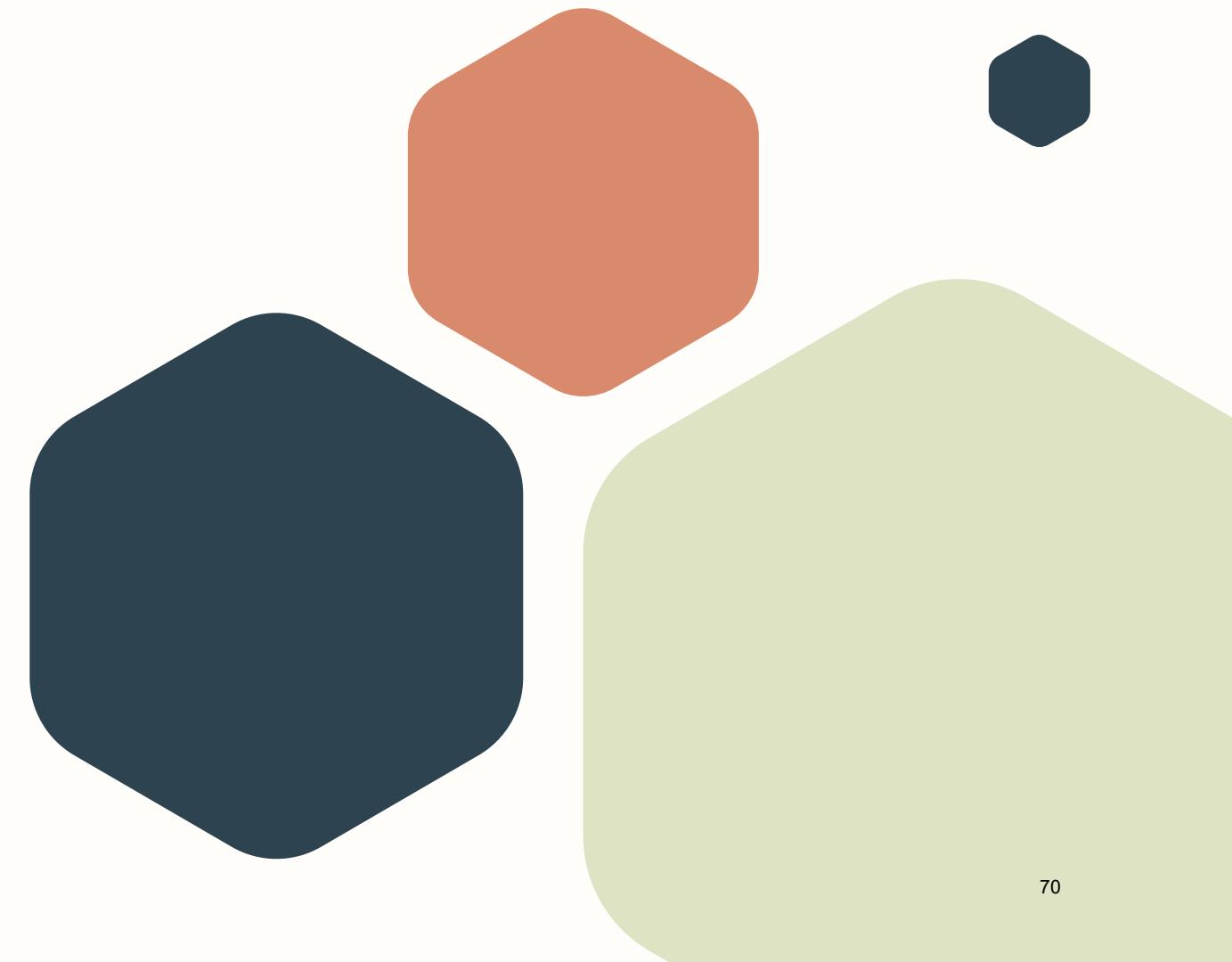
Recommendations for nonmotorized connections and road upgrades connecting Bogard Rd. and Palmer-Wasilla Highway **highlight a need for safety enhancements** in these corridors.

Top scoring line comment:
Fixed transit route along PWH and Bogard Rd.

Top scoring point comment:
Traffic light or turn lane on Arctic and Valley Way

City of Wasilla

- Most point comments direct attention to Parks safety and capacity through city limits
- Swanson Ave and Main Street congestion
- Resurfacing
- Fixed transit route



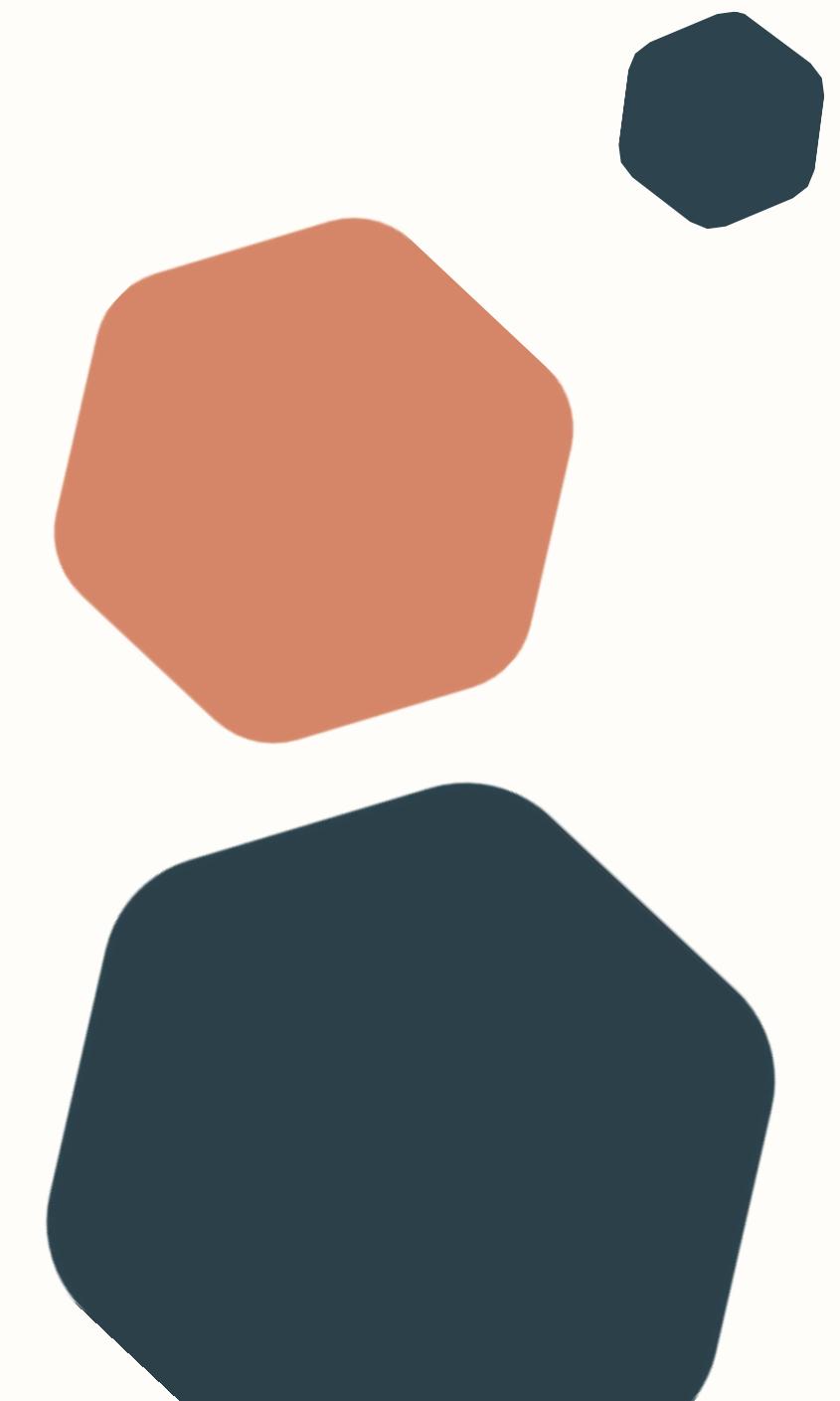
Top comment area:
Safety and access along the Parks Highway

Mat-Su Borough

- Engstrom safety and alternate egress
- Neighborhood connections to schools and alternate vehicle routes
- Pathway connections
- Upgrades to roads like Scott Rd., Hemmer Rd., and Snowgoose Rd.
- Fixed transit route



Top comment area:
**Safety and access
at Engstrom Rd.
and Bogard Rd.**

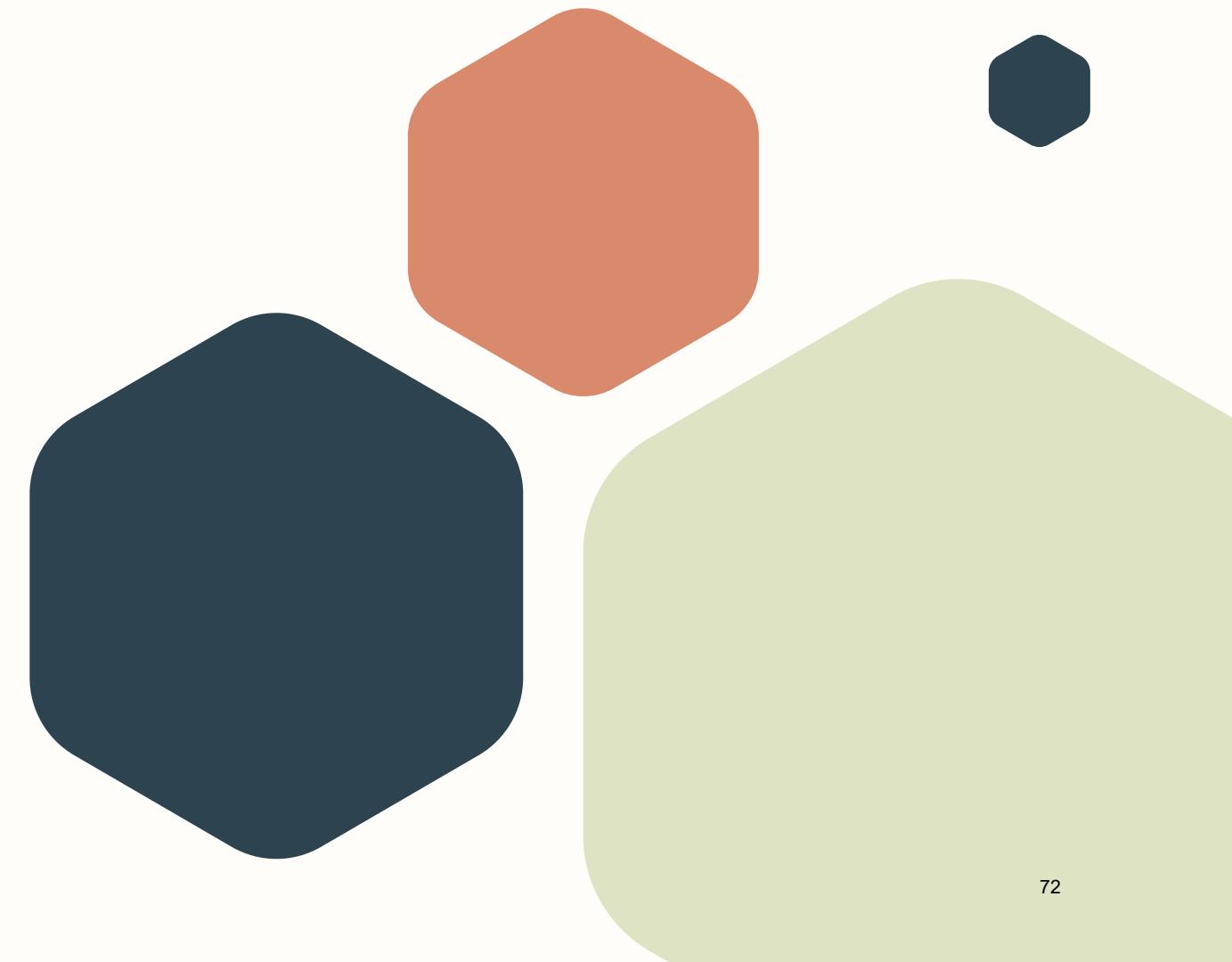


City of Palmer

- Neighborhood connections along Valley Way for motor vehicles
- Safety features like turn lanes and lighting
- Pathways
- Vehicle and bike/ped safety at Valley Way and Arctic
- Fixed transit route



Top comment area:
Access at
Valley Way and
Alaska

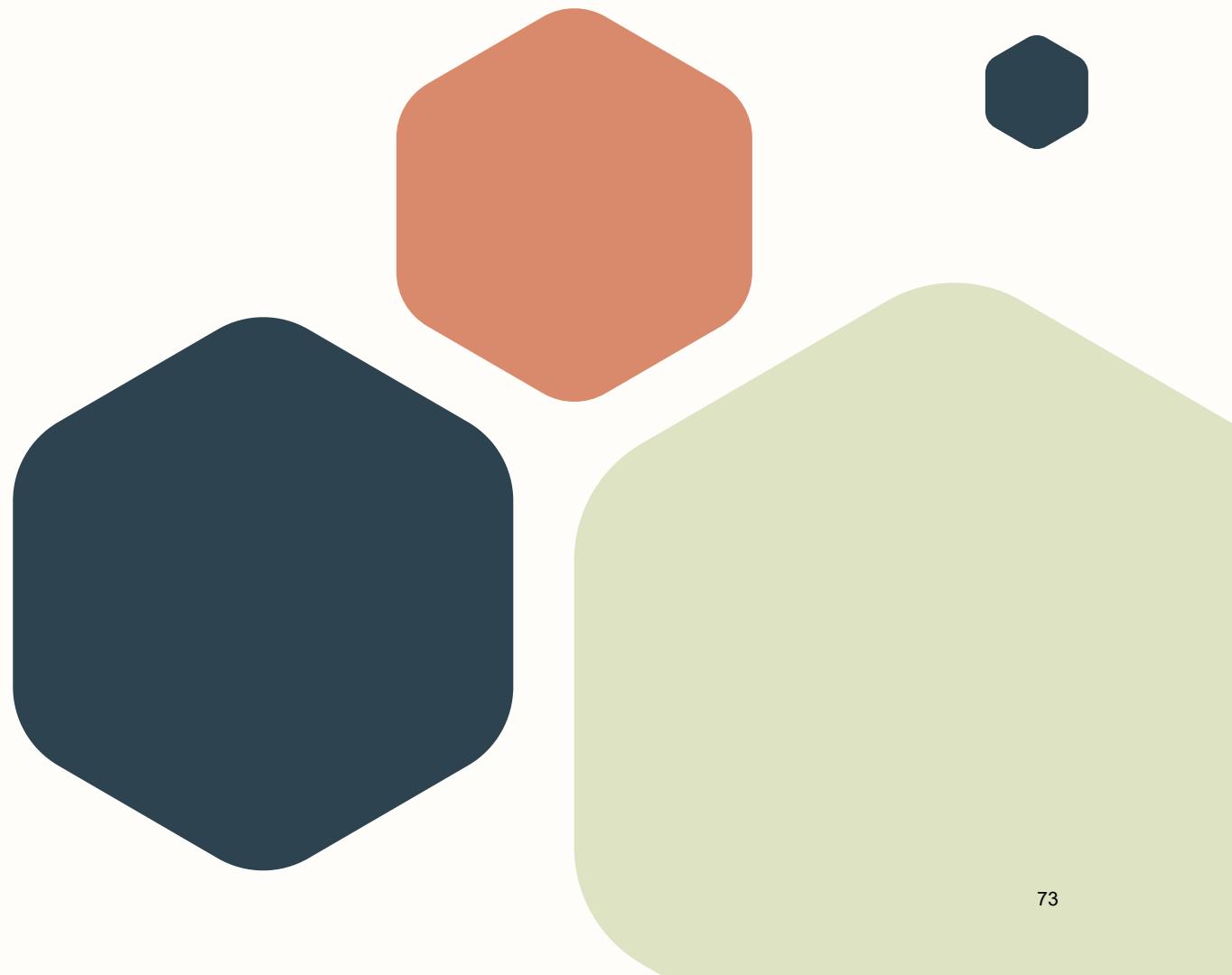


DOT & PF

- Congestion and safety of Parks Highway, Palmer-Wasilla Highway, and Bogard Rd.
- Wasilla-Palmer Fishhook capacity, safety and maintenance upgrades



Top comment area:
Congestion on the Parks Highway



What did we learn?

Fix what's broken
before building new

Land use policy is a
public concern

Safety
=
Maintenance

Build redundancy

Provide reliable
winter maintenance

Address regional
priorities

Transportation
choice matters





**Stay tuned for
more
engagement
opportunities!**



Hello valued friends and partners,

We are excited to announce two opportunities to get involved with MatSu Valley Planning for Transportation (MVP) in the new year and seek your help in getting the word out about these opportunities.

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

These positions play a critical role in fulfilling MVP's commitment to creating a safe, efficient, and multimodal transportation system that fosters reliable and accessible options for all modes of travel, supports the economy and environment, and promotes healthy communities. Please share this solicitation announcement and application form with those in your organizations and networks who may be interested. Any questions can be directed to me, Kim Sollien at kim.sollien@mvpmpo.com.

About the Opportunity:

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

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

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

Visit www.mvpmpo.com

Policy Board Members

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



About the Positions:

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

Attendance Requirements:

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

Other Expectations:

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

How to Apply

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

Best,



MVP Staff

✉ info@mvpmpo.com
📞 (907) 921-2425
🌐 www.mvpmpo.com
[Facebook](#) [Instagram](#)



Technical Committee Membership Application

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

ATTENDANCE REQUIREMENTS

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

CONTACT INFORMATION

Name:

Address:

Phone:

Email:

AT-LARGE SEAT OF INTEREST

Select one of the following currently available positions:

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

Visit www.mvpmpo.com

Policy Board Members

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• Brian Winnestaffer, Chickaloon Native Village • Mike Brown, MSB • Sean Holland, DOT&PF⁷⁸
• Mayor Jim Cooper, City of Palmer



APPLICATION QUESTIONS

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

Yes No

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

Yes No

Please elaborate:

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

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

Visit www.mvpmpo.com

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• Mayor Jim Cooper, City of Palmer



REQUIRED ATTACHMENTS

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

APPLICATION PROCESS

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

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

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

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

Visit www.mvpmpo.com

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• Brian Winnestaffer, Chickaloon Native Village • Mike Brown, MSB • Sean Holland, DOT&PP⁸⁰
• Mayor Jim Cooper, City of Palmer



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

January 20, 2026

Anchorage Metropolitan Area Transportation Solutions (AMATS)
Fairbanks Area Surface Transportation (FAST)
Matanuska-Susitna Valley Metropolitan Planning Organization (MVP)
Federal Highway Administration

Subject: Revised FFY26 HSIP Plan

State, Federal, and Community Partners,

The Alaska Department of Transportation & Public Facilities (DOT&PF) has approved a revised Federal Fiscal Year (FFY) 2026 Highway Safety Improvement Program (HSIP) Funding Plan. This update builds on the previously approved plan and reflects additional coordination and refinements intended to accelerate delivery of high-priority safety improvements.

Following further coordination with the Municipality of Anchorage, DOT&PF refined the FFY 2026 plan to advance Anchorage safety projects by prioritizing project readiness and delivery capacity. This approach uses federal Advance Construct tools to accelerate funding availability and aligns delivery resources - including DOT&PF and Municipal staff, contractors, and utility partners - to support timely project delivery.

HSIP is one of several tools DOT&PF uses to reduce fatal and serious-injury crashes through data-driven, federally eligible safety investments. The revised FFY 2026 plan prioritizes projects based on documented crash history, benefit-cost performance, and readiness to deliver, while ensuring investments are positioned not only for obligation, but for successful delivery on the ground.

DOT&PF remains committed to continued collaboration with metropolitan planning organizations, local governments, tribal partners, and the Federal Highway Administration as projects advance. We appreciate the ongoing engagement that informs HSIP programming and look forward to delivering meaningful safety improvements for all Alaskans.

Sincerely,

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

Cc:

Kim Sollien, MPO Executive Director
Aaron Jongenelen, AMATS Planning Executive Director
Jackson Fox, FAST Planning Executive Director
Randy Warden, Division Administrator, FHWA
Emily Haynes, Acting Deputy Division Administrator, FHWA
Katherine Keith, Deputy Commissioner
Chris Goins, P.E., Southcoast Regional Director
Sean Holland, P.E., Central Region Regional Director
Dom Pannone, Program Management & Administration Director
Lauren Little, P.E., Chief Engineer, Statewide
Luke Bowland, P.E., Preconstruction Engineer, Central Region
Kirk Miller, P.E., Preconstruction Engineer, Southcoast Region
Al Beck, P.E., Preconstruction Engineer, Northern Region
Adam Moser, Program Development Manager, Statewide
Nathan Purves, P.E., Traffic & Safety Engineer, Southcoast Region
Nathan Stephan, P.E., Traffic & Safety Engineer, Northern Region
Anna Bosin, Traffic & Safety Engineer, Central Region
Ben White, Planning Chief, Anchorage Field Office
Brett Nelson, Planning Chief, Fairbanks Field Office
Jill Melcher, Planning Chief, Juneau Field Office
Christine Langley, Division Director, Data Modernization & Innovation Office
Pamela Golden, State Traffic and Safety Engineer
Sarah Riopelle, Acting Roadway Safety Engineer

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Data Modernization & Innovation Office

TO: Ryan Anderson, P.E.
Commissioner

DS

CL

THRU: Christine Langley
Division Director, DMIO

Initial

FROM: Pam Golden, P.E.
State Traffic and Safety Engineer

PKD

DATE: January 16, 2026

PHONE NO: (907) 451-2283

SUBJECT: FFY26 HSIP
Funding Plan Update

We request approval of the FFY 2026 Highway Safety Improvement Program Funding Plan Update (STIP Need ID 19217). The plan represents estimated project obligations by funding source, by project phase, and by region. Available funding was assumed to be the anticipated apportionment as shown in Notice N4510.905 for HSIP and Railway-Highway Crossings Program (RHCP) Formula Program; Vulnerable Road User (VRU) Special Rule set aside; and 154 and 164 Penalty Funds. All are adjusted for carryover identified by Federal Aid. Projects were prioritized for funding using the process outlined in the HSIP Handbook and the use of Advance Construction is anticipated if the entire program delivers as planned.

For this funding plan, we have not specified projects by specific funding type, except for VRU special rule eligible projects and Section 130 rail projects. Projects not included for funding in the December 2025 funding plan have been noted as potential Advance Construction, however, the actual delivery of projects throughout the year will continue to assign 154 and 164 funding first. With respect to August Redistribution, this funding plan serves as a snapshot demonstrating a path to meeting all obligations. The PDP and PDA processes will be used to assign 154, 164, 148 or Advance Construction funding at the time of each request. We request signature of the funding plan to initiate HSIP funding for projects.

Your signature below will enable the regions to start projects.



Ryan Anderson, P.E, Commissioner

1/20/2026

Date

Attachments:

- Summary of Proposed and Selected Project Funding by Region, with Estimate of Available Funding
- Northern Region FFY 2026 HSIP project listing
- Central Region FFY 2026 HSIP project listing
- Southcoast Region FFY 2026 HSIP project listing
- Statewide FFY26 HSIP project listing
- Funding Priority and Project Ranking
- HSIP Criteria Matrix

Alaska HSIP Funding FFY '26 - '28: **Proposed** by Regions

	Entire Department			Northern			Central			Southcoast			Statewide			
	2026	2027	2028	2026	2027	2028	2026	2027	2028	2026	2027	2028	2026	2027	2028	
Type	New:	\$ 4,678,600	\$ 4,111,600	\$ 14,054,000	\$ 642,100	\$ 1,016,200	\$ 270,000	\$ 2,336,500	\$ 2,453,400	\$ 13,784,000	\$ 200,000	\$ 642,000	\$ -	\$ 1,500,000	\$ -	\$ -
	Funded Old:	\$ 91,305,627	\$ 64,003,217	\$ 56,149,000	\$ 19,046,149	\$ 17,680,000	\$ 3,609,000	\$ 62,191,879	\$ 31,377,000	\$ 45,540,000	\$ 10,067,599	\$ 12,946,217	\$ -	\$ -	\$ 2,000,000	\$ 7,000,000
	Unfunded Old:	\$ 1,882,000	\$ 5,666,000	\$ 12,491,000	\$ -	\$ -	\$ -	\$ 632,000	\$ 3,596,000	\$ 8,711,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ 97,866,227	\$ 73,780,817	\$ 82,694,000	\$ 19,688,249	\$ 18,696,200	\$ 3,879,000	\$ 65,160,379	\$ 37,426,400	\$ 68,035,000	\$ 10,267,599	\$ 13,588,217	\$ -	\$ 1,500,000	\$ 2,000,000	\$ 7,000,000

Alaska HSIP Funding FFY '26: **Selected** by Statewide

		Entire Department		Northern	Central	Southcoast	Statewide
		2026 Available	2026	2026	2026	2026	2026
		(Fed + SM) - ACC + AC	Selected				
Type	New:		\$ 4,678,600	\$ 642,100	\$ 2,336,500	\$ 200,000	\$ 1,500,000
	Funded Old:		\$ 91,305,627	\$ 19,046,149	\$ 62,191,879	\$ 10,067,599	\$ -
	Unfunded Old:		\$ 632,000	\$ -	\$ 632,000	\$ -	\$ -
	Total:		\$ 96,616,227	\$ 19,688,249	\$ 65,160,379	\$ 10,267,599	\$ 1,500,000
Funding	S120 (Increased Fed)		\$ -	\$ -	\$ -	\$ -	\$ -
	S130 (Railroad)	\$ 1,225,000	\$ 499,958	\$ 373,058	\$ 126,900	\$ -	\$ -
	S148 (UnCat HSIP Funds)	\$ 72,189,787	\$ 71,964,990	\$ 18,745,191	\$ 41,883,200	\$ 9,836,599	\$ 1,500,000
	S154 (Penalty)		\$ -	\$ -	\$ -	\$ -	\$ -
	S164 (Penalty)		\$ -	\$ -	\$ -	\$ -	\$ -
	HRRR (Special Rule)						
	SSP						
	VRU (Special Rule)	\$ 6,494,469	\$ 4,798,000	\$ 570,000	\$ 3,867,000	\$ 361,000	\$ -
	Advance Construction		\$ 19,353,279	\$ -	\$ 19,283,279	\$ 70,000	\$ -
Phase	A/C Conversion (VRU)	\$ (1,913,937)	\$ -				
	Total:	\$ 77,995,320	\$ 96,616,227	\$ 19,688,249	\$ 65,160,379	\$ 10,267,599	\$ 1,500,000
	0		\$ 2,205,000	\$ -	\$ 705,000	\$ -	\$ 1,500,000
	2		\$ 7,034,200	\$ 1,550,500	\$ 4,988,700	\$ 495,000	\$ -
	3		\$ 1,940,000	\$ -	\$ 1,700,000	\$ 240,000	\$ -
	4		\$ 77,239,669	\$ 16,606,791	\$ 51,310,279	\$ 9,322,599	\$ -
	7		\$ 8,197,358	\$ 1,530,958	\$ 6,456,400	\$ 210,000	\$ -
	8		\$ -	\$ -	\$ -	\$ -	\$ -
	9		\$ -	\$ -	\$ -	\$ -	\$ -
Total:			\$ 96,616,227	\$ 19,688,249	\$ 65,160,379	\$ 10,267,599	\$ 1,500,000
Unselected / Not Funded Projects:			\$ -		\$ -	\$ -	\$ -

Alaska HSIP Funding FFY '26 within MPO Boundaries					
Proposed	2026	All MPOs	FAST (NR)	AMATS (CR)	MVP (CR)
	In MPO Boundary:	\$ 72,302,934	\$ 19,626,855	\$ 30,003,779	\$ 22,672,300
Selected by Statewide					
Type	New:	\$ 3,497,400	\$ 1,500,000	\$ 1,835,500	\$ 161,900
	Funded Old:	\$ 66,923,534	\$ 18,126,855	\$ 26,286,279	\$ 22,510,400
	Unfunded Old:	\$ 632,000	\$ -	\$ 632,000	\$ -
	Total:	\$ 71,052,934	\$ 19,626,855	\$ 28,753,779	\$ 22,672,300
Funding	S120 (Increased Fed)	\$ -	\$ -	\$ -	\$ -
	S130 (Railroad)	\$ 112,500	\$ -	\$ 101,500	\$ 11,000
	S148 (UnCat HSIP Funds)	\$ 47,827,127	\$ 19,558,827	\$ 5,607,000	\$ 22,661,300
	S154 (Penalty)	\$ -	\$ -	\$ -	\$ -
	S164 (Penalty)	\$ -	\$ -	\$ -	\$ -
	HRRR	\$ -	\$ -	\$ -	\$ -
	SSP	\$ -	\$ -	\$ -	\$ -
	VRU	\$ 3,935,028	\$ 68,028	\$ 3,867,000	\$ -
	Advance Construction	\$ 19,178,279	\$ -	\$ 19,178,279	\$ -
Unfunded / Not Selected by Statewide					
Unfunded:		\$ -	\$ -	\$ -	\$ -
Not Selected:		\$ -	\$ -	\$ -	\$ -
Total:		\$ 71,052,934	\$ 19,626,855	\$ 28,753,779	\$ 22,672,300

FFY 2026 Approved HSIP Projects - Northern Region

FFY 2026 Approved HSIP Projects - Northern Region																							
Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment		
						PDO	POS	MIN	MJR	FAT			26	27	28								
						40	N/A	13	0	0			0	2	3								
HSIP: Northern Region Systemic Signal Upgrades	Funded Old	NFHWY00531	20NR02	0.51	N/A	40	N/A	13	0	0	N	0	2	3	4	Q4	Yes, with NFHWY01098, 21NR02	FAST	FAST	SYSTEMIC Install overhead signal head for each lane of each approach at 8 intersections around Northern Region. Install retroreflective backplates on all signal heads. Upgrade advance warning flashers in McKinley Village.			
HSIP: City of Fairbanks Systemic Signal Upgrades	Funded Old	NFHWY00592	21NR02	1.05	varies	144	N/A	43	6	0	N	0	2	3	4	7	8	9	No	FAST	FAST	SYSTEMIC Install overhead signal head for each lane of each approach at 15 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads and at 15 additional locations.	NFHWY00592 has multiple construction packages. The first spinoff built all the easy intersection improvements with no ROW impacts. The spinoff NFHWY001098 will construct all the remaining intersection except those on Barnette St. All design efforts are paid for under NFHWY00592. The Barnette street intersection will be the last construction package and will close out NFHWY00592.
City of Fairbanks Systemic Signal Upgrades - Stage 2 (HSIP)	Funded Old	NFHWY01098	21NR02	1.05	varies	144	N/A	43	6	0	N	0	2	3	4	7	8	9	No	FAST	No	SYSTEMIC Install overhead signal head for each lane of each approach at 15 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads and at 15 additional locations.	NFHWY00592 has multiple construction packages. The first spinoff built all the easy intersection improvements with no ROW impacts. The spinoff NFHWY001098 will construct all the remaining intersection except those on Barnette St. All design efforts are paid for under NFHWY00592. The Barnette street intersection will be the last construction package and will close out NFHWY00592. Will coordinate with Randi Bailey to ensure this gets into the TIP once Funding plan is finalized and approved.
Parks Highway/Sheep Creek Road Extension Traffic Signal (HSIP)	Funded Old	NFHWY00898	23NR01	0.66	N/C	6	0	2	1	0	N												

FFY 2026 Approved HSIP Projects - Northern Region

0	\$ -	\$ -	\$ -
2	\$ 1,550,500	\$ -	\$ 270,000
3	\$ -	\$ 100,000	\$ -
4	\$ 16,606,791	\$ 17,580,000	\$ 3,609,000
7	\$ 1,530,958	\$ 1,016,200	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
<i>Total</i>	\$ 19,688,249	\$ 18,696,200	\$ 3,879,000

FFY 2026 Approved HSIP Projects - Central Region

FFY 2026 Approved HSIP Projects - Central Region																								
Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment			
						PDO	POS	MIN	MJR	FAT			26	27	28									
						0																		
Sterling Highway Shoulder Widening MP 157-169	Funded Old	Z581060000	14CR02	0.4	N/A	20	N/A	14	3	1	C	0	2				Yes, with Z581060000 Sterling Hwy: MP 157-169 Reconst. - Anchor Pt to Baycrest Hill	N/A	FALSE	Widen shoulders on Sterling Highway from 4' to 8' between Mile Posts 157-169. Project is part of larger 3R project currently in design. Project includes shoulder rumble strips.	0			
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	Funded Old	CFHWY00453	18CR01	0.61	0.85 and 0.40	8	N/A	5	1	0			3											
Vine Rd at Hollywood Rd Intersection Improvements	Funded Old	CFHWY00463	18CR02	0.46	1.71	7	N/A	4	1	0			4	\$ 11,406,000				Possible, with Z524640000 Knik Goose Bay Rd Reconst, MP 0.3 to 6.8 Centaur Ave-Vine Rd	MVP	No	Realign Green Forest Drive at Bogard Road to create one intersection with Engstrom Road with four approaches. Construct a single lane roundabout at the new intersection.	With newly formed MVP, the TIP is still being developed.		
Gambell St Utility Pole Removal and Increased Pedestrian Lighting	Funded Old	CFHWY00502	19CR01	0.3	N/A	48	N/A	29	2	3			7	\$ 3,872,000										
Gambell and Ingra Streets - Overhead Signal Indication Upgrades	Funded Old	CFHWY00503	19CR02	0.36	N/A	69	N/A	26	0	0			8				Yes, with CFHWY0050 3 HSIP: Gambell and Ingra Streets Overhead Signal Indication Upgrades	AMATS	AMATS	Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.	0			
Seward Highway Rockfall Mitigation, MP 113.2	Funded Old	CFHWY01239	19CN05(23)	N/C	N/A	0	0	0	0	0			9											
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout	Funded Old	CFHWY00790	20CR03	0.72	N/A	5	N/A	6	0	0			10	\$ 400,800	\$ 19,500,000			No	N/A	FALSE	This project proposes to perform rockfall mitigation at Seward Highway MP 113.2 to reduce the risk of rockfall-related crashes on the Seward Highway.	0		

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment	
						PDO	POS	MIN	MJR	FAT			26	27	28							
													0	2	3	4	\$ 3,855,000	Q4				
5th Ave: Concrete St to Karluk St Pedestrian Improvements	Funded Old	CFHWY00856	21CR01	2.39	N/A	0	N/A	0	0	2	C	0						No	AMATS	AMATS	Install pedestrian median barrier between Concrete Street and the couplet of 5th and 6th Avenues. The project scope also proposes to improve existing lighting levels to the extent practicable.	0
						2																
						3																
						4																
						7																
						8																
						9																
						Total							\$ 3,867,000	\$ -	\$ -							
						0																
						2																
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	Funded Old	CFHWY00944	22CR01	1.72	N/A	379	N/A	297	10	0	C	0						No	AMATS	AMATS	This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	0
						2																
						3							\$ 150,000									
						4								\$ 17,500,000								
						7								\$ 2,300,000								
						8																
						9																
						Total							\$ 150,000	\$ -	\$ 19,800,000							
						0																
						2																
Pittman Rd Shoulder Widening and Slope Flattening	Funded Old	CFHWY00926	22CR02	0.2	N/A	9	N/A	9	6	1	C	0						No	N/A	FALSE	This project proposes to increase the paved shoulder width and flatten the existing slide slopes on Pittman Rd between Zehnder Road and Church Road. This project nomination aims to reduce single vehicle run off road, head-on, rear end, and sideswipe crashes.	0
						2																
						3							\$ 1,400,000									
						4								\$ 22,650,000								
						7								\$ 950,000								
						8																
						9																
						Total							\$ 1,400,000	\$ -	\$ 23,600,000							
						0																
						2																
Tudor Road: Baxter Road to Patterson Street Channelization	Funded Old	CFHWY01073	23CR01	0.73	N/A	3	3	2	3	1	C	0						No	AMATS	AMATS	This project proposes to install center median on Tudor Road between Baxter Road and Patterson Street in Anchorage. This project nomination aims to reduce head-on and left-turning angle crashes on this segment of Tudor Road.	0
						2																
						3																
						4							\$ 4,800,000									
						7							\$ 7,000									
						8																

FFY 2026 Approved HSIP Projects - Central Region

FFY 2026 Approved HSIP Projects - Central Region																							
Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment		
						PDO	POS	MIN	MJR	FAT			26	27	28								
DTMF Activated Railroad Crossing Signal Upgrades	Funded Old	CFHWY01241	24CN03	N/C	N/A	0	0	0	0	0	C	C	0				No	AMATS MVP	No	This project proposes to improve crossing safety for ARRC on-track vehicles, equipment, and roadway traffic by installing Dual Tone Multi Frequency (DTMF) radio controlled switches to facilitate signal activation at nine grade crossings.	Did not obligate FFY25 because none of the sites could pass the RR Crossing Checklist. Pushing to FFY26, but will have to discuss with RR whether the project moves forward if it will require major fixes to the crossings.		
Northern Lights Blvd Safety Improvements	Unfunded Old	CFHWY01318	25CR01	30	N/A	0	158	111	17	1			2										
													3	\$ 58,400		Q4							
													7	\$ 58,400									
													8										
													9										
													Total	\$ 58,400	\$ -	\$ -							
													0				Possible, with CFHWY0085 1 Anchorage Area Pavement Preservation Group A, which includes Northern Lights Blvd.	AMATS	AMATS	Reconfigure roadway to remove one lane (road diet) between Lake Otis Blvd and Lois Drive. Widen Sidewalk to ADA compliant standards. Consolidate driveways. Install buffered grassy area or two-way cycle track. Enhance signalized crosswalks, include 4th crossings at New Seward and Minnesota Drive crossings with signalized hardware upgrades and Leading Pedestrian Intervals. Install RRFB and raised crosswalk at Lois Dr. Install new sidewalk connection on Lois Drive from Northern Lights to Benson. Reduce speed limit to 30MPH.	0		
													2										
													3	\$ 90,000									
													4		\$ 3,700,000								
													7		\$ 190,000								
													8										
													9										
													Total	\$ -	\$ 90,000	\$ 3,890,000							
Ingra & Gambell Couplet Safety Improvements	Unfunded Old	CFHWY01367	25CR02	13.5	N/A	0	150	144	24	4	C	C	0				Possible, with 19CR02 (CFHWY005 03) HSIP: Gambell and Ingra Street-Overhead Signal Indication U/G and 19CR01	AMATS	AMATS	Reconfigure roadway to 3-lane one-way (road diet).	0		
													2	\$ 1,050,000									
													3	\$ 110,000									
													4		\$ 3,060,000								
													7		\$ 260,000								
													8										
													9										
													Total	\$ -	\$ 1,160,000	\$ 3,320,000							
Seward Highway Safety Corridor Variable Speed Limit	Funded Old	NFHWY00949	25CR03	3.97	N/A	123	12	33	7	3	C	C	0				No	AMATS	AMATS	The project proposes to implement road weather condition based variable speed limits (VSLs) in the Safety Corridor section of the Seward Highway	0		
													2	\$ 700,000		Q2							
													3										
													4		\$ 3,900,000								
													7	\$ 210,000		Q2							
													8										
													9										
													Total	\$ 910,000	\$ 3,900,000	\$ -							
													0										
A Street Safety Improvements	Unfunded Old	CFHWY01364	25CR05	4.9	N/A	2	25	23	7	1	C	C	0				No	AMATS	AMATS	Reconfigure roadway to 2-lane one-way (road diet). Install traffic signal at 16th Ave and A St. Shared-use path and creek crossing to connect 16th Ave to the Chester Creek Trail on the west side of A St.	Additional phase		

FFY 2026 Approved HSIP Projects - Central Region

FFY 2026 Approved HSIP Projects - Central Region																													
Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment								
						PDO	POS	MIN	MJR	FAT			26		27		28												
													26	27	28														
Regionwide Systemic Retroreflective Back Plates at Signalized Intersections	New	pend	26CR02	15.6	N/A	7590	1612	1386	160	23	C	0							No	AMATS MVP	No	Install retroreflective backplate at traffic signals across central region.	With newly formed MVP, the TIP is still being developed.						
													2	\$ 211,000	\$ 316,000			Q3											
													3																
													4			\$ 8,605,000													
													7																
													8																
													9																
													Total	\$ 211,000	\$ 316,000	\$ 8,605,000													
													0						Possible, with CFHWY0129 4 Tudor Road Pavement Preservation	AMATS	No	Pedestrian Improvements at Tudor Rd & Wright St and Tudor Rd & Dale St	0						
													2	\$ 1,247,000			\$ 649,000	Q3											
Tudor Road at Wright Street and Dale Street – VRU Improvements	New	pend	26CR03	0.51	N/A	37	7	11	1	0	C	0																	
													3																
													4																
													7																
													8																
													9																
													Total	\$ 1,247,000	\$ -	\$ 649,000													
Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund	New	pend	26CN01	N/C	N/A	0	0	0	0	0	C	0						No	AMATS MVP	No	Rapid Response Fund for quick-build projects at locations of fatal and serious injury crashes	0							
													2	\$ 600,000	\$ 600,000	\$ 600,000	Q2												
													3																
													4																
													7																
													8																
													9																
													Total	\$ 600,000	\$ 600,000	\$ 600,000													
Homer Area Pedestrian Crosswalks	New	pend	26CN02	N/C	N/A	0	0	0	0	0	C	0						No	N/A	FALSE	Construct two crosswalks with RRFBs and visibility enhancements	0							
													2	\$ 105,000			\$ 158,000	Q3											
													3																
													4																

0	\$ 705,000	\$ 600,000	\$ 600,000
2	\$ 4,988,700	\$ 2,383,000	\$ 807,000
3	\$ 1,700,000	\$ 532,000	\$ 2,140,000
4	\$ 51,310,279	\$ 30,728,000	\$ 60,725,000
7	\$ 6,456,400	\$ 3,183,400	\$ 3,700,000
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ 63,000
<i>Total</i>	\$ 65,160,379	\$ 37,426,400	\$ 68,035,000

FFY 2026 Approved HSIP Projects - Southcoast Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	Funded Old	SFHWY001 03	17SN01	N/C	0.18	0	0	0	0	0	S	0				0	N/A	FALSE	Provide additional illumination at the HPR / Peterson intersection to meet current DOT&PF standards. Establish a center refuge island. Improve intersection sight distance by relocating a utility transformer. Modify access to an apartment building adjacent to the intersection. Replace existing S1-1 school signs with W11-2 advance pedestrian warning signs.	0	
2																					
3																					
4												\$ 66,000									
7																					
8																					
9																					
Total												\$ 66,000	\$ -	\$ -							
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP												S	0			0	N/A	FALSE	Construction a single-lane roundabout at the Loop Road-Mendenhall Boulevard-Valley Boulevard intersection.	0	
2																					
3																					
4												\$ 4,302,000									
7																					
8																					
9																					
Total												\$ 4,302,000	\$ -	\$ -							
SR Regionwide Guardrail Inventory and Upgrade HSIP												S	0			0	N/A	FALSE	Assess and correct guardrail safety deficiencies along Principal and Minor Arterial routes with posted speeds of 40 mph or higher. Typical deficiencies include, but are not limited, steel washers on the face of rail, insufficient length of need, steel blockouts without backup plates, and breakaway cable terminals.	0	
2																					
3																					
4													\$ 3,789,310								
7																					
8																					
9																					
Total												\$ -	\$ 3,789,310	\$ -							
HSIP JNU Vanderbilt Continuous Green T												S	0			0	N/A	FALSE	Convert Egan/Vanderbilt intersection into a Continuous Green T intersection with SB Thru lanes not stopping and new median acceleration lane.	0	
2																					
3																					
4												\$ 3,133,599									
7																					
8																					
9																					
Total												\$ 3,133,599	\$ -	\$ -							
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd												S	0			0	N/A	FALSE	Improve uncontrolled crosswalks along Glacier Hwy and convert Jordan Ave - McNugget into a superstreet.	0	
2												\$ 150,000									
3												\$ 100,000									
4													\$ 1,327,823								
7												\$ 100,000									

FFY 2026 Approved HSIP Projects - Southcoast Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment							
						PDO	POS	MIN	MJR	FAT			26	27	28													
						0	2	3	4	7			8	9	Total	\$ 200,000	\$ 2,818,000	\$ -										
JNU Glacier Hwy Lighting Improvements (Jensine - Fritz Cove)	Funded Old	SFHWY006 02	24SN01	N/C	N/C	1	0	1	0	0	S	0				0	N/A	FALSE	Install new continuous illumination along Glacier Hwy from Jensine St to Fritz Cove Rd.			0						
Douglas Highway Retaining Wall and Guardrail Installation	Funded Old	SFHWY006 91	25SN01	N/C	N/C	4	0	0	0	0	S	0				0	N/A	FALSE	Construct a retaining wall and guardrail along Douglas Highway near the Crow Hill Intersection.			0						
Harbor Drive Crosswalk and Lighting Improvements	Funded Old	SFHWY006 90	25SN02	N/C	N/C	0	0	0	0	0	S	0				0	N/A	FALSE	Construct a mid block pedestrian crossing across Harbor Drive, implementing sidewalk extensions, luminaires, and signage.			0						

FFY 2026 Approved HSIP Projects - Statewide (HQ)

FFY 2026 Approved HSIP Projects - Statewide (HQ)																					
Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Rural/Remote School Zone Safety Audit Project	Funded Old	HFHWY00402	24HN01	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Multi-year project that provides immediate assessment and priority funding of Rural and Remote School Zone safety projects to produce rapid-deployment, low-cost safety improvements for children attending schools located on state highways.	0	
													2	\$ 1,000,000	\$ 1,000,000						
													3								
													4	\$ 1,000,000	\$ 1,000,000						
													7								
													8								
													9								
													Total	\$ -	\$ 2,000,000	\$ 2,000,000					
													0								
Numbered Highways MEDEVAC Sites	Funded Old	HFHWY00404	24HN03	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Identify, improve, and catalog MEDEVAC sites on the numbered highway system in locations with narrow roadways, insufficient pull outs, and similar issues that prevent air access.	0	
													2								
													3								
													4		\$ 5,000,000						
													7								
													8								
													9								
													Total	\$ -	\$ -	\$ 5,000,000					
													0	\$ 1,500,000							
Airport Way Connected Corridor	New	pend	26HN01	N/C	N/A	0	0	0	0	0	H	0				0	FAST	No	Update state-owned signals on Airport Way to create a connected corridor for V2X.	All signals are DOT/P owned and operated signals, with no COF participation. A non-construction project as defined by FHWA. Not in the FAST TIP since it is a new project will coordinate with FAST Planning if required.	
													2								
													3								
													4								
													7								
													8								
													9								
													Total	\$ 1,500,000	\$ -	\$ -					
													0								

0	\$ 1,500,000	\$ -	\$ -
2	\$ -	\$ 1,000,000	\$ 1,000,000
3	\$ -	\$ -	\$ -
4	\$ -	\$ 1,000,000	\$ 6,000,000
7	\$ -	\$ -	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
Total	\$ 1,500,000	\$ 2,000,000	\$ 7,000,000

Projects without FY26 funding requests

TOTAL of 148/154/164: \$76,770,320

TOTAL of 130 (Railroad): \$1,225,000

RANKING

Rail projects

New projects (FY26 nominations)

Total Requested Project Funds: \$96,616,227

Projects using A/C

Project Name	Region	IRIS Number	HSIP Project Number	KSI	B/C	Criteria 1	Criteria 2	Criteria 3A	Criteria 3B	Criteria 4	Weighted Score	Statewide Rank	FFY 2026 Planned Obligation	FFY 2026 Cumulative Planned Obligation	Funding Category	Has Ph 2 \$ & Meets Crit 3B	Quarter
CR Red Light Indicator Lights and Retroreflective Backplates	C	pend	26CR01	43	20.1	5	5	5	N/A	0	5	1	\$ 105,000	\$ 105,000	S148 or S154/S164	N/A	Q3
Regionwide Systemic Retroreflective Back Plates at Signalized Intersections	C	pend	26CR02	183	15.6	5	5	5	N/A	0	5	2	\$ 211,000	\$ 316,000	S148 or S154/S164	N/A	Q3
City of Fairbanks Systemic Signal Upgrades - Stage 2 (HSIP)	N	NFHwy01098	21NR02	6	1.05	5	4	N/A	5	0	4.65	3	\$ 5,860,000	\$ 6,176,000	S148 or S154/S164	\$ -	Q4
Seward Highway Safety Corridor Variable Speed Limit	C	NFHwy00949	25CR03	10	3.97	5	5	N/A	3	0	4.4	4	\$ 910,000	\$ 7,086,000	S148 or S154/S164	\$ 700,000.00	Q2
5th Ave: Concrete St to Karluk St Pedestrian Improvements	C	CFHwy00856	21CR01	2	2.39	4	5	N/A	4	0	4.35	5	\$ 3,867,000	\$ 10,953,000	VRU	\$ -	Q4
HSIP: City of Fairbanks Systemic Signal Upgrades	N	NFHwy00592	21NR02	6	1.05	5	4	N/A	4	0	4.35	6	\$ -	\$ 10,953,000	S148 or S154/S164	\$ -	
Richardson Highway MP 341-362 Variable Speed Limit	N	NFHwy00949	24NR02	2	2.26	4	5	N/A	4	0	4.35	7	\$ 380,000	\$ 11,333,000	S148 or S154/S164	\$ 180,000.00	Q2
Tudor Road: Baxter Road to Patterson Street Channelization	C	CFHwy01073	23CR01	4	0.73	5	3	N/A	5	0	4.3	8	\$ 4,807,000	\$ 16,140,000	S148 or S154/S164	\$ -	Q2
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	C	CFHwy00944	22CR01	10	1.72	5	4	N/A	3	0	4.05	9	\$ 150,000	\$ 16,290,000	S148 or S154/S164	\$ -	Q2
Sterling Highway Shoulder Widening MP 157-169	C	Z581060000	14CR02	4	0.4	5	2	N/A	5	0	3.95	10	\$ 10,800,000	\$ 27,090,000	S148 or S154/S164	\$ -	Q1
Northern Lights Blvd Safety Improvements	C	CFHwy01318	25CR01	18	30	5	5	1	N/A	0	3.8	11	\$ -	\$ 27,090,000	VRU	N/A	Q3
Ingra & Gambell Couplet Safety Improvements	C	CFHwy01367	25CR02	28	13.5	5	5	1	N/A	0	3.8	12	\$ -	\$ 27,090,000	VRU	N/A	Q2
A Street Safety Improvements	C	CFHwy01364	25CR05	8	4.9	5	5	1	N/A	0	3.8	13	\$ 632,000	\$ 27,722,000	A/C	N/A	Q4
Nordale Road / Peede Road Improvements (HSIP)	N	NFHwy00948	24NR01	1	2.46	3	5	N/A	3	0	3.7	14	\$ 388,400	\$ 28,110,400	S148 or S154/S164	\$ 188,400.00	Q3
Gambell St Utility Pole Removal and Increased Pedestrian Lighting	C	CFHwy00502	19CR01	5	0.3	5	2	N/A	4	0	3.65	15	\$ 8,380,068	\$ 36,490,468	A/C	\$ -	Q4
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd	S	SFHWY00498	23SR02	0	2.54	2	5	N/A	4	0	3.65	16	\$ 350,000	\$ 36,840,468	S148 or S154/S164	\$ 150,000.00	Q3
POW Rumble Strip Improvements	S	SFHWY00603	24SR01	1	0.61	3	3	N/A	5	0	3.6	17	\$ 1,821,000	\$ 38,661,468	S148 or S154/S164	\$ -	Q1
HSIP Southcoast Region Accessible Pedestrian Signal Pushbutton Upgrades	S	pend	26SN01	5	N/C	3	3	5	N/A	0	3.6	18	\$ 200,000	\$ 38,861,468	VRU	N/A	Q4
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	C	CFHwy00453	18CR01	1	0.61	3	3	N/A	5	0	3.6	19	\$ 15,278,000	\$ 54,139,468	S148 or S154/S164	\$ -	Q3
Mountain View Drive Safety Improvements	C	CFHwy01365	25CR06	5	0.6	5	3	N/A	2	0	3.4	20	\$ -	\$ 54,139,468	S148 or S154/S164	\$ -	
Pittman Rd Shoulder Widening and Slope Flattening	C	CFHwy00926	22CR02	7	0.2	5	2	N/A	3	0	3.35	21	\$ 1,400,000	\$ 55,539,468	S148 or S154/S164	\$ -	Q3
HSIP Juneau Areawide Pedestrian Improvements	S	SFHWY00694	25SN03	2	N/C	3	3	N/A	4	0	3.3	22	\$ 95,000	\$ 55,634,468	VRU	\$ 95,000.00	Q2
Parks Highway/Sheep Creek Road Extension Traffic Signal (HSIP)	N	NFHwy00898	23NR01	1	0.66	3	2	N/A	5	0	3.25	23	\$ 9,896,578	\$ 65,531,046	S148 or S154/S164	\$ 470,000.00	Q1
HSIP JNU Vanderbilt Continuous Green T	S	SFHWY00524	23SR01	0	0.64	2	3	N/A	5	0	3.25	24	\$ 3,133,599	\$ 68,664,645	S148 or S154/S164	\$ -	Q1
HSIP: Northern Region Systemic Signal Upgrades	N	NFHwy00531	20NR02	0	0.51	2	3	N/A	5	0	3.25	25	\$ 1,620,213	\$ 70,284,858	S148 or S154/S164	\$ -	Q4
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout	C	CFHwy00790	20CR03	0	0.72	2	3	N/A	5	0	3.25	26	\$ 5,597,000	\$ 75,881,858	S148 or S154/S164	\$ -	Q1
Rural/Remote School Zone Safety Audit Project	H	HFHWY00402	24HN01	0	N/C	2	3	N/A	4	0	2.95	27	\$ -	\$ 75,881,858	SSP	\$ -	
HSIP: Murphy Dome Road MP 0-2 Rehabilitation	N	NFHwy00818	23NR02	1	0.3	3	2	N/A	4	0	2.95	28	\$ 500,000	\$ 76,381,858	VRU	\$ -	Q1
Vine Rd at Hollywood Rd Intersection Improvements	C	CFHwy00463	18CR02	1	0.46	3	2	N/A	4	0	2.95	29	\$ -	\$ 76,381,858	S148 or S154/S164	\$ -	
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP	S	SFHWY00403	22SR01	0	0.23	2	2	N/A	5	0	2.9	30	\$ 4,302,000	\$ 80,683,858	S148 or S154/S164	\$ -	Q1
Old Seward Highway: Industry Way/120th Ave Channelization	C	CFHwy01154	23CR02	0	0.38	2	2	5	N/A	0	2.9	31	\$ -	\$ 80,683,858	Unfunded	N/A	
Bogard Road: Greyling Street to Grumman Circle Safety Improvements	C	CFHwy01234	24CR01	4	0.21	5	2	N/A	1	0	2.75	32	\$ 1,106,400	\$ 81,790,258	S148 or S154/S164	\$ 1,106,400.00	Q4
Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund	C	pend	26CN01	0	N/C	1	2	5	N/A	15	2.7	33	\$ 600,000	\$ 82,390,258	S148 or S154/S164	N/A	Q2
Parks Highway Guardrail End Terminal Upgrades	N	pend	26NN01	0	N/C	1	1	5	N/A	48	2.68	34	\$ 600,000	\$ 82,990,258	S148 or S154/S164	N/A	Q1
Bogard Road: Trunk Road to Engstrom Road Safety Improvements	C	CFHwy01234	24CR02	1	0.23	3	2	N/A	1	62	2.67	35	\$ 518,000	\$ 83,508,258	S148 or S154/S164	\$ 518,000.00	Q4
JNU Glacier Hwy Lighting Improvements (Jensine - Fritz Cove)	S	SFHWY00602	24SN01	0	N/C	1	1	N/A	4	76	2.66	36	\$ 200,000	\$ 83,708,258	S148 or S154/S164	\$ -	Q4
Douglas Highway Retaining Wall and Guardrail Installation	S	SFHWY00691	25SN01	0	N/C	1	1	N/A	4	75	2.65	37	\$ 30,000	\$ 83,738,258	S148 or S154/S164	\$ -	Q4
Harbor Drive Crosswalk and Lighting Improvements	S	SFHWY00690	25SN02	0	N/C	1	1	N/A	4	74	2.64	38	\$ 70,000	\$ 83,808,258	A/C	\$ 50,000.00	Q2
Northern Region Accessible Pedestrian Signal Upgrades (HSIP)	N	NFHwy01058	25NN01	0	N/C	1	1	N/A	4	73	2.63	39	\$ 70,000	\$ 83,878,258	VRU	\$ 70,000.00	Q2
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	S	SFHWY00103	17SN01	0	N/C	1	1	N/A	5	42	2.62	40	\$ 66,000	\$ 83,944,258	VRU	\$ -	Q1
Seward Highway Rockfall Mitigation, MP 113.2	C	CFHwy01239	19CN05(23)	0	N/C	1	1	N/A	4	71	2.61	41	\$ 400,800	\$ 84,345,058	S148 or S154/S164	\$ 400,800.00	Q1
Airport Way Connected Corridor	H	pend	26HN01	0	N/C	1	1	5	N/A	40	2.6	42	\$ 1,500,000	\$ 85,845,058	S14		

Projects are funded in order of decreasing Statewide Rank until funds are exhausted.
Regions may optionally advance unfunded projects in accordance with Section 2.11.

All projects, whether obligations are planned for funding year or not, use the following Prioritization Criteria Matrix:

Criteria 1: HSIP Tunnel Vision - "Lives saved and major injuries eliminated..."

Criteria 2: HSIP Tunnel Vision - "... per dollar spent."

Criteria 3A: Prioritize starting projects with fewer elements acknowledged to delay HSIP project implementation, according to regional traffic sections. Score distribution designed to provide greater differentiation.

Criteria 3B: Prioritize projects for rapid delivery of safety improvements, but recognize quality results can take time.

Criteria 4: Scores greater than 0 added only with notes from State Traffic & Safety Engineer explaining use of the bonus score.

SCORE	Criteria 1 (70%)	Criteria 2 (70%)	Criteria 3A (30%)	Criteria 3B (30%)	Criteria 4 (Bonus!)
	Crashes	B/C Ratio	Project Deliverability (Only New or Unfunded Old Projects)	Project Duration (Only Funded Old Projects)	Program Manager's Discretion
5	Ranked Projects, 3 or more serious crashes	B/C > 2.0:1	Nominations with the least risk of schedule / scope creep: no ROW, Environmental = CatX, expected public input / resistance is negligible, and low probability of unforeseen outcomes.	Phase 4 obligations planned in the funding FFY and estimated construction completion by the end of the following FFY.	Scores greater than 0 added only with notes from State Traffic & Safety Engineer explaining use of the bonus score. Scoring is subjective.
4	Ranked Projects, at least 2 serious crashes	1.0:1 < B/C ≤ 2.0:1		Phase 4 obligations planned in the next FFY.	Scoring for this criteria is anticipated only for the following situations, but other situations may develop requiring the use of this category:
3	Ranked Projects with 1 serious crash OR Non-ranked Systemic Projects to meet nominal ATM Compliance Dates	0.5:1 < B/C ≤ 1.0:1 OR Non-ranked Systemic Projects that: 1) address risks for prominent crash types from the SHSP AND 2) have total project costs estimated less than or equal to 50% of available HSIP funding in the current year	Nominations with an expectation of schedule creep due to ROW, Environmental, public input / resistance, or other issues, but risks are foreseen and accepted.	Phase 4 obligation expected in 2 years.	1) Cost fitting: Raising priority just above available funding cutline. The funding cutline is established by the State Traffic & Safety Engineer in consult with Statewide Program Development. - All projects initially falling below the funding cut line are scored 0. - Project by Project, in order of ranking, the value under Criteria 4 is increased from 0 until the project rises above the cutline when sorted. - Process is repeated until no projects below the cutline fit the remaining funding gap. 2) Restrictive funding utilization: Identifying projects capable of using the program's most restrictive funding sources.
2	Ranked Projects with no serious crashes OR Non-ranked Projects with no serious crashes that: 1) address risks for prominent crash types from the SHSP AND 2) have total project costs estimated less than or equal to 50% of available HSIP funding in the current year	0.2:1 < B/C ≤ 0.5:1		Phase 4 obligation expected in 3 years.	
1	Non-ranked Projects with 1 or less serious crashes but either a predicted crash prevention solution approved through the State Traffic & Safety Engineer or an emphasis on injury patterns	B/C not predicted - Spot Improvements	Nominations with an undesired, unexpected schedule creep, could be ROW and Environmental additions.	Phase 4 obligation expected in 4 years or more.	

SHSP Prominent Crash Types:

Safe Road Users

Pedestrians, Bicyclists

Young Drivers, Older Drivers

Motorcycles, All-Purpose Vehicles (Off-Road Vehicles), Snowmachines

Impaired Driving, Occupant Protection

Safe Roads and Speeds

Intersections, Lane Departures, Roadway Departures

Speeding

NORTH LAKES COMMUNITY COUNCIL RESOLUTION 26-001

**RECOMMENDATIONS FOR PRIORITY
PROJECTS FUNDED THROUGH MAT-SU VALLEY PLANNING ORGANIZATION /
METROPOLITAN PLANNING ORGANIZATION**

DATED: January 20, 2026

The undersigned President and Secretary on behalf of the NORTH LAKES COMMUNITY COUNCIL hereby sign the following resolution:

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

WHEREAS, the North Lakes Community Council area in the Matanuska-Susitna Borough has experienced a significant increase in residential subdivisions and corresponding increase in traffic;

WHEREAS, area subdivision roads and new connector roads have experienced an increase in traffic as a result of the increase in population and homes;

WHEREAS, the North Lakes Community Council area residents have experienced an increase in road accidents, speeding in residential neighborhoods, and difficulty safely accessing and egressing Bogard road and Wasilla Fishhook road;

WHEREAS, there is additional pedestrian traffic on adjacent roads as a result of the increase in population and adjacent schools;

WHEREAS, Birchwood Charter school is in the process of relocation on the same site as the Shaw Elementary;

WHEREAS, there is an expectation that once the Birchwood Charter School opens, there will be an additional increase in road and pedestrian traffic;

WHEREAS the Matanuska-Susitna Borough Assembly has approved the Bogard-Seldon Corridor Access Management Plan in 2025 and many of the same concerns as expressed by the North Lakes Community Council are included in this plan;

WHEREAS the residents of the North Lakes Community Council have simply seen these concerns grow in magnitude;

And WHEREAS, the North Lakes Community Council area residents deserve safe roads and neighborhoods to raise our families, drive to work & school, and access area resources;

And WHEREAS, the North Lakes Community Council understands that DOT projects are not seeking funding through the MVP / MPO organization, but that MSB projects may involve the DOT and be constructed within DOT road rights of way;

Now therefore, be it RESOLVED that the NORTH LAKES COMMUNITY COUNCIL make the following recommendations to the Matanuska-Susitna Valley Planning Organization for priority funding for MSB transportation projects within the North Lakes Community Council area. Projects are listed in order of priority for the community:

1. (MSB) Intersection of Caribou and Bogard Road. Tied to item 3 below, but much more urgent, is the need for intersection improvements at Caribou and Bogard. This particular intersection is already a major safety concern because there are no provisions for safe left turns onto or off of Bogard Road. Eventually (perhaps 8 years from now), this intersection will be addressed as part of a major DOT project along the Bogard Corridor, but an interim solution is very important. The intersection should be immediately modified to provide left turn capabilities, or make it a right-in, right-out only intersection. This will require relatively simple solutions on Bogard and on Caribou. The intersection will see a major percentage increase in traffic upon the opening of the new Birchtree Charter school.
2. (MSB) Engstrom to Trunk Connection. The NLCC strongly supports a connector link between Engstrom and Trunk Road. The project route selection report is nearing completion. The purpose of the project is to relieve congestion in the "Fishhook Triangle". Depending on the route selected, it may also offer a significant safety benefit by allowing an alternative access for Central Gravel Products and relieving loaded gravel truck operations on the busiest section of Bogard Road. This project should be prioritized with the MVP / MPO organization;
3. (MSB) Caribou - Charley - Mariah Corridor. There is no current MSB project in the works to address the shortcomings (inadequate shoulders, no pedestrian pathway, excessive speeding) of this major "short-cut" corridor between Bogard and Wasilla Fishhook. With anticipated increase in traffic due to the new Birchtree Charter School and two new large subdivisions in the immediate vicinity of the schools on Foxtrot, the NLCC considers it a priority for funding through the MVP / MPO organization;
4. (MSB) Larson Elementary Pedestrian Improvements. As described in the CSAP, add a lighted multi-use path along the west side of Larson Elementary Road from Seldon to the school
5. (MSB) Engstrom North to Tex AI project and Tex AI to Tex AI project. The NLCC fully supports timely execution of these two projects, which will provide significant relief to the Engstrom area. These projects are partially funded and moving forward. The MSB Public Works department indicated that federal funding may slow these projects down. If that position changes, the NLCC would suggest additional construction funding with the MVP / MPO organization;
6. (MSB) Green Forest Drive project. This project is not just a pedestrian improvement project, it must also address road design, condition, and traffic calming measures. This project is in the early design stages. The NLCC supports this project. This project is not fully funded. This project should be prioritized for additional funding with the MVP / MPO organization;

7. (MSB) Cottonwood Loop & Fir Improvements: This project involves an extension of Fir to Finger Lake Elementary and a pedestrian path along Fir and N. Cottonwood Loop to Bogard. The CAMP properly identified a safety problem with bus, vehicle, and pedestrian traffic to Finger Lake Elementary and along Earl Drive. The CAMP recommended extending E. Fir Street to connect with the school property. A project should be initiated to make this happen, along with street improvements and pedestrian walkways along Fir Street and N. Cottonwood Loop to Bogard. This project should be prioritized for funding with the MVP / MPO.
8. (MSB): Intersection of Bogard / Cottonwood Loop / Moose. This is directly related to the Cottonwood Loop & Fir Improvements mentioned above. These two projects will provide much safer vehicle and pedestrian routes to and from Finger Lake School and will relieve problematic congestion at Bogard and Earl. The Cottonwood Loop / Bogard / Moose intersection is already a safety concern because there are no provisions for safe left turns onto or off of Bogard Road. Eventually (perhaps 8 years from now), this intersection will be addressed as part of a major DOT project along the Bogard Corridor, but an interim solution is very important. The intersection should be modified to provide left turn capabilities, pending the major roundabout or signalized intersection envisioned in the DOT Bogard project.
9. (MSB) Bogard Frontage Roads (Caribou to Grayling). The CAMP identified frontage road projects designed to provide much safer alternatives to numerous driveways that currently connect directly to Bogard Road. There needs to be close coordination between the MSB and DOT to determine what scope of work is outside the federally funded Bogard Road improvement projects, and therefore needs funding by the MSB. Once this scope of work is delineated, federal funding through the MVP / MPO is suggested for the MSB scope elements.
10. (MSB) Engstrom Road Reconstruction. After the North Engstrom Extension, The Tex AI Connection, and the Engstrom to Trunk connection road projects are complete, the MSB should advance a project to improve Engstrom Road, adding shoulders, a pathway, and straightening where possible.
11. (MSB) E. Lambert Drive Pedestrian Improvements. As identified in the CSAP, add pedestrian improvements to E. Lambert Drive for the entire length.

WE, THE UNDERSIGNED PRESIDENT AND SECRETARY DO CERTIFY THROUGH BOARD MOTION, ON BEHALF OF THE NORTH LAKES COMMUNITY COUNCIL AND RESIDENTS HEREIN, THIS RESOLUTION IS APPROVED.

Signed by: *Rod Hanson* Date Signed: 2026-01-19

Rod Hanson, President

Attested by: *Nicole Smith* Date Signed: 2026-01-19

Nicole Smith, Secretary

Audit trail

Details

FILE NAME 20260120 NORTH LAKES COMMUNITY COUNCIL RESOLUTION 26-001 - 1/19/26, 3:52 PM

STATUS  Signed

STATUS TIMESTAMP 2026/01/20
05:10:22 UTC

Activity



SENT

rod@nlakes.cc **sent** a signature request to:

- Rod Hanson (rod@nlakes.cc)
- Nichole Smith (nichole@nlakes.cc)

2026/01/20
00:52:30 UTC



SIGNED

Signed by Rod Hanson (rod@nlakes.cc)

2026/01/20
00:53:08 UTC



SIGNED

Signed by Nichole Smith (nichole@nlakes.cc)

2026/01/20
05:10:22 UTC



COMPLETED

This document has been signed by all signers and is **complete**

2026/01/20
05:10:22 UTC

The email address indicated above for each signer may be associated with a Google account, and may either be the primary email address or secondary email address associated with that account.

This is a list of transportation funding sources to help identify supplemental funding sources for active transportation (AT) projects. It includes funding sources either specifically for AT efforts or incorporate aspects of AT in funding for other transportation types or facilities. Please note that many of the US Department of Transportation (US DOT) funding sources were obtained from a table created in 2023: please check with each source you have interest in to verify whether funding is still available. Under “Funding Amounts”, the funds are categorized as:

- **Formula:** funds that are automatically distributed (no application required), the amounts often based on population numbers; or
- **Competitive:** eligible applicants submit applications for funding; these applications are reviewed and using pre-established criteria (earliest received, best response, highest need, etc.) are awarded based on the quality and impact of their proposal.

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If you have questions about this list, please contact Hillary Strayer at ANTHC Wellness and Prevention (hdstrayer@anthc.org).

TRIBAL-SPECIFIC FUNDING

(Detailed information on some funds available at: [Transportation Funding Opportunities for Tribal Nations](#))

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Public Transportation on Indian Reservations Program, Competitive Tribal Transit Program	Projects to purchase transit vehicles, upgrade bus facilities, and expand transit options. Projects that would be eligible under FTA's Formula Grants for Rural Areas Program, including planning, capital, operating, job access and reverse commute projects, non-emergency medical transportation, mobility management programs, acquisition of public transportation services.	USDOT Federal Highway Administration Office of Tribal Transportation	Elan Flippin-Jones Program Management TribalTransit@dot.gov (202) 366-3800	Program Description	No match required	Maximum: \$50,000 Competitive	<ul style="list-style-type: none"> Planning Capital Operations Acquisition. 	<ul style="list-style-type: none"> Federally-recognized Tribes only 	Annually through 2026 Deadline: mid Nov	Applicants must provide transit service in a rural area with a population of less than 50,000.
Rural and Tribal Assistance Pilot Program	Rural and Design phase of transportation infrastructure projects in rural and Tribal communities that will be reasonably expected to be eligible for federal funding and financing programs for additional development phase activities or construction.	USDOT Build America Bureau	RuralandTribalTA@dot.gov (202) 366-0765	Amended Notice Summary NOFO	No match required	Minimum: \$250,000 Maximum: \$2,500,000 Competitive	<ul style="list-style-type: none"> Planning Design 	<ul style="list-style-type: none"> Rural local governments or political subdivisions States Federally recognized Tribes, and Department of Hawaiian Home Lands 	Opens Sept 8, 2025 Closes October 8, 2025	Grants will be awarded in a first come, first served basis.
Tribal High Priority Projects Program	Projects whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project of the Tribe, or projects for an emergency or disaster that occurs on a Tribal transportation facility that renders it impassible or unusable and which is not eligible under the Emergency Relief for Federally Owned Roads program.	USDOT Federal Highway Administration	Blane Kunihisa Tribal HPP Program Mgr. blane.kunihisa@dot.gov (360) 619-7814 Miles Brookes FHWA Tribal Coordinator miles.brookes@dot.gov (907) 419-3070	Program Description and Application Forms Tribal Transportation Funding Page 11	No match required, but applications with higher matching funds levels from other sources get higher scores.	Applications requesting \$250,000 or less get higher scores. Competitive	<ul style="list-style-type: none"> Highest priority project Disaster or emergency to an eligible NTTFI transportation facility 	<ul style="list-style-type: none"> Federally-recognized Tribes Subdivision of a Tribe 	Annually	Applications can be sent in all year; they are awarded Apr/May the following year. Applications are scored (p. 2 on webpage): those with highest scores get funded. NTTFI = National Tribal Transportation Facility Inventory
Tribal Transportation Program, Formula for Tribes (TTP)	Projects involving any public roadway/trail/transit system located on or providing access to Tribal land or Alaska Native communities. Defaults to BIA oversight (more restrictive), unless Tribe applies for FHWA oversight (less restrictive, Tribe must prove fiscal responsibility).	USDOT Federal Highway Administration Office of Tribal Transportation	(202) 366-2053 Rachel Levee rachel.levee@dot.gov	Program Description Tribal Transportation Funding Page 10	No match required	Funds automatically distributed to Tribes based on population, mileage, region. \$2-300,000 per Tribe. Formula	<ul style="list-style-type: none"> Planning Design Construction Road and Bridge Maintenance <p>Few restrictions on project type, if focused on transportation.</p>	<ul style="list-style-type: none"> Federally-recognized Tribes Alaska Native Villages, groups, or communities 	Annually through 2026 Funding is distributed to States	Requires a written Tribal Transportation Improvement Program (TTIP) and Long Range Transport Plan (LRTP) Can be used as match for other grants, including other Federal grants
Tribal Transportation Program Safety Fund (TTPSF)	Projects addressing transportation safety issues, including: develop and update transportation safety plans; safety data assessment, analysis and improvement; systemic roadway departure countermeasures; infrastructure improvements	USDOT Federal Highway Administration	Adam Larsen Safety Engineer & Safety Program Manager TTPSF@dot.gov (360) 619-7751 or (360) 619-2601	Program Description NOFO	No match required	\$10-15,000 for safety plans No minimum or maximum for other projects Competitive	<ul style="list-style-type: none"> Planning Assessment Infrastructure Safety 	Federally-recognized Tribes only	Annually Deadline Jan 15	Support applications with a summary of the best available data that shows a history or risk of incidents that are expected to be reduced by the proposed activity.

ALASKA-SPECIFIC FUNDING: DENALI COMMISSION AND RASMUSON FOUNDATION

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Surface Transportation Projects	Projects that improve infrastructure and access to services: road safety improvements; drainage or drainage structure development/improvement; trail upgrades/improvements; bridge development/improvement; planning or design for new/improved transportation projects; other transportation projects except airport projects. Roads connecting to airports or ports capacity-building or demonstration projects are eligible.	Denali Commission	Nikki Navio Transportation Program Mgr. nnavio@denali.gov (907) 271-1413 Janet Davis Grants Officer jdavis@denali.gov	Funding Opportunity Announcement (Contact Nikki Navio for a detailed description)	No match required	Maximum \$2,000,000 Competitive	<ul style="list-style-type: none"> • Planning • Design • Engineering • Construction 	<ul style="list-style-type: none"> • Municipal, borough, and Tribal governments • Indian Tribes • Regional Tribal non-profit Organizations • Regional housing authorities • Universities • Other non-profit organizations 	Annually Application due in April	Priority is placed on the construction of essential access routes within remote Alaska Native Villages and other rural communities, and for the construction of roads and facilities necessary to connect isolated rural communities to a road system.
Match/Gap Funding Assistance for Surface Transportation Projects	Projects that need match funding from a transportation program or require gap funding for 30% or less of total construction cost. Project activities may include but are not limited to: road improvements; "board" roads, ATV and multi-use trails and walkways; rural transit including capital/operating assistance; other surface transportation projects except for projects on airport facilities.	Denali Commission	Nikki Navio Transportation Program Mgr. nnavio@denali.gov (907) 271-1413 Janet Davis Grants Officer jdavis@denali.gov	Statement of Interest form and Funding Overview	No match required	Maximum \$1,000,000 per community Competitive	<ul style="list-style-type: none"> • Construction • Capital improvements • Operational Enhancements • Supplies or equipment. 	<ul style="list-style-type: none"> • Municipal, borough, state and Tribal governments • Indian Tribes • Regional Tribal non-profit Organizations • Other non-profit organizations 	Annually Statement of Interest due in January	The cost of repair and upgrade of equipment to a project proposal should not exceed 30 percent of the proposed total project. Grant will cover match needs or address funding gaps, to complete surface transport projects and support infrastructure development in rural communities.
Community Support Grants	Projects about capital improvements and projects with a broad community impact. These may include: capital projects (construction and buildings); equipment and tools for community; vehicles and boats; programmatic projects; one-time investments.	Rasmuson Foundation	info@rasmuson.org (907) 297-2700	Rasmuson Grant Guidelines	No match required, but grant rarely covers 100% of project costs	Maximum \$250,000 Competitive	<ul style="list-style-type: none"> • Pilot Project • Demonstration • Construction • Equipment • Vehicles 	<ul style="list-style-type: none"> • Government entities • 501(c)(3) Non-profits • Tribes 	Applications accepted year-round, reviewed on Dec 1, Mar 1, Jun 1, and Sep 1 every year	Programmatic projects can include pilot, expansion or demonstration projects.
Legacy Grants	Projects involving legacy-sized capital projects, programs of strategic importance, and innovative solutions to issues of community or statewide significance.	Rasmuson Foundation	info@rasmuson.org (907) 297-2700	Grant Description and Guidelines	No match required, but grant rarely covers 100% of project costs	Maximum \$1,000,000 Competitive	<ul style="list-style-type: none"> • Pilot Project • Demonstration • Construction • Renovation • Equipment • Vehicles • Preservation • Creative works 	<ul style="list-style-type: none"> • Government entities • 501(c)(3) Non-profits • Tribes <p>The organization must be actively working in Alaska.</p>	Deadline for submission of LOI: Feb 1 and Aug 1 each year	Organizations initiate a grant by submitting Letter of Inquiry (LOI). Selected LOIs invited to submit a full proposal. Non-profits must demonstrate 100% board giving to qualify for a Legacy grant.
Tier 1 grants	Projects ranging from small capital projects to one-time investments.	Rasmuson Foundation	info@rasmuson.org (907) 297-2700	Grant Description and Guidelines	No match required, but grant rarely covers 100% of project costs	Maximum \$35,000 Competitive	<ul style="list-style-type: none"> • Construction • Renovation • Upgrades • Equipment • Vehicles • Other (see webpage) 	<ul style="list-style-type: none"> • 501(c)(3) Non-profits • Tribal government • Local government 	Applications accepted year-round, reviewed on a rolling basis	On a limited basis creative works will be considered, such as Alaska-focused film, books, research, and other cultural projects. Applications must have a strong Alaska context, community impact, and, when applicable, a distribution plan.

AMERICAN ASSOCIATION OF RETIRED PERSONS (AARP) FUNDING (FOCUS ON ELDER ACCESS)

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Capacity-Building Microgrants	Projects that implement: disaster preparedness training programs and resources for residents; walk audit assessments to enhance safety and walkability in communities; bike audits to enhance safety and bikeability in communities; and education, home modifications and safety solutions to create and maintain "lifelong homes".	AARP	CommunityChallenge@AARP.org (888) 687-2277 – General Customer Service	Community Challenge web page Community Challenge Announcement	No match required	Maximum \$2,500 Competitive	<ul style="list-style-type: none"> • Disaster Preparedness Training • Walk Audits • Bike Audits • HomeFit Guide Modifications 	<ul style="list-style-type: none"> • Government entities • 501(c)(3) Non-profits • Other organizations considered on a case-by-case basis 	Annually Applications due in March	Projects should demonstrate a benefit especially for residents aged 50 and older. <i>Projects must be completed by December of the same year the grant is awarded.</i>
Demonstration Grants	Projects that: enhance pedestrian safety by creating safer streets and sidewalks; expand high-speed internet access and adoption; reconnect communities divided by infrastructure; create housing design competitions that increase community understanding and encourage policies that enable greater choice in housing.	AARP	CommunityChallenge@AARP.org (888) 687-2277 – General Customer Service	2025 Community Challenge web page 2025 Community Challenge Announcement	No match required	Maximum \$25,000 Competitive	<ul style="list-style-type: none"> • Pedestrian safety • High-speed internet access • Reconnecting communities • Housing design 	<ul style="list-style-type: none"> • Government entities • 501(c)(3) Non-profits • Other organizations considered on a case-by-case basis 	Annually Applications due in March	Projects should specifically demonstrate a benefit especially for residents aged 50 and older. Projects must be completed by December of the same year the grant is awarded.
Flagship Community Challenge grant	Projects that create: vibrant public places; transportation and mobility options that increase connectivity, walkability, bikeability; housing options that increase accessible, affordable choices; digital connection and literacy skills of residents; improved disaster management, preparedness and mitigation.	AARP	CommunityChallenge@AARP.org (888) 687-2277 – General Customer Service	Community Challenge web page Community Challenge Announcement	No match required	Maximum \$25,000 Competitive	<ul style="list-style-type: none"> • Public Places • Transportation • Housing • Digital Connections • Community Resilience 	<ul style="list-style-type: none"> • Government entities • 501(c)(3) Non-profits • Other organizations considered on a case-by-case basis 	Annually Applications due in March	Projects should demonstrate a benefit especially for residents aged 50 and older. Projects awarded end of June, and must be completed by December of the same year the grant is awarded.

FUNDING FOR SPECIFIC PROJECT TYPES:

BRIDGE-RELATED FUNDING

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Alaska Community Bridge Investment Program (CBIP)	Bridge projects that: improve conditions on those bridges most in need of repair, enhance safety and the reliability of the movement of people and freight over bridges; and do so in a way that maximizes benefits to costs. The associated bridge or tunnel must be State, Tribal, or federally owned.	Alaska Dept of Transportation and Public Facilities	Regional DOT&PF Planner List and map to find yours at: https://dot.alaska.gov/stwdplng/cip/stip/assets/dotpplanners.pdf	Program Description	Large Bridge projects: 50% match. Other Bridge projects: 10-20% match types. Tribes, Tribal orgs, can use other fed. funds to match.	Bridge Projects: \$2.5- \$100 million Competitive	<ul style="list-style-type: none"> • Planning • Replacement • Rehabilitation • Preservation • Protection 	<ul style="list-style-type: none"> • Local or community government • Other political subdivisions of the State • Tribal entities • A special purpose district or public authority with a transportation function 	Annually through 2026 Deadline Nov 1	Projects with Federal funding that replace or rehabilitate a highway bridge must provide safe access for bikes and ped's if: 1) bikes and peds are allowed to operate at each end of the bridge; 2) applicant details how bike and ped access is included in project

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Alaska Community Bridge Investment Program (CBIP)	Bridge projects that: improve conditions on those bridges most in need of repair, enhance safety and the reliability of the movement of people and freight over bridges; and do so in a way that maximizes benefits to costs. The associated bridge or tunnel must be State, Tribal, or federally owned.	Alaska Dept of Transportation and Public Facilities	Regional DOT&PF Planner List and map to find yours at: https://dot.alaska.gov/stwdplng/cip/stip/assets/dotplanners.pdf	Program Description	Large Bridge projects: 50% match. Other Bridge projects: 10-20% match. Tribal orgs, can use other fed. funds to match.	Bridge Projects: \$2.5- \$100 million Competitive	<ul style="list-style-type: none"> Planning Replacement Rehabilitation Preservation Protection 	<ul style="list-style-type: none"> Local or community government Other political subdivisions of the State Tribal entities A special purpose district or public authority with a transportation function 	Annually through 2026 Deadline Nov 1	Federal funded projects that replace or rehabilitate highway bridges must provide safe bike/ ped access if: 1) bikes/ peds are allowed to operate at ends of bridge; 2) applicant details how bike and ped access is included in project
Bridge Formula Program (BFP)	Projects for highway bridge replacement, rehabilitation, preservation, and protection, or construction projects on public roads, involving a State's bridge classified as in poor or fair condition.	USDOT Federal Highway Administration	Semme Yilma Bridges and Structures semme.yilma@dot.gov (202) 366-6712 Doug Blades Bridges and Structures Douglas.Blades@dot.gov	Program information Grant fact sheet	No match required	Formula	<ul style="list-style-type: none"> Construction Replacement Rehabilitation Preservation Protection 	<ul style="list-style-type: none"> States 	Formula funding is distributed to States	Classification of poor or fair condition is based on the National Bridge Inventory as of December 31, 2020.
Bridge Investment Program (BIP)	Projects that improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges, including bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition. Also projects to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species.	USDOT Federal Highway Administration	Angela Jones Agreement Specialist BridgelInvestmentProgram@dot.gov (202) 366-4255	Program overview Grant Opportunity grants.gov	Large Bridge projects: 50% match. Other bridge projects: 10-20% match types. Tribes, Tribal orgs, can use other fed. funds to match.	Bridge Projects: \$2.5- \$100 million Competitive	<ul style="list-style-type: none"> Planning Replacement Rehabilitation Preservation Protection 	<ul style="list-style-type: none"> State or group of States Metro. planning org serving > 200,000 Single/group of local govts Political subdivision of a State or local govt District or pub. authority w/transportation role Tribal govt/ consortium A multijurisdictional or multistate group of entities listed above 	Annually through 2026 Deadlines: Planning: Oct 1 Bridge Project: Nov 1	All projects with Federal funding that replace or rehabilitate a highway bridge must provide safe access for bikes and peds if: 1) bikes and peds are allowed to operate at each end of the bridge; 2) applicant details how bike and ped access is included in the project
Tribal Transportation Facility Bridge Program	For Tribal transportation facility bridges, projects for planning, design, engineering, construction, and inspection of bridges; seismically retrofit, replace, rehabilitate, paint, apply environmentally acceptable anti-icing/deicing composition; or implement any countermeasure for bridges in poor condition, having a low load capacity, or needing geometric improvements.	USDOT Federal Highway Administration	Chris W. Riley, PE Program Manager (Acting) chris.w.riley@dot.gov (907) 214-0322 Russell Garcia russell.garcia@dot.gov	Program Description	No match required	No funding limitations, but amounts for Preliminary Engineering limited to 10-20% of total construction cost Competitive	<ul style="list-style-type: none"> Replacement Rehabilitation Preservation Protection Construction 	<ul style="list-style-type: none"> Tribes 	Applications accepted any time	Funds come from set asides from the Bridge Formula Program and the Bridge Investment Program

RAILWAY-RELATED FUNDING

Railway Highway Crossing Program (RHCP)	Projects that eliminate hazards at public railway crossings, including roadways, bike trails, pedestrian paths. Projects focus on: crossing approach and warning sign improvements, active grade crossing equipment, visibility and roadway geometry improvements, grade crossing elimination, and crossing inventory update.	USDOT Federal Highway Administration	Scott Gable scott.gable@dot.gov (202) 366-2176	https://highways.dot.gov/safety/hsip/xings/policy-and-guidance	No match required	Grant program that allocates funding to states based on formulas set by Congress. Formula	<ul style="list-style-type: none"> Hazard Elimination Protective Devices Separation Relocation Signage 	<ul style="list-style-type: none"> States 	Annually through 2026 Funding is distributed to States	The funds can be used as incentive payments for local agencies to close public crossings provided there are matching funds from the railroad. Also, the funds can be used for local agencies to provide matching funds for State-funded projects.
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Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Railroad Rehabilitation and Improvement Financing (RRIF) Loans	Direct loans and loan guarantees to finance the development of railroad infrastructure, including intermodal or rail equipment or facilities, track, components of track, bridges, yards, buildings and shops. Can fund up to 100% of a railroad project with repayment periods of up to 35 years.	USDOT	Will Resch Will.Resch@dot.gov	https://www.transportation.gov/buildamerica/financing/rrif 2023 NOFO	No match required: this is a loan that must be repaid	Maximum: \$150 million Competitive	<ul style="list-style-type: none"> Planning Design Development Construction Improvement Replacement Rehabilitation 	<ul style="list-style-type: none"> Railroads State and local governments Government-sponsored authorities/corporations Joint ventures that include at least one of the above 	Annually Letters of interest accepted on a rolling basis until funding expended.	Funding is expected to be available for 2026, but not information available yet.

TRAIL-RELATED FUNDING

Legacy Roads and Trails Grant Program	Projects that further Legacy Roads and Trails criteria in the nine Forest Service Regions. Projects to restore, protect, and maintain habitats and watersheds in national forests and grasslands. Projects to restore fish and aquatic organism passage, preserve trail access, decommission unauthorized trails, and convert unneeded roads into trails.	American Trails, with funding from the US Forest Service	Mike Passo Executive Director tralfund@americantrails.org (530) 605-4395	Program Description Application guide	20% match required, in-kind is acceptable	Maximum: \$100,000 per project Competitive	<ul style="list-style-type: none"> Restoration Preservation Trail removal Decommissioning unused roads/trails 	<ul style="list-style-type: none"> Nonprofit organizations Businesses State or local agencies 	Application window: Oct - Dec Annually through 2028	Projects must be on Forest Service land. Alaskan locations have been funded in the past. Volunteer involvement is encouraged. Includes motorized and non-motorized trails.
Recreational Trails Program (RTP)	Projects that develop or repair recreational trails, related facilities for motorized/non-motorized trails. Can include construction of new bike/ped trails, lanes, paths, and facilities. Requires an Env.Compliance Review: https://dnr.alaska.gov/parks/grants/trailsgrantpage/2025/02evreviewchecklist.pdf	Alaska Division of Parks and Outdoor Recreation	Natalya Fomina Grants Administrator 2 natalya.fomina@alaska.gov (907) 269-8733	Program Description Application Instructions	10% match required, In-kind OK	Maximum: Motorized projects: \$300,000 Non-Motorized and Diversified projects: \$200,000 Competitive	<ul style="list-style-type: none"> Repair Rehabilitation Maintenance Education <p>Planning, design, assessment, and engineering not allowed unless part of permitted category scope</p>	<ul style="list-style-type: none"> Organization Public agency Nonprofit organizations <p>Businesses are not eligible for the RTP grant.</p>	Annually Deadline Oct 31	This is a reimbursable grant: recipient pays 100% of the cost for eligible project line items before submitting a request for reimbursement. Grantees may apply for multiple grants, but only for separate projects or phases of the same project.
Trail Capacity Grant Program	Small local trail projects that engage the community and connect trails to a broader user spectrum. Can include trails for ALL user types. Goals are: <ul style="list-style-type: none"> Protecting and restoring trails Outreach to diverse populations. Improving responsible recreational access to public lands Enhancing outdoor experiences with more and better trails Supporting public engagement around trails projects 	American Trails	Mike Passo Executive Director tralfund@americantrails.org (530) 605-4395	Program Description	No match required	Minimum: \$2,000 Maximum: \$10,000 Competitive	<ul style="list-style-type: none"> Maintenance Increasing organizational capacity Stewardship Training Research and Education 	<ul style="list-style-type: none"> Nonprofit organizations Federal, State, regional, and local government School districts Tribes 	Annually Application window: Mid-Dec through end of Jan	Funds must be used before end of the year awarded (i.e. if awarded in 2025 must use by 12/31/25) Intended for projects on lands accessible to the general public. For US Forest Service trails apply to the Legacy Trails Program, which funds USFS trails exclusively.
Trail Stewardship Partners Grant Program	Trail stewardship projects on National Forest System Trails, to encourage and support volunteer and stewardship group trail maintenance on National Forest trail system. Can include motorized and non-motorized trails, both within and outside of wilderness.	National Wilderness Stewardship Alliance, with funding from the US Forest Service	Joelle Marier Executive Director joelle@wildernessalliance.org	Program Description 2024 RFP	20% match required, in-kind is acceptable	Maximum: \$30,000 per organization Competitive	<ul style="list-style-type: none"> Maintenance Sign upgrades Trail clearing Re-routes Bridge repair Improvements to drainage 	<ul style="list-style-type: none"> Non-profits: 501(c)(3) organization in good standing 	Annually in the fall, closes in fall/winter	Projects must be on Forest Service land. Projects must be completed by Dec. 31 of award year. Funding is contingent on overall federal budget process

TRANSPORTATION SAFETY FUNDING

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Alaska Behavioral Highway Safety Grant	Projects addressing traffic safety priority areas including: distracted and aggressive driving; impaired driving; speed; old and young drivers; child passenger safety; occupant protection; roadway safety; motorcycle, bicycle and pedestrian, safety; traffic records; driver/officer safety training; preventing roadside deaths; and traffic safety.	Alaska Dept of Transportation and Public Facilities, Alaska Highway Safety Office	Tammy Kramer Governor's Highway Safety Representative tammy.kramer@alaska.gov (907) 465-8944	Grant Forms and Documents	20% match required	Unspecified Competitive	• Implementation	• Local Government agency • Tribe or Urban Indian org • Government agency • State political subdivision • State college/university • Fire department • Public EMS provider • School district • Qualified non-profit org	Annually May vary, typically Mar-Apr	On application: • Have three to five years worth of current statistics • Have National, Regional and local or similar states statistics • Make sure they're related to your target audience • List data source and year
Alaska Highway Safety Improvement Program (HSIP)	Projects with the greatest potential to reduce roadway fatalities and serious injuries, such as pavement/shoulder widening, intersection improvement; see full list of project types on p. a-9: HSIP Handbook . HSIP funds may be used on public roads, including those non-State-owned and on Tribal lands.	Alaska Dept of Transportation and Public Facilities	Pam Golden AK Traffic & Safety Engineer pamela.golden@alaska.gov (907) 451-2283 OR The Regional Traffic & Safety Engineer for your region	Program Overview Alaska HSIP Handbook	No match required	Depends on nature of project, but some projects can exceed \$10 million. Competitive - prioritized by injury/crash data	• Infrastructure • Transportation safety planning • Safety data collection and analysis • Road safety audits	Awarded projects developed and managed by DOT&PF. Grants not issued to communities directly. Work with your DOT&PF contact to develop a scope and cost estimate for a project you want them to do.	Annually Deadline May 15	Projects are prioritized based on data about average fatal and serious injury crash rates and crash costs, and how the described project will reduce both.
Alaska 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.	Alaska Dept of Transportation and Public Facilities	Julius Adolfsson Statewide Bike and Pedestrian Coordinator julius.adolfsson@alaska.gov (907) 465-6978	Program Information TAP Guidebook	20% match required	Construction projects: \$5,000,000 max. Non-construction projects: \$50,000 - \$200,000 Competitive	• Planning • Design • Implementation • Construction	• Local, State Government • Tribal Government • Metropolitan Planning Org • Non-profit Organization • Public Land Agency • Transit or Regional Transport agency • School District	Annually through 2026 Deadline: Feb 28	Competitive grants, not issued directly to communities. TA available for application process. Works well with Safe Routes to School efforts
Community Traffic Safety Grants, Road to Zero	Programs, projects and research making meaningful progress toward zero roadway fatalities. Preventing roadway deaths through: evidence-based strategies, new technologies and a culture of safety through a Safe System Approach.	National Safety Council Funded by the National Highway Traffic Safety Administration	roadtozero@nsc.org (630) 775-2258	Past Project Descriptions Road to Zero Initiative Description	20% match required	Minimum: \$50,000 Maximum: \$200,000 Competitive	• Evidence-based strategies • New technologies • Promoting safety culture	• Nonprofit organization • Other organization • City, County or State government • Tribes and Tribal Organizations		Recipient must be a Road to Zero Coalition Member: membership is free
Safe Streets and Roads for All (SS4A)	Projects focused on reducing roadway fatalities and serious injuries. Planning and Demonstration Grants are to develop, complete, or supplement an Action Plan or demonstration project. Implementation Grants are for projects to address roadway safety issues listed in the Action Plan.	USDOT Federal Highway Administration	SS4A@dot.gov 855-368-4200	Program Description Grant Opportunity grants.gov	20% match required; in-kind is acceptable; other federal funds not allowed for match	Planning and Demonstration: \$100,000 to \$5,000,000 Implementation: \$2,500,000 to \$25,000,000 Competitive	• Safety Action Planning • Implementation	• Local Government • Municipal Government • Tribal Government (Tribe) • Metropolitan Planning Org NON-PROFITS AND STATE GOVT ARE NOT ELIGIBLE	Annually through 2026 Deadline: June 26	Must have completed a comprehensive Safety Action Plan to qualify for an Implementation grant. AK DOT should be included as a supporting partner.
Safe Routes to School (SRTS)	Projects from safer street crossings to programs encouraging children and parents to make walking and bicycling to school a safe and routine activity.	Alaska Dept of Transportation and Public Facilities	Julius Adolfsson Statewide Bike and Pedestrian Coordinator julius.adolfsson@alaska.gov (907) 465-6978	Alaska Program Description National Program Description	See TAP info	Grant funding is available under Alaska TAP: see TAP info.	• Planning • Design • Implementation • Construction	• Tribal entity • Community	See TAP info	No dedicated funding for SRTS since 2012. TAP funding can be used to make routes to school safe.

OTHER ALASKA DEPARTMENT OF TRANSPORTATION FUNDING

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Community Transportation Program (CTP)	Projects that: make new, maintain or improve existing surface transportation facilities; enhance travel and tourism; improve air quality; reduce wildlife-vehicle collisions; or connect different transportation types (roads and trails). Program solicits community input, nominations, and project sponsorship.	Alaska Dept of Transportation and Public Facilities Statewide Transportation Improvement Program	Regional DOT&PF Planner List and map to find yours at: https://dot.alaska.gov/stwdplng/cip/stip/assets/dotplanners.pdf	Past Project Descriptions	9.03% match required	Maximum award amount: \$15,000,000 Competitive	<ul style="list-style-type: none"> • Construction • Repair • Rehabilitation • Maintenance • Wildlife Safety • Air Quality 	Awarded projects developed and managed by DOT&PF. Grants not issued to communities directly. Work with your DOT&PF contact to develop a scope and cost estimate for a project you want them to do.	Every 3 years Deadline Feb 28	There are two sets of criteria for this project nomination opportunity: 1) Urban and Rural, and 2) Remote. Communities not connected to the road system by road or ferry are considered Remote. All other communities are considered Urban and Rural.
Sustainable Transportation Program (STP)	Projects that promote: reduced greenhouse gas emissions; energy independence; efficiency; low-cost transportation; and a healthy environment. Projects should incorporate environmental quality, economic development, and social equity.	Alaska Dept of Transportation and Public Facilities	Regional DOT&PF Planner List and map to find yours at: https://dot.alaska.gov/stwdplng/cip/stip/assets/dotplanners.pdf	Program Description	TBD	TBD	<ul style="list-style-type: none"> • Research • Fleet updates, modernization • Infrastructure • Environmental monitoring 	Awarded projects developed and managed by DOT&PF. Grants not issued to communities directly. Work with your DOT&PF contact to develop a scope and cost estimate for a project you want them to do.	TBD	STP project selection criteria are currently being developed. Criteria will focus on the Bipartisan Infrastructure Law funding targets pertaining to safety, state of good repair, economic vitality, resiliency, and sustainability programs.

OTHER UNITED STATES DEPARTMENT OF TRANSPORTATION FUNDING

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Active Transportation Infrastructure Investment Program (ATIIP)	Projects that provide safe and connected active transportation facilities in active transportation networks or spines. Projects that build from existing infrastructure for walking and biking to safely connect people to the destinations they travel to routinely, while also creating opportunities for sustainable transportation and recreation.	USDOT Federal Highway Administration	Darren Buck darren.buck@dot.gov (202) 366-1362	Program Information	20% match required If majority of tracts project serves have poverty rate >40%, match may be reduced to 0%.	Planning and Design: minimum \$100,000 Construction: minimum \$15 million Competitive	<ul style="list-style-type: none"> • Planning • Design • Construction 	<ul style="list-style-type: none"> • State, local or regional government • Metropolitan or regional planning organization • Council • Special district • Multistate group of governments • Indian Tribes 	Annually Deadline July 17	Project must involve work on active transportation networks (facilities that connect destinations within a community or metropolitan region) and active transportation spines (facilities that connect between communities, metropolitan regions, or States).
Better Utilizing Investments to Leverage Development (BUILD) Grant Program (formerly RAISE)	Surface transportation infrastructure projects with significant local or regional impact. The BUILD grant allows project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.	USDOT	BUILDgrants@dot.gov (202) 366-0301	Program Overview NOFO	20% match required, except 100% funding for rural areas, persistent poverty areas, historically disadvantaged communities, small projects.	Minimum - only for construction: Rural: \$1 million Urban: \$5 million Maximum: \$25 million Competitive	<ul style="list-style-type: none"> • Planning • Construction 	<ul style="list-style-type: none"> • State, territory or local government(s) • Public agency or authority • Special purpose district w/transportation function • Tribe or Tribal consortium • Transit agency • Multistate group of eligible entities listed above <p>NON-PROFIT ORGS ARE NOT ELIGIBLE</p>	Annually Applications due Jan. 30	

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Carbon Reduction Program (CRP)	Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	USDOT Federal Highway Administration	David D'Onofrio david.d.onofrio@dot.gov (202) 981-2815 Mary Kay Murray mary.murray@dot.gov (202) 366.2066	Program Overview Fact Sheet	No match required	Grant program that allocates funding to states based on formulas set by Congress. Formula	• Design • Construction • Planning • Monitoring	• States Work with your DOT&PF contact to develop a project you want them to do	Annually through 2026 Funding is distributed to States	Before obligating funds for an eligible project in a rural area, a State will consult with a regional or metropolitan planning org representing the rural area before determining the activities to be carried out.
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Projects that reduce mobile source emissions in current and former areas designated by the U.S. E.P.A. to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter. These include bicycle and pedestrian facilities, and shared micromobility projects including shared scooter systems.	USDOT Federal Highway Administration	Mark Glaze mark.glaze@dot.gov (202) 366-4053	Program Description Interim Guidance	No, 10% or 20% match required, depending on project type	Grant program that allocates funding to states based on formulas set by Congress. Formula	Among others: • Improved Public Transport • Bicycle and Pedestrian Facilities and Programs	• States • Local Governments	Annually through 2026 Funding is distributed to States	This program provides funding to help meet the Clean Air Act requirements. Projects funded with CMAQ funds are selected by the State or the State in conjunction with the Metropolitan Planning Organization (MPO).
Federal Lands Access Program (FLAP)	Projects that improve transportation facilities that provide access to, are adjacent to, or are located in Federal lands. Can include public roads, trails, parking areas serving as trail heads, transit systems, other transportation facilities, with a focus on high-use recreation sites, economic generators.	USDOT Federal Transit Administration	Samantha Shields Federal Highway Administration Samantha.shields@dot.gov Sara Lucey Alaska DOT and PF Sara.lucey@alaska.gov	2025 Call for Projects Program information	No match required	Not specified this round: total funding received in Alaska for this program annually is \$7.5 million Competitive	• Planning • Research • Engineering • Property acquisition • Capital Improvements • Enhancements • Transit	• Federal, state, and local governments • Tribal governments	Every 2-3 years Currently: application due Oct 31, 2025	Among the other uses listed, funds may be used for construction/reconstruction of transportation facilities including trailheads, trails and bicycle and pedestrian facilities.
Federal Lands Transportation Program (FLTP)/ Bipartisan Infrastructure Law (BIL)	Projects that improve Federal lands transportation facilities that are located on, adjacent to, or provide access to Federal lands. Specifically ones that maintain transportation facilities, reduce bridge deficiencies, improve safety, and provide access to high-use Federal recreation sites or high-use Federal economic generators.	USDOT Federal Highway Administration	Scott Johnson Scott.Johnson@dot.gov (202) 617-4351	Program Guidance Fact Sheet	20% match required Tribes may have no match required	Minimum of \$7 million will be made available to each eligible federal agency Formula	• Program administration • Planning • Research • Maintenance • Engineering • Rehabilitation • Restoration • Construction	Federal agencies such as: • National Park Service • Fish and Wildlife Service • U.S. Forest Service • U.S. Army Corps of Engineers • Bureau of Land Management • Bureau of Reclamation	Annually through 2026	Work with a Federal Agency contact to develop a project you want them to do. FLTP funds can be used for safety related activities on Federal and non-Federal facilities (e.g., State or local roads).
Infrastructure for Rebuilding America (INFRA)/ Nationally Significant Multimodal Freight & Hwy Projects	Multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas	USDOT	Robert Mariner Deputy Director Office of Infrastructure Finance and Innovation (202) 366-8914 MPDGrants@dot.gov	Program Information NOFO	40% match required, except 100% funding for rural areas, persistent poverty areas, historically disadvantaged communities, small projects.	General minimum: \$25 million Small project minimum: \$5 million Competitive	• Planning • Environmental Review • Engineering • Replacement • Rehabilitation • Restoration • Construction	• State or group of States • Metropolitan planning org • Local government(s) • Government subdivision • Special purpose district w/transportation function • Tribal government or a Tribal consortium • Group of above entities	For FY25 grant period, applications due 5/6/24.	Information on how to apply and responses to frequently asked questions about the INFRA grant are found on the MPDG website: https://www.transportation.gov/grants/mpdg-program

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
National Highway Performance Program (NHPP)	Projects focused on condition and performance of the National Highway System (NHS), construction of new facilities on the NHS, and activities that increase the resiliency of the NHS to mitigate the cost of damages from natural disasters (flood, wildfire, etc.).	USDOT Federal Highway Administration	David Bartz david.bartz@dot.gov (512) 417-5191	Program Fact Sheet	No match required	Grant program allocates funding to states based on formulas set by Congress. Formula	<ul style="list-style-type: none"> Planning Research Construction Repair Damage Prevention Maintenance 	<ul style="list-style-type: none"> States <p>Work with your DOT&PF contact to develop a project you want them to do</p>	Annually through 2026 Funding is distributed to States	States may use up to 15% of funds for protective features, if feature is designed to reduce risk of recurring damage or costs of future repairs from natural disasters on non-NHS Federal-aid highway or bridge.
National Scenic Byways Program (NSBP)	Projects that help recognize, preserve and enhance selected roads/scenic byways nationally, including byway facility improvements, safety improvements, and interpretive information that merit recognition for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	USDOT Federal Highway Administration	Edward Starks edward.starks@dot.gov (202) 366-5407 Bronwen Keiner bronwen.keiner@dot.gov (202) 493-0280	Program History Program Information	20% match required	Maximum award amount: \$4,000,000 Competitive	<ul style="list-style-type: none"> Planning Construction Equipment and Materials Operation and Maintenance Climate and Sustainability Accessibility Security 	<ul style="list-style-type: none"> States Federally-recognized Tribes 	Due mid-Dec Last offered 12/2024; monitor website to learn if will be offered in future.	Recipient is required to be in areas with highways designated as National Scenic Byways, All-American Roads, America's Byways, state scenic byways, or Indian Tribe scenic byways.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Projects that plan for and strengthen surface transportation to be more resilient to current and future weather events, natural disasters, and changing conditions, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes and other natural disasters.	USDOT Federal Highway Administration	Becky Luples rebecca.luples@dot.gov (202) 366-7808 Elizabeth Habic elizabeth.habic@dot.gov (202) 366-1701 Emily Cline emily.cline@dot.gov (503) 316-2547	Program Overview Formula Program Fact Sheet Competitive Program Page	No match required	FORMULA: Grant amounts allocated to states based on formulas set by Congress. COMPETITIVE: Up to \$60 million	<ul style="list-style-type: none"> Planning Resilience Improvement Community Resilience & Evacuation Routes At-Risk Coastal Infrastructure 	Formula grant: <ul style="list-style-type: none"> State DOTs Competitive grant: <ul style="list-style-type: none"> State DOTs Local Governments Metropolitan Planning Organizations Indian Tribes Territories Other eligible entities 	Annually through 2026 Formula funding is distributed to States	FHWA will establish metrics for the purpose of evaluating the effectiveness and impacts of PROTECT Discretionary Grant funded projects, and procedures for monitoring and evaluating projects based on those metrics. The FHWA will evaluate a representative sample of these projects.
Reconnecting Communities Pilot (RCP) Program	Projects that reconnect communities cut off from economic opportunities by transportation infrastructure. The goal is to advance community-centered transportation connection projects that improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration.	USDOT	Andrew Emanuele Grantor andrew.emanuele@dot.gov (202) 948-3466	Grant Opportunity grants.gov Program Overview 2024 NOFO	20% match required	Planning: maximum \$2 million Capital Construction: \$5-100 million Competitive	<ul style="list-style-type: none"> Planning Construction 	<ul style="list-style-type: none"> State Unit of local government Tribal government Metropolitan planning org Non-profit org 	Annually through 2026 Deadline Sept 30	Prioritizes applications demonstrating these characteristics: <ul style="list-style-type: none"> Access Facility Suitability Community Engagement Community Development Extreme Weather Adaptation, Resilience Workforce Development, Economic Opportunity Planning Integration
Rural Surface Transportation Grant Program	Projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	USDOT Federal Highway Administration	FHWA Rural Program Manager fhwa-mpdg@dot.gov OST Rural Program Manager MPDGrants@dot.gov	Grant Information NOFO	No or 20% match required, depending on project details	90% of grants must be more than \$25 million Competitive	<ul style="list-style-type: none"> Planning Engineering and design Construction Rehabilitation Property Acquisition Environmental review 	<ul style="list-style-type: none"> State, local or regional government Regional Transport planning org Tribal government or consortium of Tribal governments Multijurisdictional group of entities above. 	Annually through 2026 Application due May	Any projects on local roads or rural minor collectors must qualify as providing or increasing access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area.

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Surface Transportation Block Grant Program (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.	USDOT Federal Highway Administration	David Bartz david.bartz@dot.gov (512) 417-5191	Grant Purpose and Information STBG Fact Sheet	No match required	Grant program that allocates funding to states based on formulas set by Congress. Formula	<ul style="list-style-type: none"> Planning Research Installation/ construction Maintenance Protection Transportation Alternatives 	<ul style="list-style-type: none"> States Local Governments <p>Work with your DOT&PF contact to develop a project you want them to do.</p>	Annually through 2026 Formula funding is distributed to States	The Surface Transportation Block Grant Program (STBG) provides flexible funding to best address State and local transportation needs.
Thriving Communities Program (TCP)	Capacity-builder grantees will provide technical assistance to communities on infrastructure projects that increase mobility options, facilitate efficient land use, reduce pollution, expand affordable transportation options, and connect communities to essential opportunities and resources that will help them thrive.	USDOT	Monica Guerra, Grantor (202) 366-7738 thrivingcommunities@dot.gov	Past Project Descriptions NOFO	No match required	Minimum: \$1 million Maximum: \$5 million Competitive	<ul style="list-style-type: none"> Technical Assistance Planning Capacity Building 	<ul style="list-style-type: none"> Public/Private institutes of Higher Education Non-profit Orgs State Government Special District, City or County Governments Tribal Governments 	Annually? Applications due Nov 28	Each Capacity Builder will provide support to 15-20 communities selected by DOT. Can apply to be a regional or national capacity builder.
Transit-Oriented Development Planning Program (TOD)	Transportation projects that connect communities and improve access to transit and affordable housing. Planning associated with transit capital projects, such as a new fixed guideway or a core capacity improvement project.	USDOT Federal Transit Administration	(202) 366-4050 (202) 366-4033 April McLean-McCoy Planning and Environment April.McLeanMcCoy@dot.gov (202) 366-7429	2024 NOFO Grant Opportunity, grants.gov	No or 10% match required	Recipients of awards above \$250,000 must comply with the Disadvantaged Business Enterprise regulations Competitive	<ul style="list-style-type: none"> Planning 	<ul style="list-style-type: none"> State governments County governments City or township governments 	Annually? Last Federal Register information indicated applications due 8/21/24	Applicants and grant recipients must be FTA grantees as of the publication date of the NOFO. A proposer must be the project sponsor of an eligible transit capital project or an entity with land use planning authority in an eligible transit capital project corridor.
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance - highway, transit, railroad, intermodal freight, and port access.	USDOT Build America Bureau	BuildAmerica@dot.gov (202) 366-2300	Program Overview	This is a loan that can only finance 49% of project costs. Applicant must provide info on creditworthiness and readiness.	Minimum: \$10, \$15 or \$50 million, depending on project type Competitive	Funding is for capital project costs: Planning may potentially be included as part of eligible costs.	<ul style="list-style-type: none"> State and local governments Transit agencies Railroad companies Special authorities Special districts Private entities 	Annually? Letters of interest accepted on a rolling basis:	Allows up to 35 years to repay (for some, 75 years). TIFIA projects must be ready to proceed and able to commence construction activities within 90 days of the credit agreement's execution.
Urbanized Area Formula Grants	Transit capital and operating assistance and transportation-related planning in urbanized areas. These can include bus and bus-related activities such as replacement, overhaul and rebuilding; security equipment; constructing maintenance and passenger facilities; and fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software.	USDOT Federal Transit Administration	(202) 366-2053 Nichole Neal nichole.neal@dot.gov (312) 353-4071	Grant Overview Grant Guidance	20% match required for capital expenditures 50% match required for operating assistance	Apportionment is based on legislative formulas using population, low-income population, population counts, and several distance measures Formula	<ul style="list-style-type: none"> Planning Engineering Design Development Evaluation Capital Investment Replacement 	<ul style="list-style-type: none"> Urbanized areas with pop>200,000: governors, local officials, providers of publicly owned public transportation service. Urbanized areas with pop between 50,000 and 199,999: State's or territory's governor or governor's designee 	Annually: formula funding apportioned to states and areas. Transit staff should watch for FTA announcements.	Once funds are apportioned to an urbanized area, the designated recipient submits grant applications to the FTA.