

MVP for Transportation Technical Committee Meeting

MEMBERS

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



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Agenda

Tuesday, July 8th, 2025
2:00 – 4:00 pm

Meeting Location

Musk Ox Farm
12850 E Archie Road, Palmer, Alaska 99645
Hayloft / Classroom

1. Call to Order and Roll Call
2. Consent Agenda (**Action Item**)
 - a. Approval of the July 8th, 2025, Agenda
 - b. Approval of the June 10th, 2025, Minutes
3. Staff/Committee/Working Group Reports
 - Staff Report
 - a. Schedule of topics
4. Voices of the Visitors (Non-Action Items)
5. Policy Board June 25th Action Items
 - a. Motion to approve the FFY2025 MVP Improvement Program Project List, (*DeVries*), seconded. *Passed unanimously.*
 - b. Motion to approve sending a letter to the Governor's office against sunset of the board, (*Brown*), seconded. Vote: Yes: 1; No: 5, Abstain: 1. *Motion Fails*
 - c. Motion to approve sending a letter to the Governor's office in support of the sunset of the board, (*Brown*), seconded. Vote: Yes: 5; No: 0, Abstain: 2. *Motion passes.*
 - d. Motion to approve sending a letter of support to the MSB Assembly in support of their grant application to FTA and to manage Transit Services in the Urban Area (*Charles*), seconded. *Approved unanimously.*
6. Action Items
 - a. Review and Recommend to the Policy Board Approval of the Public Participation Plan Update for 45-day Public Review Period (**Action Item**)
 - b. Review and Approve Scoping Comments Engstrom Road North Extension to Tex-Al Drive (**Action Item**)
 - c. Review and Recommend to the Policy Board Approval of the Pavement, Sign, Lighting, and Intersection Asset Management Plan Match Request of \$99,330 from the Legislative Grant for non-federal match (**Action Item**)

MVP for Transportation Technical Committee Meeting

7. Old Business
 - a. Metropolitan Transportation Plan (MTP) Update
 - Goals and Objectives Overview
 - b. STIP Amendment #2 Update and Review of the Letter to MVP from Ryan Anderson, Commissioner of DOT&PF, about MVP's Amendment #2 comments
 - c. Governor Veto of FFY26 Match Letter from Ryan Anderson, Commissioner of DOT&PF
 - d. Transit Update
8. New Business
9. Other Issues
 - a. Title VI Training Schedule
 - b. MTP Project Evaluation Criteria Work Session Special Meeting July 24th or 25th
10. Informational Items
 - a. Article - Dunleavy vetoes could delay \$600 million in federal highway funds.
 - b. Letter of Support to the Matanuska-Susitna Borough (MSB) Assembly in Support of applying for Federal Transit Administration (FTA) funding to manage Transit Services in the Urban Area.
 - c. Letter of Support for the Matanuska-Susitna Borough (MSB) Safe Streets for All Safety Action Plan Implementation.
 - d. Letter to the Governor agreeing with the sunset of the Roads and Highways Advisory Board
 - e. Draft resolution for the MSB Assembly Coordinated Transportation Plan priority list
11. Technical Committee Comments
12. Adjournment

Next Scheduled MPO Technical Committee Meeting – Tuesday, August 12th, 2025, from 2:00-4:00 pm to be held at the Musk Ox Farm and Microsoft TEAMS.



MatSu Valley Planning (MVP) for Transportation
Metropolitan Planning Organization

MVP For Transportation Technical Committee

Action Items

July 8th, 2025

Action: Motion to approve the July 8th Consent Agenda, including the Agenda and Minutes

MOTION:

Yes

No

Abstain

Action: Motion to recommend the Policy Board approve the Public Participation Plan Update for 45-day Public Review Period.

MOTION:

Yes

No

Abstain

Staff summary: MVP is required to conduct public outreach, per 23 CFR § 450.316. The Public Participation Plan (PPP) outlines the minimum strategies that MVP will employ to engage and consult with individuals, agencies, and other entities affected by MVP's transportation planning. It also defines measures of effectiveness for MVP's outreach activities. MVP completed its first PPP in 2021 before MVP's formation. Now that MVP is formed and has initiated its first Metropolitan Transportation Plan, updating the PPP was essential to ensure that our commitment to public involvement is spelled out and our processes are transparent.

MVP's goal for outreach is to provide early and continuous opportunities for public participation, timely responses to public comments, reasonable public access to documentation, including policies and plans, and effective public notification. MVP will use the public involvement techniques in this PPP to solicit input from the broad range of stakeholders within the MPA and integrate this feedback into the planning process. Early and ongoing public involvement leads to better planning outcomes for all users of the transportation system.

The PPP will be released for a 45-day comment period and will be presented to the TC for recommended approval to the PB in August.

Action: Motion to approve MVP's Comments Engstrom Road North Extension to Tex-Al Drive.

MOTION:

Yes

No



Abstain

Staff Summary: The proposed project involves constructing an upgraded two-lane major collector road extending Engstrom Road north to its intersection with Tex-Al Drive in Wasilla. Primary concerns require attention:

- *Environmental Impact Analysis The 50-foot right-of-way intersects Wolf Lake shoreline and adjacent wetlands within the Wolf Lake Recreation Area. A comprehensive Section 404 permit application and wetland mitigation plan will be required, including the establishment of lakeshore buffer zones to compensate for functional wetland loss.*
- *Regulatory Compliance Air quality permits may be required if organic debris disposal involves bush burning. All disposal methods must minimize environmental effects and smoke generation. Construction activities must follow dust control measures per 18 AAC 50.045(d) using Best Management Practices.*

The comment deadline is July 19th, so these comments will be shared with the policy board at their July meeting, but they will not be presented for their approval.

Action: Motion to recommend the Policy Board approve the use of the Legislative Grant for non-federal match for the Pavement, Sign, Lighting, and Intersection Asset Management Plan.

MOTION:

Yes

No

Abstain

Staff Summary: These asset management plans will provide data-driven foundation for the Metropolitan Transportation Plan, Transportation Improvement Program, and other MVP planning documents, ensuring systematic maintenance and improvement of critical transportation infrastructure. Staff are requesting to use the Legislative Grant funds for then on-federal match for all three comprehensive asset management plans Project Components:

- **Sign Management Plan** *Develop systematic assessment protocols for all traffic signs within the MPA, establishing maintenance and replacement schedules to ensure nighttime visibility standards and improve road safety.*
- **Streetlight and Intersection Management Plan** *Complete inventory of existing streetlights and develop LED conversion strategy. Assess intersections for electrical code compliance and identify necessary infrastructure improvements including wiring, grounding, and electrical connections.*
- **Pavement Asset Management Plan** *Implement automated data collection system using Road Surface Profiling and Laser Crack Measurement equipment to assess pavement conditions (smoothness, rutting, cracking) throughout the MPA network. Data will be formatted for GIS integration and provide prioritized improvement recommendations.*

MEMBERS

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Tom Adams, MSB



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Minutes

Tuesday, June 10th, 2025
2:00 – 4:00 pm

Meeting Location

Musk Ox Farm
12850 E Archie Road, Palmer, Alaska 99645
Hayloft / Classroom

1. Call to Order and Roll Call

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

Members Present:

Adeyemi Alimi, ADEC
Alex Strawn, MSB (Chair)
Ben White, Alaska DOT&PF
Chris Bentz, Alaska DOT&PF
Erich Schaal, City of Wasilla (Vice Chair)
Kate Dueber, ARRC
Kaylan Wade for Brian Winnestaffer, Chickaloon Native Village
Lawrence Smith, Trucking Industry Advocate
Tom Adams, MSB

Members Absent:

Brian Winnestaffer, Chickaloon Native Village
Bob Charles Jr., Knik Tribe
Crystal Smith, MSBSD
Dan Tucker, RSA Representative
Jennifer Busch, Public Transit
Jude Bilafer, City of Palmer
Randy Durham, MSB TAB
Stuart Leidner, Mobility Advocate

Visitors Present:

Adam Bradway, Alaska DOT&PF
Anjie Goulding, MVP Transportation Planning Manager
Donna Gardino, Gardino Consulting Services
Elise Blocker, RESPEC
Kim Sollien, MVP Executive Director
Megan Flory, RESPEC

2. **Introduction: New Staff Member Anjie Goulding**

Anjie Goulding did a short introduction about her history, how she got to MVP, and talked about how excited she is to be here with MVP.

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

- a. **Approval of the June 10th, 2025, Agenda**
- b. **Approval of the May 13th, 2025, Minutes**

Motion to approve the Consent Agenda (Charles), seconded. Approved.

4. **Staff/Committee/Working Group Reports**

- **Staff Report**
 - a. **Schedule of topics**

Kim Sollien provided a staff report. Staff asked for guidance on meeting minutes, wanting to know if they should stay as detailed as they have been throughout the start up of MVP, or if action item minutes would be sufficient. She will bring this same question to the policy board for guidance. MVP has had 3 successful payrolls, 2 successful DOT invoices paid, and 401K for staff. Commercial insurance is still outstanding, working with a 4th provider, Combs. Obtaining commercial insurance has been hard because we are so small, and a lot of the companies that used to work with organizations of our size no longer do. Shared that the policy board approved the HISP list of projects. Shared that there is a Roads and Highway advisory board that meets quarterly, is a group of statewide technical experts to help provide support to transportation groups and processes. Explained other states have these and they are very helpful for them, and for some of the states they even set policy for processes. Kim shared that this board is set to sunset and that FAST and AMATS MPO's are writing letters asking for the board to be extended. Kim drafted a letter similar to what FAST and AMATS have written to the governor. She will send this out for your feedback and then will be putting this in the June policy board meeting packet for their review.

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

None.

6. **Action Items**

- a. **Review and Recommend for Approval of the Public Participation Plan for 45-day Public Review (Action Item)**

Kim Sollien: Historical, pre-formation document - details were no longer current. One of the requirements of the MTP is a public participation plan (PPP). Followed the specific federal code on what is needed and looked at the old document. With these two things, we condensed the plan, and remove was no longer current, as well as adding what is required/missing. The draft was displayed on screen - some changes will be made before this goes to the Policy Board. It will then come out for 45 days of public review.

Megan Flory: Reviewed changes from the 2021 PPP to what you are seeing in the packet. Intro was shortened, added photo that shows detail of area covered, graphic showing history of MPOs. Added map for the area covered. Reformatted and changed the stakeholder section, making it more specific to MVP. Condensed the information about TC and PC boards. The administrative modification and amendments section was most reworked, combining information that was really spread out, and making it clearer. Achieving Public Participation - changed to give options for what would be tracked, giving more healthy flexible options.

Adam Bradway: For the administrative modification and amendment section, double check the MTP and TIP are in the operating agreement. Recommend being cautious about how detailed we are, to make sure we have room and can execute.

Elise Blocker: Reviewed changes from the PPP in the packet to changes made in the last few days. Moved the map to just behind the introduction. Added callout box - calling out the significant written / oral comments received. Stakeholder section was adjusted a little.

Tom Adams: Suggested to change the motion to postpone the PPP going to the policy board and bring it back to the TC board next month when it is more complete, and then they can approve that to send to the PC board.

Bob Charles: Suggested adding a story map MTP plan. Kim said that Kelsey did talk with the borough about this and GIS should be able to help with this.

Motion to postpone and bring the PPP back to the Technical Board next meeting. Motioned (Adams), seconded. No objections. Motion passes.

b. **FFY25 Improvement Program List of Projects (Action Item)**

Kim Sollien: History - approved projects in STIP, passed policy that is referenced on page 4 of your packet. Improvement Projects are supposed to be smaller projects. Borough, Palmer and Wasilla put forward 14 projects. The subcommittee of TC board met to talk about the 14 projects - the decision was to move all 14 projects forward for design. At a future time, we will come back and prioritize the projects for construction once we know our budget. Looking for a motion to move all the projects forward for design.

Chris Bentz: There may be capacity issues with 14 projects going forward and it will likely impact their 1–2-year timeline. They would likely group these 14 projects into 1-2 projects, and they could move forward, and as needed could drop a street from the project but still complete the project. If somewhere down the line, we drop one - it doesn't put us at risk of using federal funds and needing to follow through with the construction.

Tom Adams: They are not expecting that all 14 will be done at one time. We can group the projects once we are closer to the construction stage, and we can group with whom is ready with 'match' etc.

Adam Bradway: Hopefully we will have more clarity when the next STIP amendment comes out. We won't know fully until the policy board prioritizes the TIP. There is a good likelihood that all of these will be able to be funded with the timing. We can get a semi prioritized list, so that Chris's team can prioritize the design.

Tom Adams: Jude Bilafer, Erich Schaal and he are ready to help prioritize design once the PC board has approved.

Motion to approve: (Adams), seconded. No further discussion and no objections. Passed.

7. **Old Business**

a. **Metropolitan Transportation Plan (MTP) Update**

Kim Sollien: Things are going well. We have reviewed plans and the priorities there, making sure those are represented. Working on the PPP plan. Kim will send slides from RESPEC presentation about the MTP.

Adam Bradway: There is an updated schedule, will this come out publicly?

Kim Sollien: As part of how we are doing things, we will be adding some things. We will put a condensed timeline together. Anjie and I will meet with Donna on June 17th, and we will put together a much bigger timeline. Had not considered a bigger timeline for the website - but we can look at this.

Tom Adams: As part of reviewing projects - where are you building the list of projects from?

Kim Sollien: There are 5-10 plans, such as railroad, LRTP, safety action plan, community council comp plan etc. where we are taking a broad look at to make this list. By looking at what was listed as important and has not been completed. This is what will generate a list that will come back to you for review.

Tom Adams: Borough is going through a similar process and has a 5-year plan and could help generate some paving projects. He will share this with MVP.

Adam: There is a nomination process as well, where folks can nominate what they need in their areas.

8. New Business

None.

9. Other Issues

- a. Thank you to our amazing consulting team, led by Donna Gardino of Gardino Consulting and Elise Blocker with RESPEC Engineering, for all their mentorship and support over the past five years as we worked to establish MVP.

10. Informational Items

- a. **Safe Routes to School workshop review**

Kim Sollien: Anjie and Kim spent 2 days in Anchorage at a work session for SRTS projects using TAP and TIP funding. They will share their resources with us, and it's going to be so helpful.

- b. **MPO Quarterly meeting overview, including PL Distribution amounts for FFY26**

Kim Sollien: This group got together last week, big portion of the meeting was spent talking about funding. Adam Moser shared with us the planning funds (460K anticipated, came in at 451K) came in a little lower. The transportation funds came in at 92K and this was close to what we thought it would be. Balance of unobligated PL funds in UPWP - We asked for 500K for the transit development plan. We may not use it all, but it will go back into the fund, or it will be carried forward.

Adam: We have already obligated the funding for the MTP, we will see when the household travel funds get obligated.

- c. **Transit Update**

Kim Sollien: Tomorrow is our transit round table meeting. At a previous meeting the MSB didn't have a coordinated plan for the 5310 funding that was approved by the assembly. Kim will present this to them tomorrow. Prioritized fleet maintenance, outreach and voucher options for organizations that may need this for clients. This will work for DOT requirements.

Kate Dueber: ARRC is on hold, waiting on direction from the FTA.

- d. **Article – *The Valley's New MVP, Mat-Su Borough gets its own Metropolitan Planning Organization.***

Kim Sollien: Article is well written, talks about who we are, where we have come from, what we are doing and where we are going.

11. Technical Committee Comments

Kaylan Wade: Echo Kim, thanking Donna for all her work and we would be lost without her.

Alex Strawn: Corridor plan public hearing has been postponed until June 17th meeting.

Kim Sollien: Update that we are actively working on getting MVP a SAM number.

12. Adjournment

The meeting was adjourned at 3:34pm.

Next Scheduled MPO Technical Committee Meeting – Tuesday July 8th, 2025, from 2:00-4:00pm to be held at the Musk Ox Farm and Microsoft TEAMS.



Staff Report June 2025

FFY25/26 UPWP Tasks

TASK 100 A UPWP

Task 100 B Metropolitan Transportation Plan

- Met with the MTP Team to discuss the overall project timeline, task deliverables and consultant team role and responsibilities
- Met with the MTP Communications Team to discuss the MTP public Involvement Plan
- Participated in a work session with the MTP project team to develop draft goals and objectives for the MTP
- Met with the Project Team to review MTP Goals and Objectives
- Sent the Project Team Examples of the Project Evaluation Criteria from the MSB developed for TIP23
- Met with the Project Team to the task schedule and to seek clarification the existing conditions report

TIP Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

- **Updated the website with the Program of Projects and the Improvement Program Policy**

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

- Reviewed the draft PPP update and provided comments
- Reviewed the Federal Regulation on MPO's and Public Participation to make sure our updated plan meets all the criteria of [Title 23 section 450.316 Interested parties, participation, and consultation](#)
- Reviewed 2nd draft of the PPP and provided comments
- Reviewed the 3rd draft of the PPP and provided comments prior to the TC meeting
- The TC did not approve the PPP as presented and the RESPEC team and MVP staff met again to discuss further revisions to be presented to the TC at the July meeting
- Staff made a final review and provided feedback on the PPP and MTP communication plan



Staff Report June 2025

- Requested annual Title VI training from the Alaska DOT Civil Rights office

TASK 100 G Support Services

Budget Management

- Continue to meet weekly with the accountant to manage QuickBooks
- Worked on a financial report for the PB meeting
- Completed payroll for the second two weeks in May
- Drafted the second reimbursement invoice to DOT for the Month of May
- Developed a tracking document for non-billable payroll hours for Vacation, Holiday, Travel, and Training hours per employee to support the annual IDCR review
- Developed a tracking document for the billable hours for each employee per month to support the annual IDCR review
- Reviewed and amended the financial report with the accountant
- Coded bank transactions in QuickBooks

Meetings

- Worked on the Technical Committee and Policy Board June Packets
- Hosted the Technical Committee and Policy Board June Meeting
- Attended the Supporting Walking Routes and Safe Routes to Schools work session June 4-5
- Coordinated with Sean Holland to have the June, July and August PB meeting at the Mat-Su DOT Office
- Attended a two-day ADOT-sponsored walking, biking and safe routes to school workshop
- Attended the MPO quarterly meeting in Anchorage
- Attended the State Transportation Innovation Council Grant review meeting and nominated projects for FFY25 funds
- Attended the DOT&PF Tribal Government Coordination Meeting
- Met with Donna Gardino and FAST Planning staff to discuss the MTP development and the TIP Funding Policy, and Grandfather Agreements
- Met with Donna Gardino to review the Draft Program of Projects with FFY26 funding and state DOT projects within the region listed in the STIP
- Attended an E-Tip work session with AMATS, FAST and DOT
- Met with Crystal Nygard, the city of Wasilla Chief of staff to discuss project and transportation needs for the city
- Met with DOT Planning to discuss the MTP project progress



Staff Report June 2025

Staffing

- Advertised the Communications and Office Manager position
- Reviewed new applicants
- Answered applicant questions about the position

Office Management

- Called Combs Insurance for a Policy Progress update – no response
- Emailed Combs Insurance for a Policy Progress update- no response 5.15.2025
- 6.10.2025 received commercial insurance applications to fill out
- Submitted commercial insurance applications through Combs Insurance
- Reviewed the Alaska MLS for Office Space Listings
- Ordered business cards for staff
- Activated the staff Health Insurance plan and paid the first and second premium

Correspondence

- Submitted MVP's HSIP nominations to DOT
- Drafted a letter of support to the Governor's office to issue an Administrative Order to continue and extend the Roads and Highways Board before it sunsets on June 30 2025. The Policy Board requested the letter be rewritten to advocate for the board to be sunset.
- Drafted a letter of support for the MSB Planning Department in support of applying for 5307 FTA funding.
- Drafted a Resolution for the MSB Planning Department prioritizing projects in the Coordinated Transportation Plan to present to the Assembly for consideration.
- Received request from and drafted comments for the proposed construction of an upgraded two-lane major collector from the northern terminus of Engstrom Road to its intersection with Tex-Al Drive in Wasilla.

Nonprofit Filings and Reports

- Received a letter from the IRS saying we needed to file a 990-N. This form was sent on May 19th, 2025. Followed up to make sure the 990-N was received.

Organizational Documents

- Successfully registered MVP into the SAMs system!

Agency Relationships

- Reviewed DOT's draft 3c policy



Staff Report June 2025

- Applied to the Association of Metropolitan Planning Organizations to become a member
- Became a member of the Association of Metropolitan Planning Organizations (AMPO)
- Requested membership renewal from Foraker

Contract Management

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

- Bob Charles requested that MVP register for a System for Awards Management (SAM) number.
- Thanks to Anjie, MVP is a SAM's number and is eligible to apply for federal grants and contracts.

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget

Training

- Registered staff for the AMPO conference
- Registered staff for the AMPO Institute for the MPO 101 course

TASK 200 A MSB Public Transit Planning Support

- Drafted a Resolution for the MSB Coordinated Plan for the Transit Roundtable Committee to review
- Met with MSB Planning staff to review the resolution in advance of the Transit Roundtable meeting on June 11th
- Sent an email to Julius Adolfsson requesting that he offer a presentation to the Transit Roundtable about the Safety Plan requirement for the MSB transit program

TASK 200 B Transit Development Plan

- Sunshine Transit requested planning support to determine the needs of residents outside the UA boundary to determine if they can scale up their operations. Staff will work with ADOT&PF transit staff to see if we are allowed to use PL funds for this activity

TASK 300 Asset Management Plans

- Reviewed sample scope of work for the asset management plans: signs, intersection, and lighting, and will work with ADOT&PF's traffic and safety engineer to ensure that scopes are drafted using the latest criteria to meet the Federal requirements and inventory



Staff Report June 2025

- Added an action item to the agenda for the July TC meeting to consider using the MSB Legislative grant to cover the non-federal match for all three asset management projects.

TASK 300 A MVP Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan

June 2025

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

July 2025

- Secure Insurances (working with Combs now our 4th broker)
 - Directors
 - General Liability
 - Commercial Auto
 - Personal Property for office equipment
- Request funding from MSB for Alaska DOT&PF Membership Fee
- Apply for State and City Business Licenses
- Review ADOT's 3c policy document
- Draft MTP Project Eligibility Criteria
- Present Draft MTP Goals and Objectives to TC and PB
- Begin MTP Stakeholder Meetings
- Develop an Internal MTP call for Projects info and guidelines
- Website Update for MTP project page, info, timeline, ways to engage
- Interactive comment map for the MTP
- UPWP Quarterly Report
- Title VI Training, TC and PB training (requirements of the Title VI plan)
- Draft scope of services for the Audit and 990 filing
- MTP Transportation System Status Report and overview of travel model
- Review and update MVP's updated Program of Projects FFY26
- Review and approve the PPP update with MTP outreach goals and release for 45-day public comment period July 24th – to Sept 10th
- Finalize MTP outreach plan
- Draft MTP project evaluation criteria

- Develop MTP open house talking points, slides, maps, call to action
- Present the MTP Goals, Objectives, and Performance Measures to TC and PB
- Set up an MVP LinkedIn account
- Set up an MVP Facebook account
- Interview Communications Manager

August 2025

- Present the TIP Evaluation Criteria to the TC and PB for review
- Determine if there are federal lands in the MPA and schedule Formal Consultation of Federal Land Owners.
- Schedule Formal Consultation with Tribes about the MTP
- Schedule MSB and City Planning Commission Presentations about MTP
- Review and Approve TIP Funding Policy to Technical Committee and Policy Board
[TIP policies MVP K.s. commnets.docx](#)
- RESPEC Presentation of MTP projects
- Schedule first round of MTP public Involvement
- MTP Scenario Analysis
- Internal call for MTP projects from MSB, cities, and tribes
- Draft Title VI annual compliance report
- MVP Annual Budget Update
- Develop Carbon Reduction Program Criteria: priorities for MVP- projects need to be awarded under a competitive process
- CMAQ funding review
- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development
- Alaska DOT 3c policy review and comments
- MTP Public Involvement Open House
- MSB/Tech Wise Arc GIS Pro Questions
- Review and Approve the MTP Goals, Objectives, and Performance Measures to TC and PB
- Review and approve the TIP Evaluation Criteria to the TC and PB for review
- Tribal Coordination Meeting MTP and Call for Projects

September 2025

- Alaska DOT 3c Policy works session at the TC and PB
- Travel Demand Model Run of Internal Projects and assess
- External Call for Projects and comment on the internal projects
- Stakeholder Meeting (Maija is drafting)

- Regional & Local Government Consultation/Presentations (MSB, Cities (planning commission), Commissioners' office and Federal land managers)

October 2025

- UPWP Quarterly /Final annual Report
- Review the Gap Analysis with the TC and PB
- Develop Scenarios for the model – business as usual
- Presentation about complete streets/link to federal regulation and plan goals

November 2025

- Draft Complete Streets Policy
- Review Complete Streets Policy with TC and PB
- Officer Elections
- FFY26 Meeting Schedule and Location
- 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 out of our transportation system/infrastructure

December 2025

- Evaluate the Scenarios for the model – business as usual
- Review and Approve Complete Streets Policy with TC and PB
- Public Event for MTP

January 2026

February 2026

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

March 2026

- Finalize MTP Project list

April 2026

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

May 2026

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

June 2026

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

July 2026

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

August 2026

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

September 2026

October 2026

- TIP Completion

December 2026

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

PPP Change Log

Section/Topic	Subsection/Figure/Table	Original Version Summary	Revised Version Summary	Notable Changes	Example Language Change
Introduction	Introduction Narrative	Forward-looking language about MPO designation, very detailed information about the history of the MatSu Valley.	Updated to reflect MVP's official MPO designation as of December 2023, shortened text, added maps and graphics.	Updated to reflect current status; shortened text; added maps and graphics. Removed redundant content.	Original: "The MPO designation is expected..." → Revised: "As of December 2023, MVP is officially designated..."
	General Guidelines	Description of the 3Cs process and federal requirements	More specific to MVP/the MatSu Valley, removed references to COVID-19, revised/simplified language	Added "Stakeholder Groups" subsection, edited subsections to be more simple/direct and specific to MVP.	Original: "MVP strives to achieve a three C's transportation planning process by..." → Revised: "MVP incorporates the 3Cs into its transportation planning process by..."
	MVP Plans & Programs	One to two page descriptions of each of the 4 required plans	Consolidated descriptions and single summary table	Moved this section to the beginning of the PPP and reformatted. The original had each plan as a separate section, this version has all the same information in a summary table. (Table 1 in updated version)	Original: "MVP will place an advertisement..." → Revised: "Notification of Review Period" in summary table
	Administrative Modifications & Amendments	General information about modifications and amendments throughout the document	One detailed summary table outlining thresholds and procedures for each plan type	Includes a detailed table (Table 2).	Original: "An amendment is triggered when..." → Revised: Table 2
Federal Requirements	All	References to specific CFR and USC	Reviewed CFR and USC for any changes	Retained citations, added brief summary to beginning of updated document, used more public-friendly language in some locations	New "Federal Requirements and Guidance" statement after Table of Tables
Engagement Strategies	Digital Presence	Limited information on digital presence.	Expanded to include social media strategies, accessibility features, and engagement tools.	Expanded content on digital strategies.	Original: "Our digital presence includes a website..." → Revised: "...includes social media strategies, enhanced accessibility..."
	Meeting Notices	Provided basic details on meeting protocols; The original PPP had a section called "Planning Participants" that described the makeup of the Technical Committee and Policy Board, frequency of meetings, and the ability of the public to comment	Enhanced detail on meeting protocols, including "Voices of the Visitors" Moved public notice requirements for meetings and comment periods into strategy section for simplified use	Updated to simplified language, include graphics.	Original: "Meetings will be held regularly..." → Revised: "The Policy Board and Technical Committee hold regular monthly meetings..."
	Strategies	Focused only on the necessary outreach methods for organization function	Created a breakdown between "Everyday" and "Comprehensive" strategies that provide more detail for the outreach expected for TC and PB meetings, and general organization outreach as compared to new strategies for larger planning processes, such as the MTP	Enhanced detail and new protocols. The descriptions of the TC and PB were removed and the rest was summarized in the intro to this section. Removed "Quarterly Newsletter"	Original: "MVP Website & Social Media" → Revised: "Digital Presence"
Performance Measures	Table 5	Specific and extensive list of performance measures	Updated the example measures to be less specific & allow for more flexibility	Updated table appearance and provided overarching categories of measurements instead of specific examples	Original: "Measures of Effectiveness..." → Revised: "Measures by Type of Activity."
Removed/Consolidated Content	All	Removed sections including "The Mat-Su: A Brief History," "Planning Participants," "Innovative Visualization Strategies," "Stakeholder Email List," "Building the Mat-Su MPO' 101 Document"	Removed or integrated into broader categories	Removed or integrated content	Original: "Stakeholder Email List" section → Revised: "Send emails to stakeholders..." in Community Connection
Formatting and Presentation	All	Basic tables and visual elements	Updated tables with clearer formatting, more consistent terminology, and more engaging graphics. Aligned document with MVP branding.	Improved formatting and presentation	NA
New Additions		N/A	MVP timeline, separation of "everyday" and "comprehensive" engagement strategies, more detailed descriptions of community partnerships	New sections added	



MatSu Valley Planning *for* Transportation **Public Participation Plan**

Update Approved **MONTH DAY**, 2025



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Federal Requirements and Guidance

As a Metropolitan Planning Organization (MPO) that receives federal transportation funding, MVP operates under several key federal laws designed to ensure transparent and inclusive planning processes:

 *The Infrastructure Investment and Jobs Act (IIJA), the current federal transportation funding law.*

 *The Fixing America’s Surface Transportation (FAST) Act, previous transportation legislation which established many current requirements.*

 *The United States Code (U.S.C) and the Code of Federal Regulations (CFR), especially 23 U.S.C §134, 23 CFR Part 450, 49 U.S.C §5303, and 49 CFR Part 613, which provide specific rules governing how transportation planning must be conducted.*

 *Title VI of the Civil Rights Act of 1964, which forbids entities who receive federal funds from discrimination on the basis of race, color, or national origin.*

These laws require MVP to maintain a Public Participation Plan (PPP) that creates clear, open pathways for community members, organizations, and agencies to participate meaningfully in transportation decision-making.

Introduction

This Public Participation Plan (PPP) is the foundation for a continuing, cooperative, and comprehensive transportation planning process in the MatSu Valley Planning for Transportation (MVP) planning area. It outlines how MVP will keep the public informed, involved, and engaged throughout the planning process. The PPP includes strategies to encourage community members to share their ideas and feedback on transportation issues, plans, programs, and projects. Our goal is to create a well-connected, multimodal transportation system that supports the efficient and fair movement of people and goods. A multimodal system means having options—whether you walk, bike, take transit, or drive.

About MatSu Valley Planning for Transportation (MVP)

The Matanuska-Susitna Borough (MSB) is located north of the Anchorage Municipality and, as of the 2020 census, has a population of 107,081 living across 25,260 square miles. The MSB is experiencing rapid growth, with the population increasing by approximately 20% since the 2010 census. Along with this growth, the density of the core area (comprising the cities of Wasilla and Palmer and the region between them) has reached the threshold to be designated an urbanized area by the U.S. Census Bureau.^{1,2}

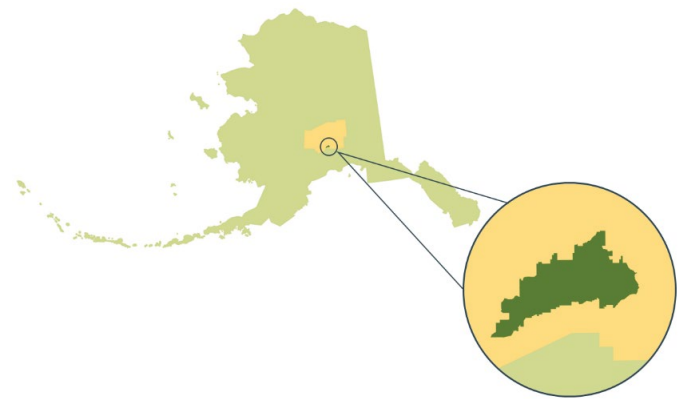


Figure 1. Location of the MVP MPA within Alaska.

On December 19th, 2023, Matanuska-Susitna Valley Planning (MVP) for Transportation was designated as the Metropolitan Planning Organization (MPO) for the region's urbanized area (UZA). The purpose of MVP is to serve as the regional transportation planning organization for the Mat-Su greater core area. MVP develops transportation plans and policies for the region, sets priorities for the use of federal transportation funds, and provides a forum for collaborative regional decision-making. The process to develop MVP began in 2020 in anticipation of the UZA designation with the formation of a Pre-MPO Steering Committee and Pre-MPO Policy Board. These two bodies worked together with staff from the MSB Planning department to define the Metropolitan Planning Area



An MPO is required in urbanized areas (UZAs), meaning a region that has a population of 50,000 or more. Additional criteria, including housing density thresholds, can be found in the Federal Register (see the link in Footnote 2).

¹ [23 CFR § 450.310](#)

² [Urban Area Criteria for the 2020 Census—Final Criteria](#)

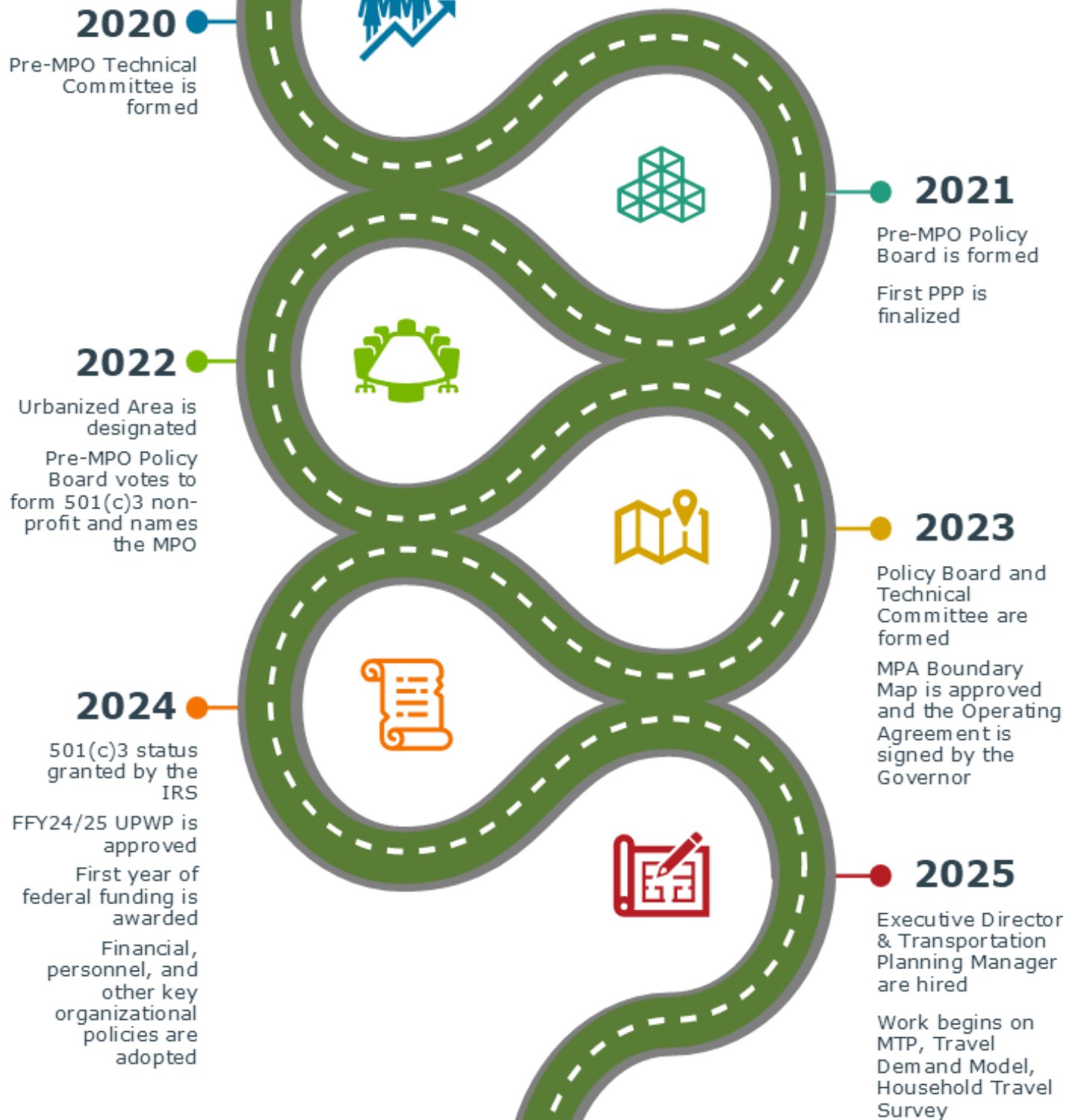
(MPA), or the boundary within which the MPO operates. Federal law requires that the MPA must include, at a minimum, the entire UZA and the contiguous area expected to become urbanized within the next 20 years.³To meet this requirement, the Pre-MPO Policy Board developed a Boundary Development Strategy. This strategy, along with Census data and forecasts from the Alaska Department of Labor, was used to define the MPA. The final approved MPA, shown in Figures 1 and 2, includes Palmer, Wasilla, and portions of the Fishhook and Knik-Fairview areas.

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

MVP is one of three MPOs in Alaska, with the other two located in Anchorage and Fairbanks. Each MPO receives federal funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the Alaska DOT&PF, which follows a formula to divide those funds between the three MPOs. Each MPO has the authority to determine transportation priorities and program federal funding for projects within their MPA.

³ [23 CFR § 450.312](#)

MVP HISTORY



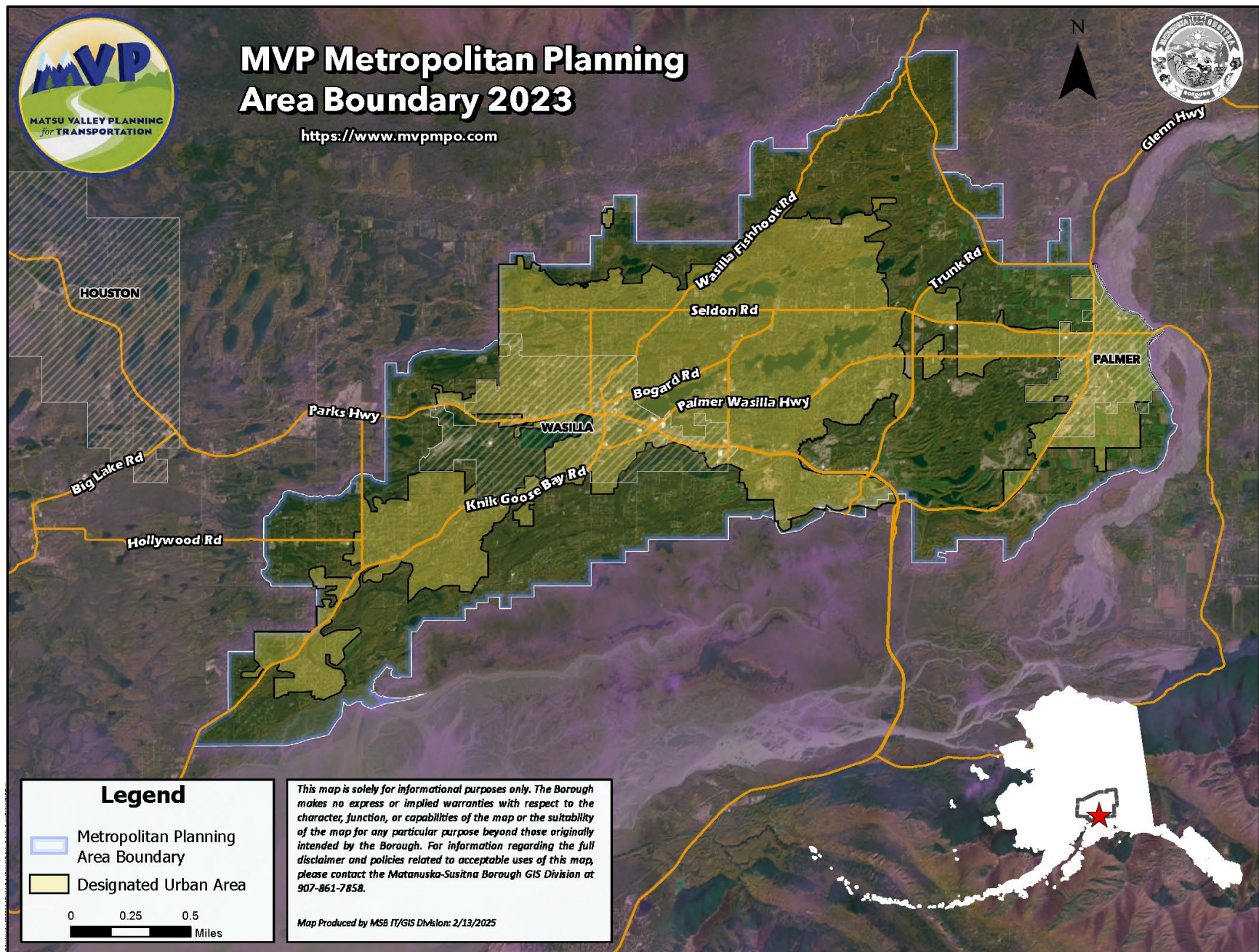


Figure 2 . MVP Metropolitan Planning Area Boundary.

MVP Core Functions

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

1. **Establish and manage a fair and cooperative setting** for effective regional decision-making.
2. **Prepare and maintain the four federally required work products:**
 -  Metropolitan Transportation Plan,
 -  Public Participation Plan,
 -  Transportation Improvement Program, and
 -  Unified Planning Work Program.
3. **Engage the public** by offering all interested persons opportunities to engage in all the decision-making functions of the MPO.
4. **Ensure compliance** with federal and state civil rights and nondiscrimination requirements.
5. **Invest in projects and studies** that improve access, mobility, safety, and other outcomes for underserved groups while minimizing burdens.
6. **Conduct performance-based planning** by establishing targets and evaluating the impact of MPO actions.



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

MVP Plans & Programs

MVP is responsible for developing and regularly updating four key plans that define the region's transportation vision and priorities this plans include the:

Unified Planning Work Program (UPWP): A document that outlines annual budget and planning activities to be conducted by MVP.

Metropolitan Transportation Plan (MTP): a long-range plan that establishes a transportation vision and goals for the region, details the existing multimodal transportation system and future conditions, identifies needs and opportunities for the transportation system, and creates a project list that guides transportation investments into the future (a minimum of 20 years). This document is updated every five years and has a 30-day public comment period prior to adoption and addresses all modes of transportation, including transit, bicycle and pedestrian facilities, freight, and roadways.

Transportation Improvement Program (TIP): The short-term project list, includes federally funded projects and regionally significant projects consistent with the MTP, regardless of funding sources. This document is updated every two years and has a 30-day public comment period prior to adoption.

Public Participation Plan (PPP) and Title VI Plan: Are framework documents that guide public involvement in the MVP's transportation planning efforts. These documents outline the MVP's responsibilities, goals, and strategies for engaging the public on a continuous basis. This document is updated as needed and has a 45-day public comment period prior to adoption.

The development or update of each plan will involve public outreach using the strategies and notification mechanisms defined in this plan, including posting the draft plan on the MVP website and providing a printed copy of the draft plan at key locations during the public review period.

Table 1. Public Outreach Snapshot for MVP Plans & Programs.

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

Administrative Modifications & Amendments

MVP's plans are living, dynamic documents. Federal funding changes, transitions in project timelines, and emerging community needs can all impact our planning documents and require MVP to make edits. The edit, depending on the type, size and scope, may require an administrative modification and or a full amendment to the document.

The procedures for administrative modifications and amendments for MVP's plans are defined by the Policy Board in accordance with federal guidance and requirements.

An administrative modification is a *minor* revision to a plan or program, such as a minor change to the costs, funding source, or initiation dates of a task, project, or phase of a project. **Administrative modifications do *not* require a public review or comment period, though the public may provide comments at the Policy Board meeting where the modification is being considered.**

Administrative modifications require the concurrence of the Policy Board and DOT&PF. Additionally, FHWA and FTA must be notified of administrative modifications as quickly as possible.

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

Both administrative modifications and amendments to the Metropolitan Transportation Plan and Transportation Improvement Program require a redemonstration of fiscal constraint. The PPP will not be subject to amendments; any major changes to the plan will be considered a plan update and will be subject to the full 45-day public comment process.

Table 2: Requirements for administrative modifications and amendments.

Plan or Program	Administrative Modification	Amendment
Unified Planning Work Program (UPWP)	 Change to the cost of a task when the approved task budget does not exceed 20% of the total program budget OR when the change is less than \$35,000.  Minor change to schedule, funding source, or scope/description	 Addition or deletion of a task.  Change to the cost of a task when the approved task budget is greater than or equal to 20% of the total program budget OR when the change is greater than or equal to \$35,000.  Major change to schedule, funding source, or scope/description
Metropolitan Transportation Plan (MTP)	 Change to the cost of a project or phase of a project that is less than 20% of the total project cost.  Minor change to schedule, funding source, or scope/description	 Addition or deletion of a project.  Change to the cost of a project or phase of a project that is equal to or greater than 20% of the total project cost.  Major change to schedule, funding source, or scope/description
Transportation Improvement Program (TIP)	 Change to the cost of a project or phase of a project that is less than 20% of the total project cost.  Minor change to schedule, funding source, or scope/description	 Addition or deletion of a project.  Change to the cost of a project or phase of a project that is equal to or greater than 20% of the total project cost.  Major change to schedule, funding source, or scope/description
Public Participation Plan (PPP)	 Minor corrections such as fixing typos or other errors	 N/A – major changes will be made through a full-plan update

Public Participation Plan Purpose

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

The purpose of MVP's PPP is to provide

1. the public with a guidebook for how to participate in the regional transportation planning process and
2. the MVP with a set of policies and procedures for public engagement that enhance the transportation planning process, meet state and federal requirements, and assist in achieving the goals listed below:

 **Equity:** Commit to a just, fair, inclusive, accessible, and authentic public process that encourages a diversity of participants in the transportation planning process by engaging with transportation-disadvantaged communities.

 **Transparency:** Provide and encourage participation in the transportation planning process through a transparent public participation plan and other well-defined and accessible resources.

 **Inform:** Provide increased awareness of the functions of the MPO and the overall planning process to enhance the quality of public participation and feedback.

 **Implementation:** Develop transportation plans and projects that incorporate feedback from the community and document the community’s impact on decision-making.

 **Improvement:** Evaluate the effectiveness of public engagement efforts through qualitative and quantitative metrics and use that information to enhance the MVP's public engagement practices.

The minimum requirements for how MPO's engage the public, agencies and other entities impacted by transportation infrastructure are outlined in Federal Law in Title 23 CFR § 450.316.

MVP is required to conduct public outreach, per 23 CFR § 450.316. The PPP defines the strategies that MVP will use to engage and consult with the individuals, agencies, and other entities impacted by MVP's transportation planning. It also defines measures of effectiveness for MVP's outreach activities.



Community Partnerships

MVP actively seeks input from diverse community voices, including:

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

We will strive to maintain effective partnerships at the federal, state, and local levels.

Federal Coordination

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) oversee our work and ensure we meet federal standards. We also coordinate with military installations and federal land management agencies when their facilities are affected by regional transportation planning.

State Collaboration

State transportation departments and environmental agencies provide technical expertise and regulatory guidance to support regional planning efforts.

Local Connection

Cities, boroughs, universities, and tribal governments are essential partners in identifying transportation needs and setting community priorities.

Compliance with Federal Guidance

Federal requirements state that the MPO is responsible for providing a transportation planning and decision-making process that is **cooperative, comprehensive, and continuous** (the 3Cs).⁴ MVP incorporates the 3Cs into its transportation planning process by acting as a liaison between federal, state, and local government agencies, communities, and residents. MVP's public participation process is designed to support broad engagement by residents of the MPA, in some cases residents of the Matanuska-Susitna (Mat-Su) Borough, by utilizing multiple outreach, engagement, and public participation strategies. The following sections describe the requirements and guidelines for outreach.

Stakeholder Groups

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

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

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

In addition to including the representatives of the Knik Tribe and Chickaloon Native Village on the Policy Board, MVP will consult directly with Tribal governments offering opportunities for tribal citizens to participate in the planning process, comment on projects, and provide input on planning documents. MVP will also consult directly with any local, state, and federal agencies that may be impacted by the actions and projects of MVP. To the extent practicable, MVP will document roles, responsibilities, and key decision points for consultation with other governments and agencies, as required by federal regulations⁶.

⁴ [23 CFR § 450.306\(b\)](#)

⁵ [23 CFR § 450.316\(a\)](#)

⁶ [23 CFR 450.316\(e\)](#)

Public Meetings

The Technical Committee and Policy Board each meet once per month, with the Technical Committee providing recommendations to the Policy Board. All of these meetings are open to the public and have dedicated time to allow anyone to contribute their ideas, needs, and concerns to the planning effort. The following guidelines will apply to the public process at all MVP Policy Board and committee meetings:

-  There will be an optional sign-in sheet for in-person and virtual attendees. The information collected through the sign-in sheet will be used to track attendance at meetings and add interested parties to the MVP mailing list.
-  Every Policy Board and Technical Committee meeting will have a “Voices of the Visitors” item on the agenda to allow public comment on any topic not listed as an action item on the agenda. The Chair may specify a time limit for public testimony at the beginning of each meeting.
-  All action items will include an opportunity for public comment during the meeting.
-  Comments may be submitted in writing prior to the meeting and will be read into the record at the appropriate time in the agenda.
-  Items on a meeting agenda may be voted on or action may be deferred, tabled, or referred back to the board or committee for further consideration at the board or committee’s discretion.
-  Past meeting materials including agendas, minutes, packets, and approved planning documents will be posted on the MVP website, www.MVPMPO.com.

Online Access

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

Online engagement strategies increase the accessibility and reach of MVP’s engagement activities but are not suitable for all stakeholders. To ensure the greatest degree of engagement, including by individuals who do not have access to the internet, are not comfortable using technology, or otherwise prefer non-digital methods of interaction, MVP does not limit its outreach activities to online methods.

Underrepresented Communities

All stakeholders in the MPA and surrounding area have a right to participate fully in the transportation planning process. Groups that have historically been left out of decision-making processes or face more significant barriers to participation than others include individuals with limited English proficiency (LEP), minorities, and lower income residents. These groups are considered “underrepresented” in the planning process and are often underserved by infrastructure and services. MVP strives to engage underrepresented individuals to support a fair planning process. Strategies to do so may include:

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

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

Equity & Non-discrimination

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

Requests for Special Accommodations & Complaints Procedure

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

Communication Strategies

MVP uses a two-tiered approach to community engagement, scaling outreach based on the scope and impact of each planning initiative. This includes the use of both everyday and comprehensive engagement tools to ensure meaningful and proportional participation..



Everyday Engagement Tools

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



Visual Identity & Recognition

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



Digital Presence

-  Regularly update the MVP website (www.mvpmmpo.com) with meeting materials, project updates, participation opportunities, and notices for meetings and proposed administrative changes.
-  Include comment forms and surveys on the site as needed.
-  Use social media to share transportation updates and meeting announcements, including recurring events to keep the community informed.
-  Post meeting notices on agency websites and community event calendars.
-  Manage content updates and create social media accounts to support outreach.



Traditional Media

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

Information Design



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



Community Connection

-  Participate in local events with information booths and displays to share updates and engage the community.
-  Send emails to stakeholders, partners, and interested residents, and build a maintained email list to support ongoing outreach efforts.
-  Share updates through the MSB's Planner Platform e-newsletter until MVP's newsletter is fully launched.
-  Develop a photo library of local transportation infrastructure to enhance social media and public communications.



In-Person Access & Support

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



Open Meeting Framework

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

Table 3. Meeting notice protocol.

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

Comprehensive Engagement Tools

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



Public Review & Comments

-  Hold public review periods for all plan updates and amendments, with draft documents posted on the MVP website and a virtual public comment form available.
-  Make draft plans available for in-person viewing and written comment at the MVP office during business hours and at the library during evenings and weekends.
-  Post administrative modifications to the MVP website, with public comment opportunities during Policy Board meetings.



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

-  Document all comments received during public review periods and prepare a summary explaining how they were addressed or integrated into the final plan.
-  Post all Public Comment & Response summaries to the MVP website.
-  If substantial revisions are made after a public review period, hold an additional 30-day public review period for further stakeholder input.

Table 4. *Plan review period notice protocol.*

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



Detailed Communication Plans

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



Expanded Digital Presence

-  Host dedicated pages on the MVP website for key initiatives, serving as central hubs for comment forms, calendars, draft documents, maps, and other materials.
-  Include tools like GIS StoryMaps and visual timelines to improve public understanding and engagement.
-  Increase social media activity during key outreach periods, such as public comment windows or major project milestones.

-  Use strategies like boosted posts, countdowns, and alignment with national events—such as Ride to Work Day, Motorcycle Safety Month, and National Stop on Red Week—to expand visibility and participation.



Broader Media Strategy

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



Targeted Feedback Collection

-  Use interactive tools like comment maps and surveys—both digital and physical—to collect public input on specific plans and projects.
-  Share tools through project-specific contact lists to encourage participation and keep stakeholders informed.



Direct Community Outreach

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



Enhanced Accessibility

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



Specialized Engagement

-  Convene stakeholder groups and steering committees for project-specific workshops as needed.
-  Give presentations to civic organizations, community groups, and educational institutions, and participate in local events and festivals to increase community awareness and interaction.
-  Host signature events, such as an annual transportation forum, to share educational materials and gather public input.
-  Conduct outreach to Community Councils, tribal governments, local municipalities, and broader groups such as school districts, youth organizations, health and human service providers, and higher education institutions to ensure diverse perspectives are represented.

Achieving Public Participation

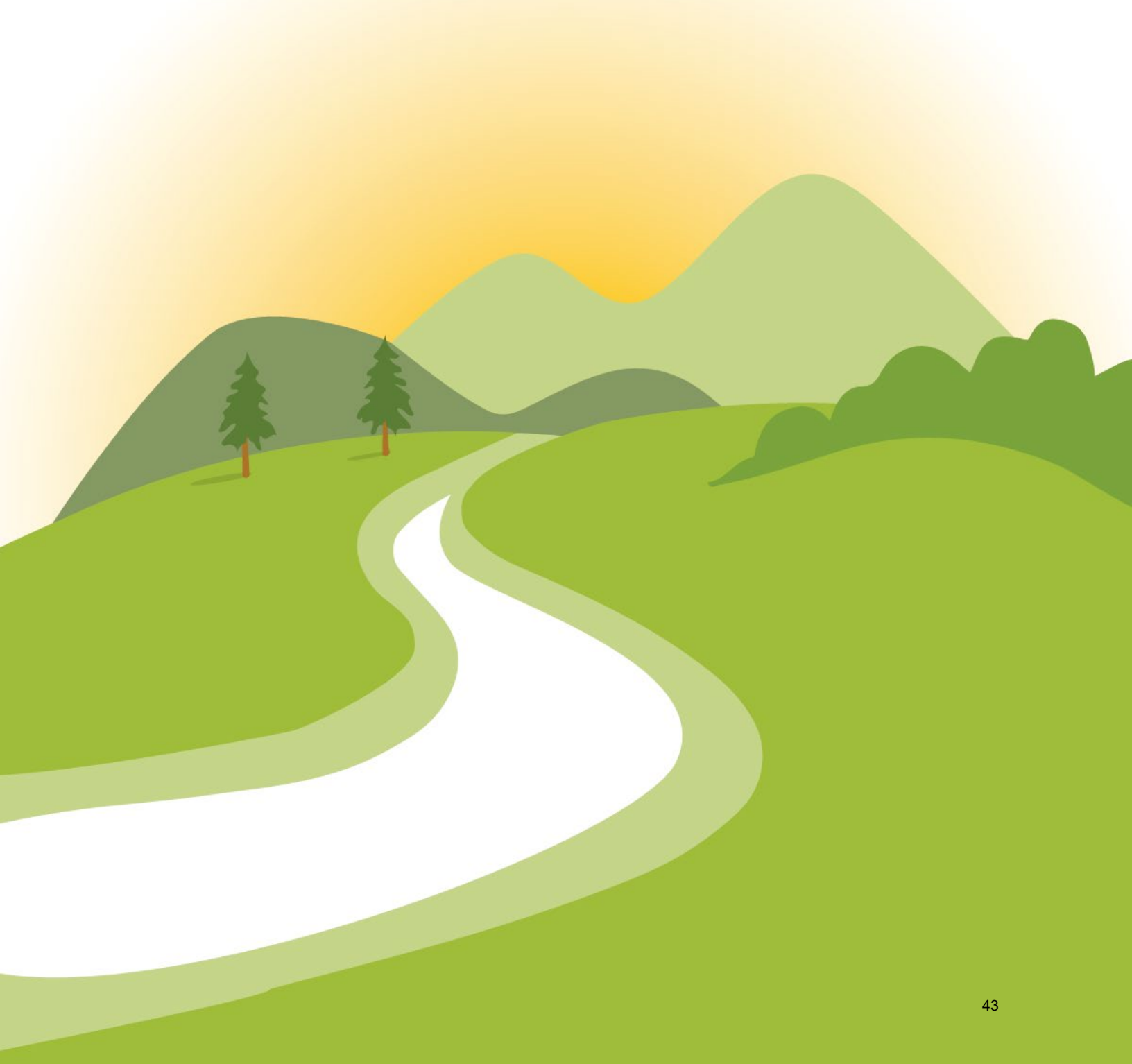
To understand whether MVP’s outreach activities are achieving their desired results, MVP has defined several measures of success, outlined in Table 5. During each update to the PPP, MVP will review outreach efforts to date using these measures and adjust strategies as needed.

Table 5. *Example Measures by Type of Activity.*

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

Conclusion

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



Abbreviations & Definitions

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

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

ACS – American Community Survey is an ongoing survey carried out by the U.S. Census Bureau that provides vital information on a yearly basis about the U.S. and its population. The survey helps to determine how federal and state funds are distributed each year.

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint.

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

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

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

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

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

LEP – Limited English Proficiency refers to a person who is not fully fluent in the English language, often because it is not their native language.

Long-range statewide transportation plan means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

Mat-Su Valley – The Matanuska-Susitna Valley, the region within which the Matanuska-Susitna Borough resides

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

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

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

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

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

PPP – Public Participation Plan is the blueprint outlining an MPO’s public participation strategies and activities.

TBD – to be developed or to be determined. Means that the document, process, or item being referred to has yet to be developed, finalized, and/or approved by MVP Transportation.

TIP – Transportation Improvement Program means a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.

STIP – Statewide Transportation Improvement Program means a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

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

UZA – Urban Area means a geographic area with a population of 50,000 or more, as designated by the Bureau of the Census

Matanuska-Susitna Valley
Planning for Transportation
Public Participation Plan

FINAL APPROVED

December 15, 2021

Matanuska-Susitna Valley Planning for Transportation Public Participation Plan

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

I. Introduction

The Matanuska-Susitna Borough (MSB) is located just north of the Anchorage Municipality. It has approximately 25,260 square miles with a population of 107,081 according to 2020 census data. Between 2010, when the last census was conducted and 2020, the population of the Mat-Su Borough has grown by approximately 20.3%. The core of the Ma-Su Borough, which is comprised of the cities of Wasilla and Palmer, as well as the Lakes and Knik-Fairview areas, has exceeded the population density of an “urban cluster”. As such, per federal requirements, a Metropolitan Planning Organization (MPO) must be formed in the Mat-Su Borough as the population is 50,000 or greater.¹

Matanuska-Susitna Valley Planning for Transportation (MVP) is in the process of becoming the officially designated MPO for the Mat-Su Valley region’s urbanized area (UZA). The purpose of an MPO is to coordinate federal transportation funds to support local transportation priority projects. It is a transportation policy-making group made of representatives from local governmental agencies including borough, cities, and tribes, as well as representatives of the state Alaska Department of Transportation & Public Facilities (DOT&PF), transit providers, and active transportation advocates. The MPO receives federal funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the DOT&PF, which follows a formula to divide those funds between the MPOs in the state. The MPO then makes decisions about which projects are local priorities within the UZA, called the Metropolitan Planning Area (MPA). In this way, the MPO structure allows for local control and prioritization of federal transportation funds to best meet the unique needs of the community.

A. Planning Area [Location, Location, Location!]

1. The Mat-Su: A Brief History

The land of the MSB was originally settled by Dena’ina Alaska Natives and was named due to its proximity to the Matanuska and Susitna Rivers. The Alaska Railroad was extended to Wasilla in 1916 and then to Palmer in 1917. In the 1930s, over 60 years after the U.S. purchased Alaska as a U.S territory, Palmer was the subject of a farming experiment which brought volunteers primarily from Minnesota to determine if farming would be feasible in Alaska. Since that time, the population of the MSB has been growing steadily. However, in between 2000 and 2010, the MSB experienced population growth of over 50%, making it the fastest growing place in Alaska, and at one point, in the entire U.S. This is partially due to its proximity to Anchorage, price of property, and ease of development. Now that the MSB has a population density requiring development of an MPO, once established the MPO will help determine the dispersal of federal funds for transportation projects in the new urbanized area.

2. Metropolitan Planning Area (MPA)

The Mat-Su Valley region is in the process of developing its very own MPO in anticipation of the release of the 2020 Census urbanized area designations. The Census Bureau defines an “urbanized area” as one with at least 50,000 total people and at least 1,000 people per square mile in population density. Based on 2010 Census data for the Mat-Su, population growth projections, and intermediate population counts such as through the American Community Survey, the Mat-Su Valley is expected to be designated as a brand-new urbanized area with the 2020 Census. With this new designation comes new federal requirements for the Mat-Su that apply to all urbanized areas across the country. These new

¹ See [23 CFR § 450.310](#).

requirements include development of a new Metropolitan Planning Organization (MPO) to carry out a cooperative, comprehensive, and continuous (three C's) transportation planning and decision-making process in the growing Mat-Su Valley region.²

During the ongoing MPO development process, the Mat-Su Pre-MPO Steering Committee and Pre-MPO Policy Board will work together to define the most logical boundary within which the MPO will operate. Ultimately, the final boundary of the MPO will be determined by agreement between the MPO (Policy Board) and the Governor. Per federal guidelines, the MPO boundary, or MPA, must encompass, at a minimum, the entire existing urbanized area as defined by the U.S. Census Bureau, plus the contiguous area expected to become urbanized within the next 20 years.³

The Mat-Su Pre-MPO Steering Committee and Pre-MPO Policy Board are currently in the process of developing a draft Boundary Development Strategy for the Mat-Su MPA. Once finalized, this strategy will outline a methodology that the Pre-MPO Steering Committee and Pre-MPO Policy Board can follow to define the MPA boundaries using population and density metrics released with the 2020 Census. The Boundary Development Strategy will also utilize growth and development forecasting to determine what areas of the Mat-Su are expected to become urbanized over the next 20-year period.

The Mat-Su MPA is expected to include the most urbanized areas within the borough, including the cities of Palmer and Wasilla and the Knik-Fairview area.

Figure 1: The Lakes-Knik-Fairview-Wasilla, AK Urban Cluster ACS 2019 5-year characteristics.



B. Purpose of the PPP [Blueprint for Public Participation]

The MPO will engage in extensive public outreach efforts to guide decision-making about local transportation projects and needs. The Public Participation Plan (PPP) is the primary means through which the MPO will outline its public engagement processes and activities. The purpose of the MPO's PPP is to define and create a process for the local community's comment on and participation in transportation planning efforts. The PPP is designed to allow equal opportunity for all who wish to participate and does so through designated public comment periods along with a variety of innovative public engagement and visualization strategies.

² See [23 CFR § 450.310](#) and [23 CFR § 450.306\(b\)](#).

³ See [23 CFR § 450.312](#).

II. Public Participation Process

The PPP is the primary document that guides and defines MVP Transportation’s public participation goals and strategies and measures their effectiveness. The goal of the MPO through its PPP is to provide early and continuous opportunities for public participation, timely responses to public comments, reasonable public access to documentation including policies and plans, and effective public notification. As outlined in this PPP, the MVP will use a variety of innovative public involvement techniques to ensure that community members’ diverse voices are heard and integrated into the metropolitan transportation planning process. Early, ongoing, and successful public involvement improves planning outcomes to better achieve transportation goals and satisfy local needs.

A. General Guidelines [Basic Blueprint]

Federal requirements state that the MPO is responsible for providing a transportation planning and decision-making process that is cooperative, comprehensive, and continuous (“three C’s”).⁴ MVP strives to achieve a three C’s transportation planning process by acting as a liaison between local government agencies, communities, residents, and the state DOT&PF. The public participation process of MVP Transportation is designed to support broad engagement by residents of the Mat-Su Valley by utilizing a variety of outreach, engagement, and public participation strategies outlined in the following sections. Outreach is targeted to include the following:

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program)
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Other interested parties⁵

Public comment can also be submitted at any time through a variety of methods including:

Table 1: MVP contact information.

Method	MPO Contact Info
By Phone:	(XXX) XXX-XXXX
By Fax:	(XXX) XXX-XXXX
By Email:	mvpttransportation@mvpt.com
On the Web:	www.matsumpo.com
Via U.S. Mail:	MVP Transportation Street Number City, Alaska, Zip

⁴ See [23 CFR § 450.306\(b\)](#)

⁵ See [23 CFR § 450.316\(a\)](#)

1. Public Meetings

All MVP Policy Board and Technical Committee meetings will be open to the public and have regular public comment periods to encourage residents to contribute their ideas, needs, and concerns to the planning effort. The following guidelines will apply to the public process at all MVP Policy Board and committee meetings:

- A sign-in sheet will be available at each in-person and virtual meeting. Attendees will be encouraged to sign in so that they may receive notification of future meetings.
- One general public comment period will be provided at every meeting for any members of the public who are present to comment on items not on the agenda. The length of the comment period per speaker may be determined at the beginning of any public meeting by the Chair.
- Members of the public will also have an opportunity to comment on specific agenda items as they are introduced.
- Members of the public who would like to provide written comments may submit their comment in writing at any time before the scheduled meeting.
- Items on a meeting agenda may be voted on or action may be deferred, tabled, or referred back to the board or committee for further consideration at the board or committee's discretion.
- Past meeting materials including agendas, minutes, packets, and approved planning documents can be found on the MVP website.

2. Online Access

MVP utilizes online public participation tools along with traditional methods to broaden its public engagement reach. While doing so, the MPO also understands that not all Mat-Su residents have internet access or prefer to engage with the MPO in this way. Online strategies will be used to complement and build upon more traditional tried and true methods such as public meetings held in accessible locations in the community, informational fliers, radio and newspaper advertisements, and making draft plans available for individual review at key community locations.

The MPO's online capabilities will also ensure that public participation can still be achieved when in-person gatherings are limited due to factors such as COVID-19 and other disruptions. Where appropriate, virtual and hybrid participation strategies may be used when in-person gatherings are not possible.

To support online accessibility for the greatest number of people, the MVP website will offer an online translation tool that can translate the website into several languages commonly spoken in the Mat-Su Valley region. Additionally, the website will allow for font size adjustments to accommodate visually impaired users. MVP will provide closed captioning for virtual meetings and video recordings via the virtual meeting platform and/or YouTube.

3. Underrepresented Communities

MVP Transportation recognizes the value of diversity in the Mat-Su Valley region and the necessity of full and fair participation in the transportation planning and decision-making process of groups that have traditionally be underrepresented in planning efforts. Some examples of underrepresented groups

include limited English proficiency (LEP), minority, and lower income residents. MVP will implement strategies on a regular basis to better engage and inform underserved populations. These strategies may include the following:

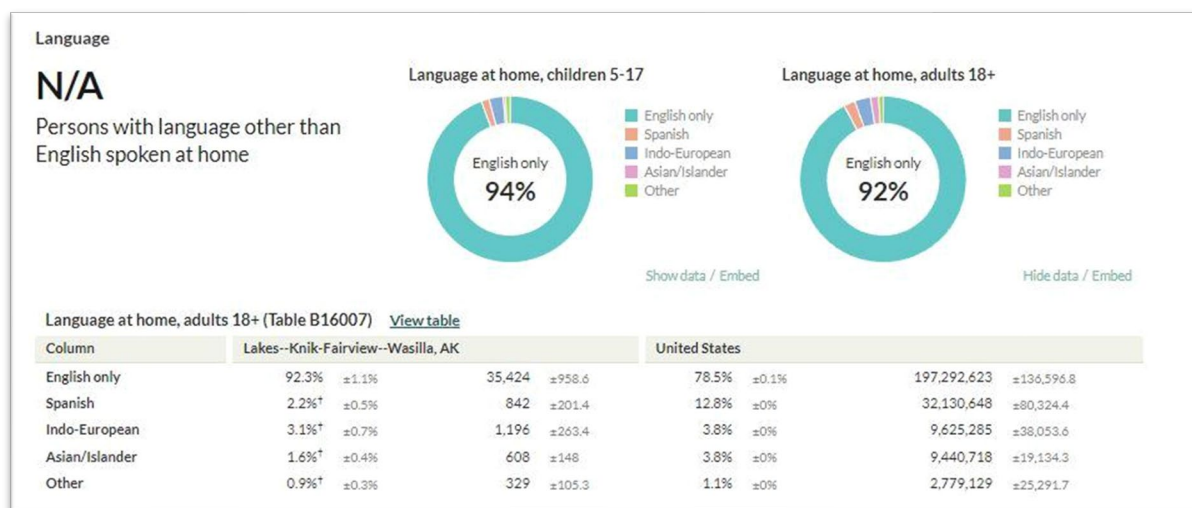
- MPO participation in planned community events in the areas and neighborhoods where underrepresented residents live, work, and play.
- Locate public workshops and engagement events during the plan development process in locations and at times accessible to traditionally underrepresented groups.
- Connect and partner with local organizations that work with traditionally underrepresented groups to advertise meetings, comment periods, and planning efforts.

4. Equity & Non-discrimination

MVP will solicit public participation without regard to race, color, national origin age, sex, gender, religion, disability or family status. MVP will develop and implement strategies to be inclusive of those who have difficulty or are unable to read, write or speak English in line with federal guidance. MVP will outline these strategies and activities in its *Title VI Plan*.

As a direct recipient of federal funding, MVP is actively engaged in the Title VI activities that are mandated by the Federal government. Title VI of the Civil Rights Act of 1964 forbids discrimination against anyone in the United States because of race, color or national origin by any agency receiving Federal funds. The Federal-Aid Highway Act of 1973 added the requirement that there be no discrimination on the grounds of sex, and the Civil Rights Restoration Act of 1987 defined the word “program” to make it clear that discrimination is prohibited through an entire agency if any part of the agency receives federal financial assistance. The to-be-developed *MVP Transportation Title VI Plan* will ensure that all races, income levels, ages, abilities, and genders have equal input in, and equally benefit from, the planning and project delivery processes of MVP.

Figure 2: Census Bureau ACS 2019 data on persons in the Lakes-Knik-Fairview urban cluster who speak languages other than English at home.



5. Requests for Special Accommodations & Complaints Procedure

For complaints, questions, or concerns about civil rights or nondiscrimination; to request special accommodations under the Americans with Disabilities Act (ADA); to request a printed copy of a

meeting agenda; or to request translation services or translated materials, please contact the MVP Title VI Coordinator at (XXX-XXX-XXXX).

The role of MVP Title VI Coordinator will be carried out by the MVP Transportation Coordinator or Planner. Some Title VI Coordinator tasks may be delegated to other MVP employees in order to ensure compliance.

Any person who believes themselves, or any specific class of persons, to have been excluded from, denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or gender under any MVP program or activity, may by themselves or by a representative file a formal written complaint with the MVP Title VI Coordinator.

A complaint must be filed no later than 180 days (unless the time for filing is extended by the U.S. Secretary of Transportation) from:

- The date of the alleged discrimination
- The date when the person(s) became aware of the alleged discrimination, or
- Where there has been a continuing course of conduct, the date on which that conduct was discontinued.

The complaint should include the following information:

- The complainant's name, mailing address, and contact information (phone number or email address)
- How, when, where, and why the complainant believes they were discriminated against (please indicate the names and contact details of any witnesses)
- Any additional information that complainant deems necessary and pertinent to the grievance(s).

Any complaints received by the MPO Coordinator are to receive a prompt response, with a target of no more than seven days. Anyone expressing a complaint may be referred by MPO staff to the complaint form available in both English and Spanish in the MPO's Title VI Plan and ADA Nondiscrimination Policy.

A Title VI Complaint Form will be made available on the MVP Transportation website and also included in the forthcoming *Title VI Plan*. Upon request, the Title VI Coordinator can mail a physical Title VI Complaint Form, or these can be obtained at the MVP Transportation office.

Completed complaint forms should be mailed to:

MVP Transportation
Street Address, Suite, City, State, Zip

Alternatively, complaints may be mailed to:

Alaska DOT&PF Civil Rights Office
200 East 42nd Avenue, Anchorage, AK, 99508

FHWA Alaska Division, Civil Rights Division
PO Box 21648, 709 West 9th Street, Room 851, Juneau, AK 99802-1648

U.S. Department of Justice, Civil Rights Division

950 Pennsylvania Avenue, N.W., Office of Assistant Attorney General, Main, Washington, D.C., 20530
If a complaint is received in a language other than English, the Title VI Coordinator will work with the Alaska DOT&PF Civil Rights Office to translate it. Upon request, assistance in the preparation of any necessary written materials related to the complaint will be provided by the Title VI Coordinator or DOT&PF Civil Rights Office.

Upon receipt of a complaint, the MVP Title VI Coordinator will date stamp the complaint to establish a timeline for response. The Title VI Coordinator will acknowledge receipt of the complaint within five (5) working days via registered mail. The Title VI Coordinator will notify the MVP Policy Board Chair of the complaint and determine if there is a need for additional information from either the complainant or staff. Review of the complaint by MVP staff and the Title VI Coordinator will be completed no later than 30 calendar days after the stamped date of receipt.

All Title VI complaints against MVP Transportation, together with any additional information obtained during the staff review, shall be referred to the Alaska DOT&PF Office of Civil Rights Office and/or the FHWA Alaska Division Office for investigation. The Alaska DOT&PF complaint process is available at the following website: <http://www.dot.state.ak.us/cvlrts/titlevi.shtml>.

The Alaska DOT&PF Civil Rights Office investigator shall work with the MVP Title VI Coordinator and other staff to implement recommended improvements to any FAST Planning process relative to Title VI.

6. Administrative Modifications & Amendments

MVP Transportation will follow specific procedures for conducting administrative modifications and amendments to key plans including the TIP, MTP and UPWP. Definitions of each type of revision are summarized below. More detail is provided for each plan in **Section III. MVP Plans & Programs**. The MVP Technical Committee and Policy Board may develop and approve an additional policy providing more detail on revisions at a later date.

Table 2: Administrative modification and amendment definitions.

Type of Change	Definition & Participation Requirements
Administrative Modification	A <i>minor revision</i> to a plan or program such as the TIP, MTP, or UPWP that includes minor changes to project and/or phase costs, minor changes to funding sources, and minor changes to project or phase initiation dates.
	This type of minor revision does not require a public review and comment period.
Amendment	A <i>major revision</i> to a plan such as the TIP, MTP, or UPWP that involve a major change including the addition or deletion of a project or major change in project cost, project or phase initiation dates, design concept, or scope.
	Amendments require a 30-day public review and comment period.

B. Planning Participants [Builders]

1. Policy Board

The MVP Policy Board is the decision-making body of the MPO. Leadership and elected representatives from MPO member organizations sit on the Board. In the Mat-Su, these member organizations include local and tribal governments (City of Wasilla, City of Palmer, Mat-Su Borough, Chickaloon Native Village, and Knik Tribe), state DOT&PF, local public transit providers, and local active transportation organizations. The MVP Policy Board receives and reviews recommendations from the MVP Technical Committee and provides the final vetting and approval of all MPO activities, decisions, and plans.

The Policy Board meets on a regular basis to conduct the normal business of MVP Transportation. Additional or special meetings may be called by the Policy Board Chair or at the request of more than one (1) member. A public comment period is included on the agenda for each meeting, and the public may also comment on specific agenda items at the meeting. Written comments or testimony on agenda items can be submitted to the MPO any time before the Policy Board meeting. Notice of all Policy Board meetings will be published on the MVP website and social media accounts, in the *Frontiersman*, broadcast on local radio, and posted on the State of Alaska's Online Public Notice system.

Table 3: Policy Board summary table.

Policy Board Summary	
What is it?	Decision-making body of the MPO.
When does it meet?	TBD
Where does it meet?	TBD
How do I hear about it?	Meeting notices are posted on the MPO website and social media accounts, in the Frontiersman, broadcast on local radio, and posted in the State's Online Public Notice system.
How should I prepare to comment at a meeting?	→ Review the Policy Board meeting agenda posted on the MPO website before the meeting. → Consider the issues presented and think about what you would like to say. → What action would you like the Policy Board to take, or not take? → Writing down some talking points may be helpful if you plan to comment in-person at the meeting. → Try to make your "ask" as clear, concise, and actionable as possible. → Reach out to the MVP Coordinator (XXX-XXX-XXXX) if you would like to discuss the transportation issue with someone in more detail.
How do I comment?	→ Attend the meeting and comment during the general public comment period on the agenda, or comment on specific agenda items. → You can also submit written comments to the MPO before any Policy Board meeting.

2. Technical Committee

The MVP Technical Committee is the technical advisor to the MVP Policy Board. Instead of elected officials and agency leaders, technical staff of member organizations sit on the Technical Committee. The MVP Technical Committee is comprised of staff-level representatives from local and tribal governments, the state DOT&PF, local transit providers, active transportation and health advocates, and the railroad. The Technical Committee advises the Policy Board on all matters relevant to plans, policies, and programs of MVP Transportation.

The Technical Committee meets regularly to conduct the normal business of MVP Transportation. Additional or special meetings may be called by the Technical Committee Chair or at the request of more than one (1) member. A public comment period is included on the agenda for each meeting, and the public may also comment on specific agenda items at the meeting. Written comments or testimony on agenda items can be submitted to the MPO any time before the Technical Committee meeting. Notice of all Technical Committee meetings will be published on the MVP website and social media accounts, in the Frontiersman, broadcast on local radio, and posted on the State of Alaska's Online Public Notice system.

Table 4: Technical Committee summary table.

Technical Committee Summary	
What is it?	Technical advisor to the MVP Policy Board.
When does it meet?	TBD
Where does it meet?	TBD
How do I hear about it?	Meeting notices are posted on the MPO website and social media accounts, in the Frontiersman, broadcast on local radio, and posted in the State's Online Public Notice system.
How should I prepare to comment at a meeting?	→ Review the Technical Committee meeting agenda posted on the MPO website before the meeting. → Consider the issue(s) and think about what you would like to say. → What recommendation would you like the Technical Committee to make, or not make to the Policy Board? → Writing down some talking points may be helpful if you plan to comment in-person at the meeting. → Try to make your "ask" as clear, concise, and actionable as possible. → Reach out to the MVP Coordinator (XXX-XXX-XXXX) if you would like to discuss the transportation issue with someone in more detail.
How do I comment?	→ Attend the meeting and comment during the general public comment period on the agenda, or comment on specific agenda items. → You can also submit written comments to the MPO before any Technical Committee meeting.

3. Public Participants

All members of the Mat-Su community are welcome and encouraged to participate in the transportation planning process with MVP Transportation. Federal regulations require that a number of "interested parties" must be consulted and engaged within the metropolitan transportation planning process. These include:

- Persons with limited English proficiency
- Representatives of the disabled community
- Representatives of public transportation users
- Representatives of pedestrian facility users
- Representatives of bicycle facility users
- Representatives of low-income communities
- Representatives of minority communities
- Freight shippers and haulers
- Private providers of transportation
- Representative of affected public agencies⁶

⁶ See [23 CFR § 450.316](#).

Engagement with the above groups will be accomplished through all of the MPO's activities including Policy Board and Technical Committee membership and meetings, planning workshops, and the online and traditional outreach strategies outlined below in the Public Participation Strategies Toolkit.

III. MVP Plans & Programs

MVP Transportation develops four key plans to guide the transportation planning and programming in the Mat-Su Valley. These plans focus on the urbanized area, called the Metropolitan Planning Area (MPA).

These plans include the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Public Participation Plan (PPP).

Each plan plays an important role in bringing transportation projects to life in the Mat-Su, serving as the beginning (UPWP), middle (MTP), and end (TIP) of the transportation planning process.

A. UPWP – MVP Budget and Business Plan (2-year outlook)

The UPWP is the operating budget and business plan of MVP Transportation. It shows the proposed use of federal planning funds and identifies the biennial activities and programs planned to accomplish the MPO's goals. MVP will use a 30-day comment period to gather public input on the draft UPWP.



MVP will place an advertisement in the *Frontiersman* to announce the public comment period for the UPWP development process.



In addition to the MVP website, notification of the UPWP public review and comment period will be posted on the Mat-Su Borough website and the State's Online Public Notice System. Additional proactive outreach may include the utilization of targeted email lists and the timely publication of the newsletter announcing the comment periods.



The draft UPWP will be posted online on the MVP website with an online comment form during the 30-day public comment and review period.



An amendment⁷ is triggered when task budget amounts exceed 20% of the original approved program budget, when there are individual changes of \$35,000 or more to task budgets, or when there are significant scope changes. Amendments require the concurrence of the MPO, Alaska DOT&PF, FHWA, and FTA before becoming effective. Amendments to the UPWP will require a 30-day public comment and review period.



An administrative modification⁷ is triggered when task budget amounts do not exceed 20% of the approved program budget or when individual changes are for \$35,000 or less of a task budget. These require the concurrence of the MPO and Alaska DOT&PF before becoming effective. The FHWA and FTA will be notified as soon as possible of these changes. Administrative modifications will be announced and posted to the MVP website, and the public will have the opportunity to comment on these by attending the Policy Board meeting where the changes are considered.

⁷ Changes in work assignments and studies to be performed to meet transportation planning requirements may be made by MVP at the times and extent deemed necessary. Total funds to be made available for the performance of the work and services will not exceed the amount specified in the UPWP.

Table 5: UPWP summary table.

Unified Planning Work Program Details	
What is it?	The MPO's operating budget and business plan.
Updated:	Every 2 years
Outlook:	2 years, Comment period typically in June or July for Adoption in August.
Next Update:	Summer 2022
Adoption Process:	Reviewed by the Technical Committee, Adopted by the Policy Board
Public Comment & Review Period:	30 Days
Administrative Modifications:	Posted to website, opportunity to comment at Technical Committee and Policy Board meetings.
Amendments:	30-day comment period

B. MTP – Long Range Plan (20-25 year outlook)

The MTP is the long-range transportation planning document of MVP. It is the multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops through the metropolitan planning process. The MTP looks 20-25 years into the future using population and traffic projections and is updated every 5 years to remain current with future trends and public sentiment and needs. The MTP includes short, middle, and long-range projects to develop a transportation network for all modes, including pedestrian paths and bicycle facilities. It is a performance-driven, outcome-based approach to planning. The MTP serves as a guide for local officials to make transportation improvements using Federal funds. A transportation project must appear in the MTP to receive federal funding from the FTA or FHWA. The MTP ensures that all transportation projects of agencies operating within the MPA are coordinated, achieve planning goals, meet performance targets, and satisfy local needs. The MPO may submit to FHWA and FTA for approval a procedure for developing an abbreviated MTP and TIP as long as it meets federal requirements.

The MTP process provides one of the best opportunities for the public to participate in the transportation planning process. The public's input will be gathered early and continually using a variety of methods including public meetings and interactive online applications. A separate public involvement plan will be developed with each MTP update to outline the specific strategies that will be used to gather and integrate public input into the plan. At minimum, MVP will host one public meeting in a convenient and accessible location during the MTP process. The public review and comment periods and public meeting(s) will be advertised using the following strategies:



MVP will place an advertisement in the *Frontiersman* to announce a public meeting and any public review and comment periods for the MTP.



Notification of the public meeting will be posted on several websites (MVP, DOT&PF, Mat-Su Borough, Chickaloon, Knik, City of Wasilla and City of Palmer websites), as well as the State's Online Public Notice System. Additional proactive outreach will include the utilization of the targeted emailing lists, the notification of related community service groups and organizations and low-income neighborhoods.



The draft MTP will be posted online on the MVP website with an online comment form during the 30-day public comment and review period.



The draft MTP will be available for review during normal working hours at the MVP Office, DOT&PF Planning Department, the Mat-Su Borough Planning Department, Wasilla City Hall and at Palmer City Hall. Additional locations for after-work hours viewing may also be identified including the Public Library or community center.



Notification will be sent to all that have requested notification of comment periods or public meetings on the topic of transportation planning. MVP will have a newsletter that will include quarterly updates on the development of the MTP and provide opportunities to comment throughout the process on its website and on Facebook.



Online Surveys will be made and distributed on the MVP website and social media. An online comment map may be used to gather geospatial data about transportation issues and needs.



Facebook live, Microsoft Teams, Zoom, or another virtual platform may be utilized as needed during public meetings to provide a virtual participation option.



Comments received from this process will be documented, distributed and posted on the web so that the Policy Board may consider all comments. All comments received throughout the process will be included with the final MTP as an appendix.



An amendment is triggered by major revisions including the addition or deletion of a project or a major change in the project cost ($\geq 20\%$), project/project phase initiation dates, or a major change in design concept or scope. Amendments require re-demonstration of fiscal constraint and concurrence of MVP, Alaska DOT&PF, FHWA, and FTA before taking effect. Any amendments to the MTP require a 30-day public comment and review period.



An administrative modification is triggered by a minor revision, including minor changes to project/project phase costs ($< 20\%$), minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. These do not require a public comment period or redemonstration of fiscal constraint. Administrative modifications do require the concurrence of MVP and the Alaska DOT&PF before taking effect. The FHWA and FTA will be notified as soon as possible of these changes. Administrative modifications will be posted to the MVP website, and the public will have the opportunity to comment on these by attending the Policy Board meeting where the changes are considered.

Table 6: MTP summary table.

Metropolitan Transportation Plan Details	
What is it?	The MPO's long-range transportation plan.
Updated:	Every 5 years
Outlook:	20-25 years
Next Update:	TBD
Adoption Process:	Reviewed and recommended by Technical Committee, Adopted by Policy Board
Public Comment & Review Period:	30 Days
Administrative Modifications:	Posted to website, Comment at Policy Board meeting
Amendments:	30-day comment period

C. TIP – Short Range Plan (5-year outlook)

The TIP is the short-range transportation project funding and programming document of MVP Transportation. It covers a timespan of no less than four years and is updated at least every four years and approved by the MPO and the Governor. If the TIP covers more than four years, the FHWA and FTA will consider the projects in additional years as informational.⁸ The TIP is used as a management tool for monitoring progress and implementing the MTP. It prioritizes and programs funds for projects identified in the MTP. All transportation projects in the MPA of *any* agency receiving federal funds must appear within the TIP. Because of this, the MPO plays a strong coordinating role for all projects, including those led by local governments (for example, Wasilla, Palmer, Chickaloon, Knik, and the Mat-Su Borough) and the State DOT&PF. Projects are scored and ranked using project evaluation criteria developed under the MTP and integrated into the MPO's policies and procedures. The highest scoring projects are prioritized.

The TIP includes a short description of each included project, its funding source(s), agencies responsible for each project phase, and a breakdown of costs by phase for the four federal fiscal years (FFY) covered by the TIP. The TIP also identifies new policy and planning needs and how proposed projects will impact the performance targets developed in the MTP. The MVP Policy Board approves the TIP and self-certifies that it was developed in accordance with all applicable regulations.

The TIP has specific public participation requirements to ensure that the community's voice is heard in prioritizing transportation investments in the urbanized area. Prior to the development of the TIP, the project evaluation criteria may be reviewed and modified to reflect any changes in the goals and objectives of the MPO. If the evaluation criteria are updated, a 30-day comment period will be provided to gather public input on the proposed criteria changes. A 30-day public comment period will also be provided for the public to review the draft TIP and any amendments.



MVP will place an advertisement in the *Frontiersman* to announce each public comment period for the TIP development process.



In addition to the MVP website, notification of the TIP public review period will be posted on the Mat-Su Borough website and the State's Online Public Notice System. Additional proactive outreach may include the utilization of the targeted email lists and the timely publication of the newsletter announcing the comment periods.



The draft TIP will be posted online on the MVP website with an online comment form during the 30-day public comment and review period(s).



The draft TIP will be available for review during normal working hours at the MVP Coordinator's Office, DOT&PF Planning Department, the Mat-Su Borough Planning Department, Wasilla City Hall and at Palmer City Hall. Additional locations for after-work hours viewing may also be identified including the Public Library or community center.



Notification will be sent to all that have requested notification of public input periods and meetings on the topic of transportation planning.



Comments received from this process will be documented, distributed and posted on the web so that the Policy Board may consider all comments.

⁸ See [23 CFR 450.326a](#) for more details on TIP requirements.



An amendment is triggered by major revisions including the addition or deletion of a project or a major change in the project cost ($\geq 20\%$), project/project phase initiation dates, or a major change in design concept or scope. Amendments require re-demonstration of fiscal constraint and concurrence of MVP, Alaska DOT&PF, FHWA, and FTA before taking effect. Any amendments to the MTP require a 30-day public comment and review period.



An administrative modification is triggered by a minor revision, including minor changes to project/project phase costs ($< 20\%$), minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. These do not require a public comment period or redemonstration of fiscal constraint. Administrative modifications do require the concurrence of MVP and the Alaska DOT&PF before taking effect. The FHWA and FTA will be notified as soon as possible of these changes. Administrative modifications will be posted to the MVP website, and the public will have the opportunity to comment on these by attending the Policy Board meeting where the changes are considered.

Table 7: TIP summary table.

Transportation Improvement Program Details	
What is it?	The MPO's short-range program and funding plan.
Updated:	Annually
Outlook:	4 years
Next Update:	TBD
Adoption Process:	Reviewed and recommended by Technical Committee, Adopted by Policy Board
Public Comment & Review Period:	30 Days
Administrative Modifications:	Posted to website, Comment at Policy Board meeting
Amendments:	30-day comment period

D. PPP – How to Engage with the MPO

The PPP is the very plan that you are reading right now! It serves as both a guide for MVP staff and stakeholders on how to engage the public in the transportation process, as well as a how-to guide for the public—you!—on making sure that your voice is heard. The PPP helps MVP carry out its mission by ensuring an open process that provides the public with complete information, timely notification of comment periods and meetings, full access and input into key decisions, and early and continuous participation in the transportation planning process.

The PPP is based on federal code that requires public participation in the transportation planning process. The federal regulations specify a 45-day public comment and review period for PPP development.⁹ This differs from most other MVP plans that have a 30-day public comment period. The PPP will be re-addressed and may be updated prior to MTP development. The following public participation strategies will be used in the PPP development process:



MVP will place an advertisement in the *Frontiersman* to announce the 45-day public comment and review period for the PPP development process.



Notification of the draft PPP review period will be posted on the MVP website, as well as the State's Online Public Notice System. Additional proactive outreach will include the utilization of the targeted mailing lists, the notification of related community service groups and organizations and low-income neighborhoods.



The draft PPP will be posted online on the MVP website with an online comment form during the 45-day public comment and review period.



The draft PPP will be available for review during normal working hours at the MVP Coordinator's Office. Additional locations for after-work hours viewing may also be identified including the Public Library or community center.



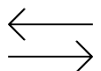
Notification will be sent to all that have requested notification of meetings or public comment periods on the topic of transportation planning. MVP will have a newsletter that will include quarterly updates on the development of the PPP and provide opportunities to comment throughout the process on its website and on Facebook.



Comments received from this process will be documented, distributed and posted on the web so that the Policy Board may consider all comments.



Any amendments to the PPP will also trigger a 45-day public comment and review period. The PPP will be re-addressed and may be updated prior to MTP development.



Smaller, administrative modifications will be announced and posted to the MVP website, and the public will have the opportunity to comment on these by attending the Policy Board meeting where the changes are considered.

⁹ See [23 CFR § 450.316](#).

Table 8: *PPP summary table.*

Public Participation Plan Details	
What is it?	Blueprint for how MVP conducts public engagement.
Updated:	As needed
Outlook:	No expiration date
Next Update:	As required or prior to the development of the MTP
Adoption Process:	Reviewed by Technical Committee, Adopted by Policy Board
Public Comment & Review Period:	45 Days
Administrative Modifications:	Posted to website, Comment at Policy Board meeting
Amendments:	45-day comment period

E. Public Participation Strategies [Toolkit]

1. MVP Website & Social Media

MVP will maintain an accessible and engaging website to inform and update the community about meetings, public comment periods, planning processes, and transportation issues impacting the Mat-Su Valley region community. All meeting and public comment and review period notices for MVP plans such as the UPWP, MTP, TIP, and PPP will be posted to the website, along with draft plans, public comment summaries, and notices of plan amendments and administrative modifications.

The website will serve as a venue for innovative public participation and visualization strategies used by the MPO such as survey questionnaires, online comment maps, and 2D and 3D representations and interactive renderings of transportation projects. Creative methods of virtual communication such as podcasts and videos may be utilized to support remote public participation efforts during the COVID-19 pandemic.

MVP's social media accounts on Facebook, Twitter, and Instagram will provide periodic updates about meetings, comment periods, and planning milestones and direct residents back to the MVP website for more information.

2. "Building the Mat-Su MPO" 101 Document

MVP is in the process of developing an introductory "Building the Mat-Su MPO" document that will be distributed to residents in the MPA to introduce them to the MPO, its mission, and how to get involved in transportation planning decisions through the MPO. The document is meant to be visual and engaging, using the metaphor of "building a house" to illustrate the process of developing the MPO and to communicate the important role that the organization will soon play in the Mat-Su region community moving forward.

3. Local Media Advertising

MVP will advertise all meeting and event notices and planning process updates in the *Frontiersman* and on the public calendar on the MSB's website. Additionally, local radio and public television may be used to advertise for special events.

4. Quarterly Newsletter

MVP will develop and distribute a quarterly newsletter to update the community and partners on upcoming planning processes and milestones and happenings at the MPO.

5. Public Meetings & Workshops

MVP will host public meetings and workshops to gather input into various planning efforts, including the MTP. These meetings will be virtual on a platform widely accessible to the public or held in locations that are fully ADA accessible and convenient to a broad range of residents including traditionally underrepresented groups.

6. Public Review & Comment Periods

Public review and comment periods for all MVP plans will be widely advertised following the notice requirements outlined in the MPO Plans & Programs section and in the following Notice Requirements Summary matrix at the end of this chapter.

During review and comment periods, all draft plans, plan amendments, and/or administrative modifications will be posted on the MVP website with a virtual public comment form. Additionally, draft plans will be available for individual viewing with written comment forms at the MVP office during regular business hours and at the library/community center during evening and weekend hours during comment periods.

7. Innovative Visualization Strategies

To ensure that all residents, including limited English speakers, are able to understand and provide input on proposed transportation projects, MVP will use innovative 2D and 3D visualization strategies as budget allows to provide visual representations of proposed transportation projects. It is often challenging for the layperson and especially those with limited English proficiency to view engineering plans for a proposed project and to easily grasp its implications.

MVP will utilize GIS, 2D and 3D renderings, and multimedia applications to create visual representations of projects and their impacts. Aerial imagery will be used as much as possible to orient residents to project locations, with key locations including major thoroughfares and landmarks clearly labelled to support participants' understanding of the scope and location of proposed transportation investments.

8. Stakeholder Email List

A robust stakeholder email list will be developed and constantly updated to ensure that anyone interested in learning about MVP activities and participating in planning efforts is informed and able to do so. MVP will coordinate with local partner organizations on the stakeholder list to reach underrepresented communities and spread the word about how to get involved.

9. Public Comment & Responsiveness Summaries

For each plan, MVP staff will document and organize all comments received and develop a Public Comment & Responsiveness summary describing how submitted comments were addressed and/or integrated into the final plan. The Summary will be added as an appendix to the MTP and posted online for all other plans. The comments and summary will also be shared with the Technical Committee and Policy Board during the plan development process so that all comments may be considered in the decision-making process.

10. Support Participation of Traditionally Underrepresented Communities

MVP follows a number of strategies to broaden its reach and engage with traditionally underrepresented communities in the Mat-Su Valley region. These strategies range from offering free translation services at meetings and hosting events in lower income neighborhoods, to using visualization strategies to illustrate the impacts of transportation projects.

The full breadth of MVP's strategies for supporting the participation of underserved communities will be outlined in the *MVP Transportation Title VI Plan* (to be developed). FAST Planning and AMATs Title VI plans are great documents to reference once the MPO begins developing its own Title VI Plan.

F. Notice Requirements Summary [Construction Schedule]

Table 9: Meeting and plan notice requirements summary table.

Plan Notice Requirements			
	Draft Plan Review	Amendment	Administrative Modification
UPWP	30-day public review & comment period	30-day public review & comment period	Change posted to website, opportunity to comment at Policy Board meeting
MTP	Public meeting & 30-day public review & comment period	30-day public review & comment period	
TIP	30-day public review & comment period	30-day public review & comment period	
PPP	45-day public review & comment period	45-day public review & comment period	
Meeting Notice Requirements			
Meeting Type	Public Notice Activities		
Regular Policy Board or Technical Committee Meetings	• Meeting packet with agenda and materials posted to MVP website at least 10 calendar days prior to scheduled meeting. • Notice of meeting published in the Frontiersman at least 10 days prior to scheduled meeting. • Notice of meeting announced on local radio at least 10 calendar days prior and up until scheduled meeting, as budget allows. • Notice of meeting posted on State of Alaska Online Public Notice System at least 10 calendar days prior to scheduled meeting.		
Special Policy Board or Technical Committee Meetings	• Meeting packet with agenda and materials posted to MVP website at least 7 calendar days prior to scheduled meeting. • Notice of meeting published in the <i>Frontiersman</i> at least 7 calendar days prior to scheduled meeting. • Notice of meeting announced on local radio at least 7 calendar days prior and up until scheduled meeting, as budget allows. • Notice of meeting posted on State of Alaska Online Public Notice System at least 7 calendar days prior to scheduled meeting.		
Plan-Specific Meeting	• Meeting advertised for at least 30 calendar days prior to scheduled meeting. • Follow public participation requirements for the specific plan (See PPP Plans + Programs Chapter).		

IV. Achieving Public Participation

Measuring the effectiveness of the MPO's public participation activities will be an important part of ensuring that existing strategies are adequate and identifying areas where methods can be improved.

The PPP will be updated on a regular basis at the discretion of the MPO to ensure that public participation strategies remain relevant and effective. The MPO will reevaluate the PPP prior to each MTP and may update the PPP in conjunction with the MTP update process.

The following subsection, **A. Mission & Goals**, outlines the mission and goals of MVP Transportation, and how these related to the ten federal planning objectives that MPOs strive to achieve. The next subsection, **B. Measuring Success**, provides an evaluation framework for measuring the success of MVP's public participation efforts.

A. Mission & Goals

Per 23 CFR § 450.306(b), all metropolitan planning organizations shall conduct a continuous, cooperative, and comprehensive (three C's) planning process that addresses the following ten federal planning factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- (2) Increase the safety of the transportation system for motorized and non-motorized users.
- (3) Increase the security of the transportation system for motorized and non-motorized users.
- (4) Increase accessibility and mobility of people and freight.
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- (7) Promote efficient system management and operation.
- (8) Emphasize the preservation of the existing transportation system.
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- (10) Enhance travel and tourism.

The MVP Steering Committee, in starting to develop the organizational mission for MVP Transportation, identified three of the above planning factors as especially relevant planning factors to consider for the Mat-Su Valley urbanized area. These include:

- Increase the safety of the transportation system for motorized and non-motorized users.
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase accessibility and mobility of people and freight.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

These prioritized planning factors can help inform the mission and goals development process for MVP Transportation.

B. Measuring Success

The following matrix details the methods used to gather and monitor public participation data to evaluate the effectiveness of MPO public participation strategies. The matrix will assist MVP staff in self-assessing whether current public participation strategies are effective, and where they could be improved. Improvements to this PPP will be made based on this self-assessment with the goal of increasing public awareness and improving the quality and quantity of information collected from and provided to the public.

Table 10: Public participation evaluation framework.

Methods for Collecting Evaluation Data	Measures of Effectiveness (MOE)
Evaluation / Comment Forms Verbal Comments from Meetings, Workshops or Forums	• Total Number of MVP Public Meetings • Number of Attendees by gender, age, race, when available. • Totally number of forms turned in • Nature of Comments and Remarks • Community Groups represented
Telephone Comments	• Total calls received per quarter • Nature of calls • Number of positive/negative calls received • Type of follow-up required • Time spent on follow-up
Letters	• Total letters received per quarter • Number of positive/negative letters received • Translation of letter from members of the public who have limited English proficiency • Nature of letters • Type of follow-up required • Time spent on follow-up
MVP Website Social Media	• Total number of hits per month • Number and nature of comments received • Type of group representation • Total number of posts by MVP Transportation • Type of follow-up required • Time spent on follow-up
Proactive Public Outreach	• Total number of radio and TV interview conducted • Total number of feature stories in newspaper • Total number of community service group meetings attended • Total number of Transportation Committee Meetings attended • Total number of presentations delivered • Total number of comment sheets collected at presentations
E-mail Comments	• Total comment messages per month • Number and nature of messages received • Type of follow-up required • Time spent on follow-up
Survey/Interactive Map Results	• Total number of responses received • Summarize comments

V. Meeting Federal Requirements

There are several requirements for a PPP as described in 23 CFR § 450.316. The MPO is required to develop a PPP that includes all transportation plan stakeholders. These stakeholders are considered to be anyone from an affected public agency, freight transportation services, to every user of the transportation network. Anyone who would like to participate in the process will be provided reasonable opportunity to do so.

The PPP should be developed with the participation of interested parties. In this case, since the MPO is not finalized yet, the Pre-MPO Steering Committee is the first interested party to participate which is made up of representatives of local government agencies, tribal governments, transportation providers, state representatives, representatives of transportation and health-related non-profits, and representatives from peer Alaskan MPOs. The purpose of the PPP is to develop clear instructions for how residents can participate in the public process, what the MPO's strategies are to reach a wide range of people for participation, and how to measure the outcomes of public participation strategies.

The MPO must provide adequate notice for public participation opportunities and offer convenient and accessible ways for the public to comment at key points in the planning and decision-making process. The notice must be given prior to any sort of comment or participation period and any information must be easily accessible to the public. The information must be presented so that the lay person can understand and also provide several means of presenting the information, such as displaying the information electronically via the internet and/or also using visual presentations in an in-person format so that everyone has adequate time to understand what is presented. Public presentation and meetings must be held in ADA accessible locations and be held at reasonable times to include all who want to participate.

When comments are made, care and response are given for each comment to ensure that participants understand that their comments are valued and integrated into plans and decisions of the MPO. Care must especially be given to receiving comments from traditionally underserved communities. The plans and decisions of the MPO should also be carefully analyzed to understand how these may impact different sub-groups and underserved communities differently. The comments will be provided in a summary, analyzed, and then added to the final transportation plan and/or posted online.

In the event that the final version of an MPO plan differs greatly than the original, an additional comment period must be provided as new issues may arise that were not originally anticipated by those that had provided comment the first time.¹⁰ To prevent undesirable outcomes and adverse impacts on communities, the public participation process will be evaluated, measured, and reviewed for its effectiveness.

Although not a requirement, it is in the best interest of the MPO and its transportation plan to coordinate with other organizations and agencies that are responsible for other planning activities. Organizations that are responsible for economic development or natural disaster preparedness, for example, may be affected by MPO decisions and those decisions may impact operations or provide

¹⁰ See MVP Transportation's Operating Agreement and the FAST Planning Amendment and Administrative Modifications Policy for more details on triggers and an example policy from a peer MPO, respectively.

insights. The MPO will be responsible for considering actions within the MPO area as they relate to other planning activities.

Since the MPA will most likely include lands that are Indian Tribal Lands and/or Federal Public lands, the development of the transportation plan must appropriately include and consult with federal and tribal land managers.

In accordance with Title VI, the Civil Rights Act of 1964, it is prohibited to discriminate against people on the basis of race, color, and national origin in programs that receive federal funding. Title VI applies to the creation and operations of an MPO because they use federal funding. To provide an inclusive public process, notice may be released in different languages and the MVP Title VI Coordinator may be designated to direct people that identify as non- or limited-English speakers to translation services to further facilitate an environment that is continuing, cooperative, comprehensive, and inclusive.

VI. Conclusion

MVP Transportation is deeply committed to conducting a public participation process that engages the diverse community of the Mat-Su Valley early and consistently throughout the metropolitan transportation planning process. This PPP is the first step towards developing MPO plans that respond to local priorities and satisfy local transportation needs in the Mat-Su.

MVP will periodically update and reevaluate this PPP to ensure that it remains consistent with trends and needs within the local community. The PPP will be reevaluated and may be updated prior to each MTP update as a part of that planning process. It may also be updated through amendments and administrative modifications approved by the MVP Policy Board at any time by following the public notice, review and comment period requirements outlined in this plan.

MVP is committed to increasing the public's understanding of the metropolitan transportation planning process and to encouraging active engagement of the community in the decision-making process.

Matanuska-Susitna Valley Planning for Transportation 2022 Public Participation Plan Addendum for Pre-MPO Formation

I. Purpose

The purpose of this addendum to the Matanuska-Susitna Valley Planning for Transportation (MVP Transportation) Public Participation Plan (PPP) is to outline the public participation strategies that will be used during federal fiscal year (FFY) 2022 to develop and finalize the founding documents and general operating agreements of the MPO.

II. Timeline

MVP Transportation will not be officially designated by the Governor until April 2023. The full PPP document will not apply to the MPO until after this official designation date. This addendum to the PPP shall be applicable once approved by the MVP Pre-MPO Policy Board until the day that the MPO is officially designated by the Governor, expected April 2023.

III. Meetings

During FFY 2022, the Pre-MPO Steering Committee and Pre-MPO Policy Board hold regular meetings during the year. The final Technical Committee and Policy Board will become official after MPO designation by the Governor no later than April 2023.

Monthly meetings of the MVP Pre-MPO Steering Committee and Pre-MPO Policy Board are all free and open to the public. Meetings may be fully virtual or in-person, as local health and safety conditions and regulations allow. Meetings will be held in accessible public locations (or virtually, on a platform easily accessible to the public) and will generally be scheduled on a recurring day each month (for example, the third Wednesday). Every MVP board and committee meeting agenda contains a general public comment period (called “Voices of the Visitors”) as well as public comment opportunities for each item being discussed. All meeting packets including approved minutes from the previous meeting will be made available online on the pre-MPO website and/or MVP Transportation website.

Public meetings of the MVP Pre-Policy Board and all advisory committees (including the Steering Committee) will be advertised at least one week prior to the meeting date in the following venues and locations:

- Pre-MPO website at www.matsumpo.com, prior to MVP official website establishment
- Official website of MVP once it is established
- Mat-Su Borough (MSB) website
- State of Alaska Online Public Notice system
- Frontiersman (local newspaper)

The following guidelines shall apply to the public process of public meetings.

1. A sign-in sheet will be available at each in-person and virtual meeting. Attendees will be encouraged to sign in so that they may receive notification of future meetings.

2. One general public comment period will be provided at every meeting for any members of the public who are present to comment on items not on the agenda. The length of the comment period per speaker may be determined at the beginning of any public meeting by the Chair.
3. Members of the public will also have an opportunity to comment on specific agenda items as they are introduced.
4. Members of the public who would like to provide written comments may submit their comment in writing at any time before the scheduled meeting.
5. Items on a meeting agenda may be voted on or action may be deferred, tabled, or referred back to the board or committee for further consideration at the board or committee's discretion.
6. Past meeting materials including agendas, minutes, packets, and approved planning documents can be found on the MVP website.

The following subsections provide additional information about each board and committee active during FFY 2022.

A. Pre-MPO Policy Board

The MVP Pre-MPO Policy Board is the interim leadership-level decision making body of MVP Transportation. Its mission is:

“To oversee the development of all federally required documents necessary to be designated by the Governor as the Metropolitan Planning Organization of the Mat-Su Valley urbanized area and that area, which is expected to be designated, by the Department of Commerce, as urban in the next 20 years.”

The Pre-MPO Policy Board was established and began meeting in September 2021. The Pre-MPO Policy Board will continue to meet monthly until the final MVP Policy Board is established. The Pre-MPO Policy Board meets regularly on the third Wednesday of each month from 11:30am to 1:00pm.

B. Pre-MPO Steering Committee

The MVP Pre-MPO Steering Committee is the interim staff-level advisory committee of MVP Transportation. Its mission is:

“To guide the pre-MPO formation process for the Mat-Su Valley as it relates to presenting recommendations to the Pre-MPO Policy Board regarding organizational and operational structure.”

The Pre-MPO Steering Committee was established and began meeting in October 2020. The Pre-MPO Steering Committee will continue to meet monthly until the MVP Technical Committee is established after official MPO designation by the Governor. The Pre-MPO Steering Committee meets regularly on the second Tuesday of each month from 2:00pm to 3:30pm.

C. MVP Policy Board

The MVP Policy Board is the final governing body of the MPO. The official Policy Board will be established and begin meeting in the second quarter of FFY 2022. The purpose of the MVP Policy Board will be to act as the leader and final decisionmaker for MVP Transportation to carry out the metropolitan transportation planning process for the UZA.

D. MVP Technical Committee

The MVP Technical Committee is the final staff-level advisory committee of the MPO. The MVP Technical Committee will be established and begin meeting in the second quarter of FFY 2022. The

purpose of the MVP Technical Committee will be to provide technical guidance and recommendations to the MVP Policy Board to assist with carrying out the metropolitan transportation planning process.

IV. 2022 MPO Plans, Programs & Agreements

The following plans and programs will be developed and finalized during FFY 2022. All planning documents and agreements in this addendum will have a 30-day public comment period unless otherwise noted.

A. MPA Boundary Development

The Boundary Development process for the MVP metropolitan planning area (MPA) will follow the Boundary Development Strategy document approved by the Pre-MPO Policy Board on October 20, 2021.

The MPO shall review the comprehensive plans and capital improvement programs (CIP) of the borough and local governments as a part of the boundary development process. As outlined in the strategy, MVP will consult with members of the public and community representatives with information pertinent to projecting future growth in the borough, including, but not limited to representatives of:

- MSB School District
- Public transportation providers
- Port, rail, and freight operators
- Utility providers
- Local commercial businesses
- Non-profit organizations
- State of Alaska DOT&PF and DEC
- Tribal governments
- Local governments

At least one public meeting will be held to gather the public's input into the boundary development process. The meeting will be held virtually or in-person and be easily accessible to the public. Visualization strategies will be used to help build public understanding of the boundary development process and potential alternatives for the MPA boundary, and their implications.

The public meeting will be advertised at least one month in advance of the meeting date in the same locations and venues that board and committee meetings are advertised (See **III. Meetings**).

The finalized boundary will be posted for a 30-day public review and comment period on the pre-MPO and/or final MVP website. All public comments and feedback will be recorded and forwarded to the MVP boards and committees for consideration and subsequently posted on the website. If significant changes are subsequently made to the preferred boundary alternative that were unforeseen by the Pre-MPO Policy Board, additional opportunity for public comment may be provided. Final board action will take place at a scheduled Pre-MPO Policy Board meeting.

B. Intergovernmental Operating Agreement and Memorandum of Understanding for Transportation Planning (Operating Agreement)

The *MVP Transportation Intergovernmental Operating Agreement and Memorandum of Understanding for Transportation Planning* (Operating Agreement) defines the relationships between the State of Alaska and the Mat-Su Valley's local and tribal governments and other stakeholders, as appropriate, in

carrying out metropolitan transportation planning to meet federal planning requirements through the MPO. The document defines the make-up of the official Policy Board and Technical Committee of the MPO.

The purpose of the Operating Agreement is to comply with 23 USC § 134 – 135, 49 USC § 5303 – 5306, and 23 CFR 450.300 to provide the structure and process for the continuing, cooperative, and comprehensive consideration, consultation, development, and implementation of transportation plans and programs for intermodal transportation in the MPA. The agreement describes the legal authority for the operation of the MPO, member organizations and their responsibilities, required plans and programs of the MPO, and operating procedures related to consultant contracts, reporting requirements, procurement and management, audits, and Title VI and disadvantaged business enterprise (DBE) requirements.

The Operating Agreement will be developed by the Pre-MPO Steering Committee and approved by the Pre-MPO Policy Board and then sent to the Governor for final designation. A 30-day public comment period will be provided for the public to review the Operating Agreement. All public comments and feedback will be recorded and forwarded to the MVP Pre-MPO Steering Committee and Pre-MPO Policy Board for consideration.

C. Memorandum of Understanding for Office Operations (MOU for Office Operations)

The *Memorandum of Understanding for Office Operations* (MOU for Office Operations) defines the operating procedures of the MPO office and outlines the roles and responsibilities of the MPO member organizations as they relate to the office operations of the MPO. The MOU for Office Operations and the responsibilities defined therein will vary based on the final structure of the MPO. The MOU for Office Operations outlines the various resources and types of support that each member organization will contribute to the MPO, such as office and/or meeting space, membership dues, risk management, accounting services, procurement services, human resources, project planning and development, IT support services, payroll, computers and hardware, software licenses, and other types of in-kind and financial support.

The MOU for Office Operations will be developed by the Pre-MPO Steering Committee and approved by the Pre-MPO Policy Board. A 30-day public comment period will be provided for the public to review the agreement. All public comments and feedback will be recorded and forwarded to the MVP Steering Committee and Pre-MPO Policy Board for consideration and posted on the website. If significant and unforeseen changes result, the public may be provided an additional opportunity to comment.

D. Bylaws

The Bylaws of the MPO define the members and officers of the organization such as the Chair, Vice Chair, and Secretary, how those positions are chosen, and what their responsibilities are. The Bylaws also define at minimum when meetings will occur, and outline standard processes related to meetings, ethics, conflicts of interest, and other standards of conduct for the MPO. The Bylaws are submitted along with the Operating Agreement in the Governor's packet for final MPO approval.

The Bylaws will be developed by the Pre-MPO Steering Committee and approved by the Pre-MPO Policy Board. A 30-day public comment period will be provided for the public to review the Bylaws

simultaneously along with the Operating Agreement. All public comments and feedback will be recorded and forwarded to the MVP Pre-MPO Steering Committee and Pre-MPO Policy Board for consideration and posted on the website. If significant and unforeseen changes result, the public may be provided an additional opportunity to comment on the MOU.

E. Tribal Consultation Agreements

The MPO will work with local tribal governments, Chickaloon Native Village and Knik Tribe, to develop agreements defining coordination between the MPO and each tribal government. The agreements will outline the consultation processes that will be carried out by the MPO with each tribal government for each major plan and program of the MPO, including the MTP and TIP. Consultation requirements for MPOs who receive funds through the FHWA are outlined in 23 CFR 450.316. Key provisions include:

- “When the MPO includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP” (23 CFR 450.316(c)).
- “MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.” (23 CFR 450.316(e)).
- Include in their plans and programs “a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation” (23 CFR 450.322 (f) (7)).”

The Pre-MPO Steering Committee and Pre-MPO Policy Board will utilize the following resources in its consultation and coordination with tribal governments”

- Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State
- Executive Order 13175 Consultation and Coordination with Indian Tribal Governments
- Millennium Agreement between the Federally Recognized Tribes of Alaska and the State of Alaska
- Guidance from the State of Alaska Civil Rights Office

MPO coordination with tribal representatives will occur at the Pre-MPO Steering Committee and Pre-MPO Policy Board levels to establish the consultation agreements.

F. Memorandum of Understanding for Performance Based Planning (MOU for Performance Based Planning)

MVP Transportation may choose to sign onto the existing Memorandum of Understanding for Performance Based Planning between AMATs, FAST Planning, and the state of Alaska, or develop its own performance measures. This agreement defines how the state and Alaskan MPOs cooperatively develop and share information related to transportation performance data, including the selection and reporting

of performance targets as defined in the Performance Planning Target Setting Procedures document. These procedures are used in tracking progress towards attainment of critical outcomes for the region. This data will also be collected for the state's asset management plan for the National Highway System (NHS).¹

G. Member Organization Coordination Agreements

The MPO will work with local governments, state DOT&PF, and member organizations to develop agreements defining coordination between the MPO and each entity. The agreements will outline how the MPO will coordinate with member agencies on developing the major plans and programs of the MPO, including the MTP and TIP.

MPO coordination with member agency representatives at the Pre-MPO Steering Committee and Pre-MPO Policy Board levels will help to define and establish the coordination agreements.

H. Transportation & Grandfather Agreements

Agreements related to the transition of the Mat-Su Valley from an urban cluster to a UZA may be deemed necessary to define the new relationships between the MPO, member agencies, and the state of Alaska DOT&PF in regard to funding programs and eligibility.

One example is an agreement between the MSB and the Alaska DOT&PF regarding eligibility for the Community Transportation Program (CTP). Once the MPA is established and the MPO has been officially approved by the Governor, transportation projects within the MPA are no longer eligible for funding through the state's CTP. However, the MSB currently has several projects included in the 2020-2023 CTP. A grandfather agreement should be developed between the MSB, MVP Transportation and Alaska DOT&PF stating that these projects will be "grandfathered in" to the CTP program even if the MPO is approved within the 2022-2023 timeframe.

I. Consolidated Planning Grant Agreement

MVP Transportation will work with the Alaska DOT&PF to develop a Consolidated Planning Grant Agreement² to outline the consolidated Metropolitan Planning (PL) and Transit Planning (FTA 5303 funds) to be distributed to the MPO by formula and match amounts. The Alaska DOT&PF is currently in the process of drafting separate Consolidated Planning Grant Agreements for FAST Planning and AMATs, and MVP Transportation will need to do the same once the MPO is officially designated.

J. Other Agreements

Other agreements may be deemed necessary between the MPO and other entities engaged in transportation and transportation planning within the MPA. These agreements will be developed by the Steering Committee and approved by the Policy Board. All additional agreements will have a 30-day public comment period.

¹ See [23 CFR 450.314\(h\)](#).

² See [FTA Circular 8100.1D](#)



MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

July 2nd, 2020

Dear Mr. Means,

Please find MatSu Valley Planning for Transportation (MVP) comments on the proposed construction of an upgraded two-lane major collector from the northern terminus of Engstrom Road to its intersection with Tex-Al Drive in Wasilla. While MVPs supports the need for this project to provide congestion relief and enhanced connectivity in the network, we request that the following items be considered when finalizing the scope, design, and construction for this project.

At the July 8th MVP Technical Committee meeting, the project was discussed, and the following issues and concerns were identified.

1. Further analysis is needed to evaluate sensitive resources potentially impacted by the proposed project.

Wetlands Impacts

Based on a review of available imagery, it appears that the proposed 50-foot right-of-way intersects both the shoreline of Wolf Lake and adjacent wetlands within the Wolf Lake Recreation Area. As part of the Section 404 permit application, HDL should include a comprehensive mitigation plan to address the functional loss of impacted wetlands. This plan should also incorporate the establishment of a protective buffer zone along the lakeshore to reduce further ecological disturbance.

Hydrology

Wetlands play a critical role in storing and regulating stormwater during precipitation events. Disturbing these areas may alter natural drainage patterns, potentially affecting the hydrology of the surrounding wetland complex and Wolf Lake itself. Construction of the roadway could disrupt both inflow and outflow dynamics, increasing the risk of flooding, erosion, or unintended water diversion—both into the lake and upstream—if natural flow paths are obstructed.

Stormwater Management

Although Wolf Lake is not classified as anadromous by ADF&G, it supports aquatic species such as landlocked Coho salmon and Rainbow trout and is actively stocked by ADF&G. The lake also serves as important habitat for wildlife and migratory bird species, including loons. To protect these ecological values, a stormwater mitigation should be developed as part of the design of the roadway to prevent sediment and pollutants from entering the wetlands or lake. The plan should prioritize low-impact drainage solutions that preserve water quality and aquatic habitat.

2. Regulatory permits and/or clearances required from your agency.

Though managing air quality is not a requirement of MVP's transportation planning work, the following considerations were raised for review.

Air Quality

If any of the work involves disposal of organic debris and HDL Engineering Consultants or Matanuska-Susitna Borough chooses bush burning as a disposal method, they must use "reasonable procedures to minimize adverse environmental effects and limit the amount of smoke generated." Also, they must apply for applicable permits. A complete description of the open burn information, including policies, can be found at: <http://dec.alaska.gov/air/air-permit/open-burn-info/>

3. Any concerns or issues your agency or organization might have with the proposed project.

Air Quality

Any construction activities should follow all reasonable precautions in accordance with 18 AAC 50.045(d) to prevent particulate matter from being emitted into the ambient air. HDL Engineering Consultants or Matanuska-Susitna Borough should use Best Management Practices (BMPs) to mitigate any dust issues during the project.

Thank you for the opportunity to comment on the proposed project. Please contact Kim Sollien via email at kim.sollien@mvpmpo.com or by phone at 1907-318-5725 if you have additional questions about our comments.

Sincerely,

Kim Sollien
Executive Director



MATANUSKA-SUSITNA BOROUGH

Public Works Department

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7723

www.matsugov.us

6/18/2025

RE: Engstrom Road North Extension to Tex-Al Drive
Request for Scoping Comments

The Matanuska-Susitna Borough (MSB) is proposing to construct an upgraded two-lane major collector from the northern terminus of Engstrom Road to its intersection with Tex-Al Drive in Wasilla, Alaska. The MSB has contracted HDL Engineering Consultants to provide environmental and design support. The project location is described in Table 1 and shown in Figure 1.

Table 1: Project Location

Township	Range	Section(s)	USGS Quad Map 1:63,360	Meridian
18N	1E	15, 16, 20 & 21	Anchorage C-7 SW	Seward Meridian

We are soliciting comments and information to identify needs for further analysis and evaluation of impacts to environmental resources, obtain any required permits or clearances from your agency, and to address any concerns or issues your agency might have with the proposed project.

Project Purpose and Need

The purpose of the project is to reduce traffic congestion, improve safety, and provide efficient roadway access for residents and emergency responders within the Fishhook Triangle.

Residential neighborhoods near the project area lack primary roadway connections, contributing to traffic congestion on residential streets during peak periods, speeding through neighborhoods, constrained emergency service access, and long wait times at intersections with arterial roadways. The MSB Long Range Transportation Plan (2017) and Official Streets and Highways Plan (2022) both identify the Engstrom Road North Extension as a needed connection.

Project Description

The project would construct approximately 0.4 miles of new roadway and upgrade an additional 0.75 miles of existing roadway (Figure 1). Project components include:

- Geotechnical Investigation
 - Activities will include peat probing and drilling boreholes using a track-mounted drill rig to investigate subsurface conditions.

Providing Outstanding Borough Services to the Matanuska-Susitna Community.

- Roadway Improvements –Beechcraft Road to Aspen Ridge Road and Wolf Creek Road to Tex-Al Drive
 - The existing roadway will be widened to meet MSB Major Collector design standards, which include two 12-foot travel lanes and 6-foot paved shoulders, resulting in a 36-foot paved surface. Improvements will take place within the current roadway corridor and will include vegetation clearing, grading, placement of fill, installation of roadside drainage features, and paving.
- New Roadway Construction - Aspen Ridge Road to Wolf Creek Road
 - This new segment will be constructed on a previously undeveloped alignment and will also meet MSB Major Collector design standards. Construction activities will include vegetation clearing, grading, placement of fill, installation of roadside drainage features, and paving.
- Right-of-way (ROW) acquisition
 - The project will require a 100-foot-wide ROW corridor. In some locations, sliver acquisitions from adjacent private parcels will be necessary. ROW will also be required from state-owned land adjacent to Wolf Lake.

Material Sources, Disposal Sites, and Staging Areas

Material Sites: The contractor will be responsible for sourcing material. It is anticipated that existing commercial material sites in the project vicinity have sufficient capacity to meet project needs and that material will be obtained from an established, permitted source.

Staging: Staging areas for construction materials and equipment are anticipated to be located within the existing right-of-way, to the extent practicable. These areas may require vegetation clearing and minor grading for use during construction. The final number, size, and location of staging areas will be determined by the contractor.

Preliminary Environmental Research

The following paragraphs describe resources identified in the vicinity of the project through preliminary environmental research.

Wetlands and Waters of the U.S.: A wetland delineation is planned for the summer of 2025. Wetland mapping available from the Cook Inlet Wetland dataset is shown on Figure 1. Preliminary mapping indicates that new roadway construction may affect wetlands, including areas bordering Wolf Lake. US Army Corps of Engineers authorization is anticipated under a Nationwide permit.

Wildlife: The new roadway would bisect mapped wetland areas that provide habitat for wildlife species. The project team will coordinate with the Alaska Department of Fish and Game to identify potential impacts to protected species, if present.

Migratory Birds and Eagles: Migratory bird species and eagles may travel through or nest within or in the immediate vicinity of the project area and may be disturbed by vegetation clearing.

- Vegetation clearing associated with the project is expected to follow U.S. Fish

Providing Outstanding Borough Services to the Matanuska-Susitna Community.

and Wildlife Service (USFWS) recommended timing periods for avoiding clearing for Southcentral Alaska (May 1 through July 15).

- The project plans to conduct an eagle nest survey within applicable USFWS buffer distances prior to clearing or other construction activities.

Cultural Resources: Cultural resource investigations will be conducted in accordance with applicable state and federal regulations. The project team plans to complete a cultural resource survey and will coordinate early in project development with the Alaska Office of History and Archaeology (OHA), in accordance with the State Historic Preservation Act (AS 41.35.070).

- An OHA Permit for Investigations on State Lands is expected to be required prior to conducting field surveys on state-owned land.
- The project also anticipates future review under Section 106 of the National Historic Preservation Act, once a federal nexus is established through Clean Water Act Section 404 permitting.

Wolf Lake Public Access: An established public access parking area for Wolf Lake is located within the project corridor and will need to be relocated to accommodate new roadway construction. ADNR, as the management authority for state land surrounding Wolf Lake, is a key stakeholder in the management of public access to Wolf Lake, and coordination to identify and evaluate feasible alternatives for maintaining or improving public access is anticipated.

We request your comments about the proposed action, particularly in regard to resources under your jurisdiction. HDL Engineering Consultants, LLC has been contracted to provide professional design services for this project and will serve as the primary point of contact.

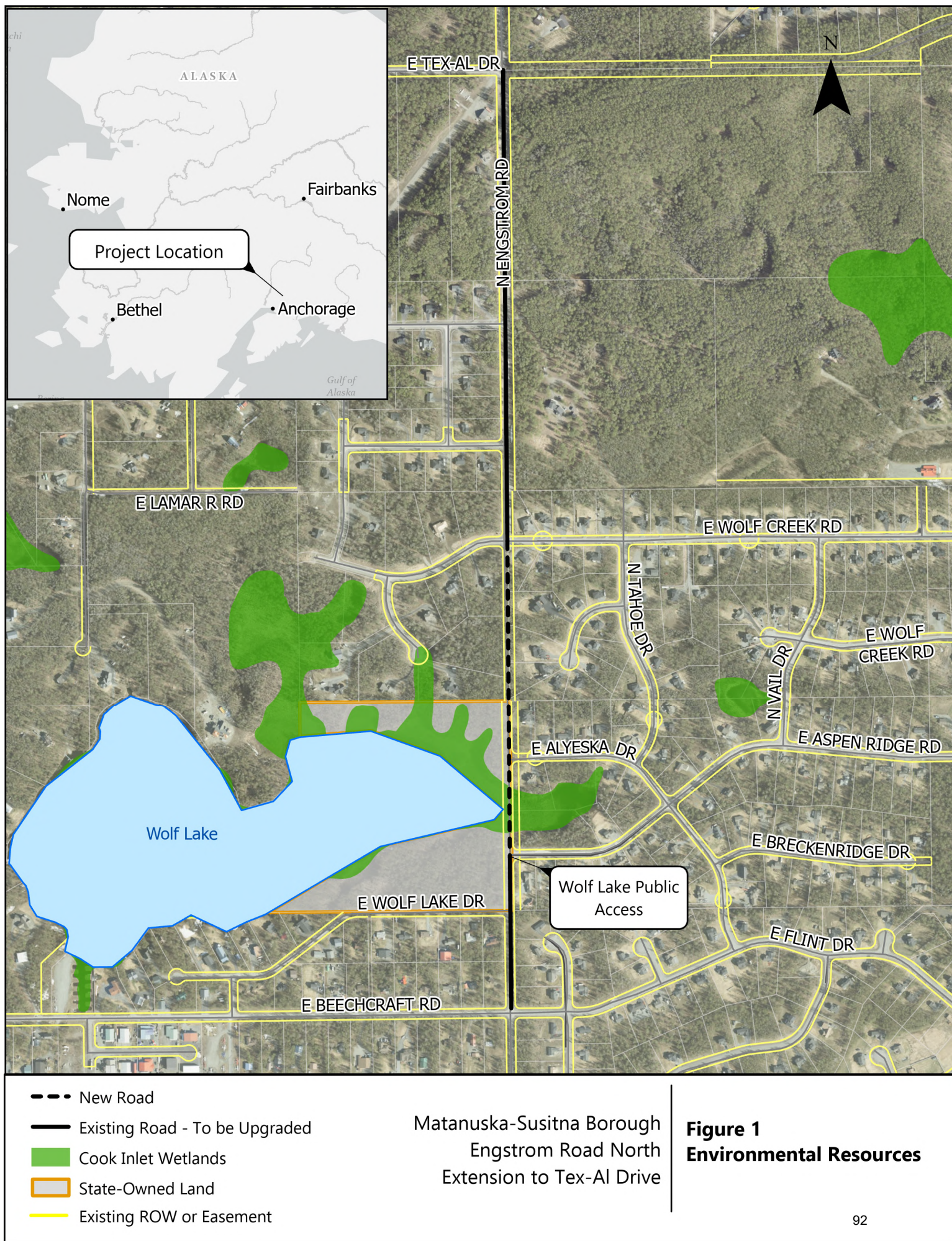
- For questions or comments related to environmental effects, please contact Marie Schmidt, Environmental Planner, at (907) 564-2160 or via email at mschmidt@hdlalaska.com.
- For questions related to the project design, please contact Matthew Coburn, PE, Project Manager, at (907) 564-2187 or via email at mcoburn@hdlalaska.com.

To ensure that all factors are considered in developing the proposed project, please provide your written comments and recommendations to us within 30 days of receiving this correspondence.

Sincerely,

Andrew Strahler, P.E.
Civil Construction Project Manager
Matanuska-Susitna Borough
Andrew.Strahler@matsugov.us
(907) 861-7710

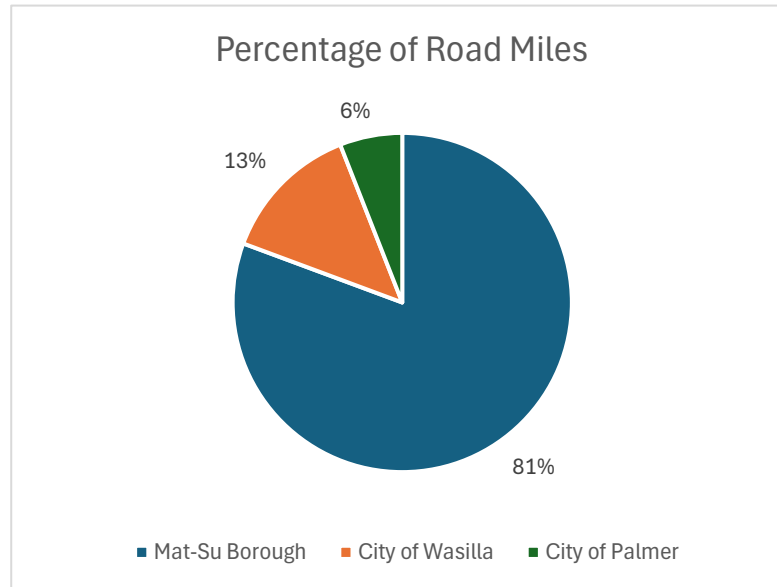
Providing Outstanding Borough Services to the Matanuska-Susitna Community.



Road Miles Maintained within MVP

Custodian	Road Miles Maintained
Mat-Su Borough	508.8
City of Wasilla	84.4
City of Palmer	37.6
Sum	630.8

Custodian	Percentage of Road Miles
Mat-Su Borough	81%
City of Wasilla	13%
City of Palmer	6%



Streetlight and Sign Management Plans Match

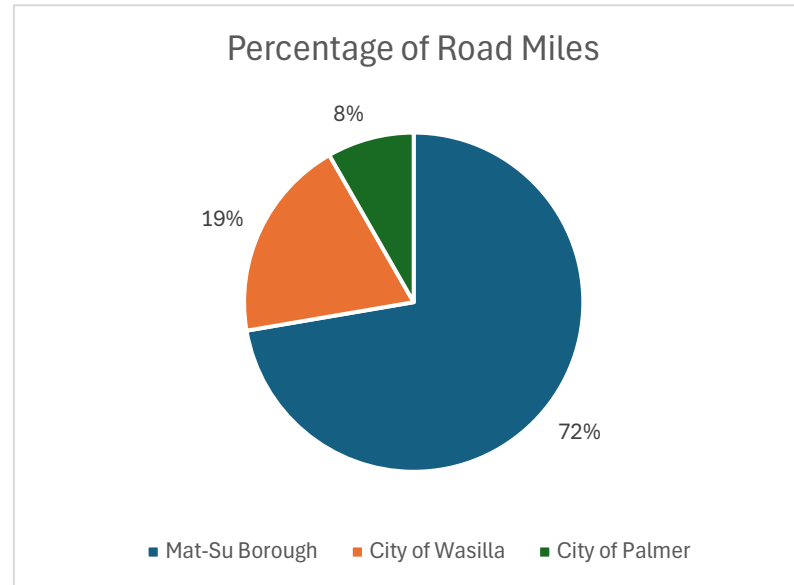
Custodian	Road Miles Maintained	Percentage of Road Miles	Match Required
Mat-Su Borough	508.8	81%	\$58,268.41
City of Wasilla	84.4	13%	\$9,665.59
City of Palmer	37.6	6%	\$4,306.00
Sum	630.8		

Total Project Cost (Streetlight +Sign Inventory)	Local Match Total	Federal Amount
\$800,000.00	\$72,240.00	\$727,760.00

Paved Road Miles Maintained within MVP (Not already surveyed)

Custodian	Paved Road Miles Maintained (Not already surveyed)
Mat-Su Borough	270.3
City of Wasilla	72.5
City of Palmer	31
Sum	373.8

Custodian	Percentage of Road Miles
Mat-Su Borough	72%
City of Wasilla	19%
City of Palmer	8%



Pavement Management Plan Match

Custodian	Paved Road Miles Maintained (Not already surveyed)	Percentage of Road Miles	Match Required
Mat-Su Borough	270.3	72%	\$19,589.16
City of Wasilla	72.5	19%	\$5,254.21
City of Palmer	31	8%	\$2,246.63
Sum	373.8		

Total Project Cost Pavement Inventory	Local Match Total	Federal Amount
\$300,000.00	\$27,090.00	\$272,910.00

Total Match

Custodian	Match Required
Mat-Su Borough	\$77,857.57
City of Wasilla	\$14,919.81
City of Palmer	\$6,552.63

Total Project Cost	Local Match Total	Federal Amount
\$1,100,000.00	\$99,330.00	\$1,000,670.00

MVP Program of Projects

NID	IRIS	Project Description	Fund Code	Phase	FFY24	FFY25	FFY26	FFY27	Beyond
34595		MVP Pavement Management Plan	STBG	Planning		\$272,910.00			
		The plan would include automated collection of pavement condition (smoothness, rutting, and cracking) on within the MPA using Road Surface Profiling (RSP) equipment consisting of distance measuring instruments, accelerometers and a Laser Crack Measurement System (LCMS) to provide high definition 3D profiles and 2D images of the road surface. Data collected will be documented in GIS format and in a written report that will prioritize improvement projects.	3PF			\$ 27,090.00			
					\$	\$ 300,000.00	\$	\$	
34654		MVP Sign Management Plan	STBG	Planning		\$ 363,900.00			
		Devise and implement a system to assess all traffic signs within the Metropolitan Area Boundary on a regular basis and ensure they are maintained and replaced as needed to improve visibility and increase road safety. Use the sign assessment to track sign data and to maintain a minimum retroreflectivity level of all signs to increase their visibility at night.	3PF			\$ 36,100.00			
Project Total					\$ -	\$ 400,000.00	\$ -	\$ -	
34655		MVP Streetlight Intersection Management Plan	STBG	Planning		\$ 363,900.00			
		Conduct an inventory of all the streetlights within the Metropolitan Planning Area boundary and develop a plan for converting the lights to LED. Examine each intersection to determine any additional lighting system work as required for electrical code compliance and proper operation of the LED fixtures. Additional work may include replacement of frayed wiring, grounding of light pole bases, repair of electrical connections, troubleshooting of lighting or load center circuitry	3PF			\$ 36,100.00			
Project Total					\$ -	\$ 400,000.00	\$ -	\$ -	
Funding (Revenue) Summary									



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

The Honorable Glenda D. Ledford
City of Wasilla
Chair of MVP Planning
290 E. Herning Avenue
Wasilla, AK 99654-7091
mayor@cityofwasilla.gov

July 1, 2025

**RE: Mat-Su Valley Planning for Transportation MPO – STIP Amendment Two
Comments**

Dear Mayor Ledford,

Thank you for your letter dated March 19, 2025, outlining the MatSu Valley Planning Organization's (MVP's) questions regarding Draft Amendment Two to the 2024–2027 Statewide Transportation Improvement Program (STIP). DOT&PF appreciates MVP's thorough review of the amendment package, and we offer the following responses to the questions related to suballocations and carryover funding.

DOT&PF is pleased to announce the implementation of new transparency measures designed to improve public understanding and interagency coordination during the STIP amendment process. In alignment with 23 CFR § 450.218 and § 450.326, these enhancements support our obligation to ensure fiscal constraint, public accessibility, and documentation of all project changes.

As part of Amendment Two, DOT&PF has published a comprehensive change log that clearly summarizes all project additions, deletions, and modifications by funding program and region. This document provides a structured snapshot of what has changed since the previous amendment.

To further support review and transparency, DOT&PF has launched a new interactive ArcGIS-based *STIP Amendment Tracker Dashboard*, available at STIP Amendment Tracker Dashboard¹. This tool offers a visual comparison of project records between STIP amendments and provides stakeholders—including MPOs and the public—a more user-friendly way to trace changes over time.

These tools mark a significant step toward modernizing how DOT&PF communicates STIP amendments and fiscal adjustments. We encourage you to explore these resources and provide feedback as we continue to improve the visibility and usability of statewide transportation programming data.

Suballocation Accounting

¹<https://experience.arcgis.com/experience/7765ad22843f49bbb8dd2179c2f7d3be>

The STIP fiscal constraint demonstration tables reflect program-level obligations based on statewide accounting requirements rather than direct alignment with the MVP Program of Projects. This approach is consistent with federal regulations under 23 CFR § 450.218 and § 450.326, which require DOT&PF, as the designated recipient of federal-aid highway funds, to demonstrate fiscal constraint by fund type and year across the full program.

As a newly designated MPO, MVP is in the process of developing its first Transportation Improvement Program (TIP), which will serve as the formal vehicle for programming regionally prioritized projects using suballocated federal funds, including the 50–200K STBG, CRP, and TAP programs. Until the MVP TIP is adopted and approved by FHWA/FTA, DOT&PF retains programming responsibility for MVP’s suballocated funds and must ensure that projects obligated in the interim remain eligible, timely, and consistent with statewide planning goals.

We recognize the importance of transparent accounting during this transition and agree that it is critical for MVP to understand how its funding is being utilized. While the current STIP reflects allocations and obligations made in FFY24 and FFY25 based on readiness and federal eligibility, DOT&PF is committed to supporting MVP’s transition to full programming authority. This includes sharing a detailed breakout of projects programmed or obligated against MVP’s suballocations in FFY24 and FFY25 and ensuring consistency with MVP’s developing planning priorities wherever feasible.

As part of our broader system modernization effort, DOT&PF’s Project Delivery Plan (PDP) now enables enhanced traceability of obligations by funding source and geographic area. We will provide MVP staff with tailored reports from the PDP platform, and we welcome the opportunity to walk through the data and coordinate on future programming actions as the MVP TIP is finalized.

Carryover Funds

MVP’s Program of Projects proposed carrying over unspent FFY24 suballocations to FFY25; however, this carryover is not reflected in the STIP Amendment Two narrative because to date, the fiscal constraint demonstration tables were not structured in a way to communicate these carryover funds to the public. The new fiscal constraint tables now depicts these fund movements. Specifically, for MPOs, DOT&PF includes the following in the Volumes One and Two of the STIP.

- Breakout tables summarizing the annual apportionments and programmed obligations for federal funds that are suballocated to MPOs, such as STBG 50–200K, TAP, and CRP;
- Region-specific fiscal constraint tables that document year-by-year revenue and obligations to demonstrate compliance under 23 CFR § 450.326;
- Project grouping summaries that consolidate multiple TIP-listed projects into program line item, enabling streamlined tracking and financial reconciliation without duplicating each individual project record.

These project groupings serve as a bridge between the MPO TIP and the STIP, allowing for the financial footprint of MPO-controlled programming to be reflected in the statewide document

without interfering with local prioritization. For each group, DOT&PF specifies the fund sources, applicable suballocation amounts, and the expected obligation amounts by federal fiscal year.

As MVP advances toward full TIP adoption, DOT&PF will implement the same mechanisms to ensure MVP programming is accurately represented and incorporated in the STIP. This structure supports statewide fiscal integrity while preserving MPO-led project selection and maintaining public-facing clarity regarding the use of suballocated funds.

Please keep in mind that obligation authority—not planning intention—governs how federal funds are programmed and recorded in the STIP Fiscal Constraint Tables. Under 23 CFR § 450.326(j), the STIP must demonstrate year-specific fiscal constraint by aligning estimated federal revenue and available obligation authority with programmed obligations within each federal fiscal year.

In addition to apportionment and contract authority balances, DOT&PF must carefully manage obligation limitation and maximize the state's ability to access redistributed funding in August. These pressures require DOT&PF to keep federal funds moving and construction projects on schedule, particularly for shovel-ready and construction-ready phases that can be obligated in time to secure maximum benefit from the federal aid program. While we recognize the value of accommodating local planning priorities, we are not in a position to indefinitely hold unobligated funds in reserve until a new TIP is in place. Doing so risks forfeiting valuable obligation authority and could limit Alaska's competitiveness in future federal redistribution cycles.

That being said, DOT&PF has been programming MVP-selected projects, and we have coordinated closely with local staff on project development status and funding strategy. As a new and growing MPO, the Mat-Su region is seeing significant transportation investment and increased demand for project delivery capacity. Successfully executing this expanding program will require continued partnership between MVP and DOT&PF to align priorities, accelerate project readiness, and ensure that programmed funds are obligated in a timely and efficient manner.

To support this, DOT&PF is available to work with MVP to review the obligation status of unexpended FFY24 funds and identify where reprogramming into FFY25 may be appropriate. While these funds remain available for obligation, they must be tied to deliverable scopes within the STIP and supported by updated project details that meet FHWA obligation readiness standards. We welcome the opportunity to jointly validate these details and incorporate them into upcoming TIP actions or STIP revisions, as appropriate.

Additional Clarifications and Funding Program Details

- **Community-Driven Projects (STIP ID 34393)**

The "Community-Driven Projects: MVP MPO" line item in the fiscal constraint table is a placeholder used to capture potential future projects that may be identified through the MVP TIP development process. This STIP entry allows DOT&PF to reserve capacity for community-generated priorities as MVP's planning program matures. While the term "community-driven" in the narrative may not precisely align with the project listings in the fiscal tables, the intent is to support locally scoped and sponsored projects initiated by MVP member governments, tribes, or regional stakeholders. This approach provides near-term programming flexibility and demonstrates DOT&PF's commitment to advancing MVP-led

"Keep Alaska Moving"

initiatives as they emerge.

- **5307 Urban Transit Funding (FFY25)**

The \$460,000 shown under the 5307 Urban Transit program for FFY25 is a placeholder obligation attributed to the Alaska Railroad for service within the MVP planning area. These funds are part of the annual statewide distribution of FTA Section 5307 funds, which typically requires a split letter negotiated among Alaska's MPOs (AMATS, FAST, and MVP), the Alaska Railroad, and any additional eligible designated recipients. The allocation was included in STIP Amendment Two to preserve obligation eligibility, but final programming will be subject to interagency agreement. DOT&PF will follow up with MVP staff to confirm the source of these funds and ensure coordination with the Alaska Railroad and the other MPOs before obligation occurs.

- **Metropolitan Planning (PL) Funds (FFY24–FFY27)**

Metropolitan Planning (PL) funds do not appear in the STIP fiscal constraint tables for MVP in FFY24, FFY26, or FFY27 because they are not required to be programmed in the STIP or TIP under federal regulations. Unlike capital project funds, PL funds are managed through the Unified Planning Work Program (UPWP) process and executed via funding letters and grant agreements. For MVP, these allocations were issued separately and remain available in accordance with FHWA approval. DOT&PF is working with the MPO Coordinator and FHWA to ensure that MVP's planning funds are properly reflected in financial reporting and future UPWP amendments. This administrative approach avoids listing inactive planning amounts in the STIP and ensures that available funds match federal eligibility and expenditure readiness.

- **STIP Budget Increases Between Amendments**

The increase in the total STIP program budget from approximately \$5.5 billion in Amendment One to \$5.9 billion in Amendment Two is primarily the result of the expanded use of Advance Construction (AC) authority. AC is a federally authorized cash flow tool that allows states to commit to projects using federal-aid eligibility, while deferring actual obligation to future years. This mechanism helps DOT&PF manage funding availability, rising project costs, project readiness timelines, and obligation limitation ceilings. The apparent increase in STIP totals does not necessarily indicate the addition of new projects; in many cases, the changes reflect financial rebalancing or phase adjustments. DOT&PF can provide MVP with a detailed list of project-level changes contributing to the STIP total increase upon request.

- **Dashboard “N/A” Project Listings**

The “N/A” classification in the STIP Amendment Dashboard refers to projects that do not currently align with any designated Strategic Investment Area. These projects remain valid and are included in the program but fall outside the current investment area framework. Between Amendment One and Amendment Two, several of these projects were either reclassified into a defined category or removed due to scope changes or reprogramming. DOT&PF acknowledges that the dashboard filtering function for “N/A” projects is currently limited and appreciates MVP's input on improving usability. Our MPO Coordinator can

provide a full list of “N/A” projects from both amendments and offer explanations regarding any changes in classification or visibility.

About STIP Amendment Two

Amendment Two to the 2024–2027 STIP, submitted to FHWA and FTA on July 1, 2025, reflects a strategic rebalancing of Alaska’s federally funded transportation program following the close of the legislative session. The Department delayed submittal of this amendment until enactment of the FY2026 state budget, as significant changes to the Department’s unrestricted general fund (UGF) match required a comprehensive reprogramming effort to address the fiscal impacts introduced by legislative budget actions.

In the Governor’s proposed and amended FY2026 budgets, DOT&PF requested approximately \$117 million in UGF to fully support anticipated federal transportation funding. This included \$90.1 million for the federal-aid highway program. These match requests were carefully calibrated to support full delivery of Alaska’s transportation program in FY2026.

During the legislative process, more than \$70.2 million of the requested UGF was removed and replaced with reappropriations from previously authorized projects—many of which were already expended or committed—as well as fund balances from AIDEA. These substitutions introduced risks to the Department’s ability to deliver federally funded projects in FFY2026. After DOT&PF offered clear and repeated warnings to legislative committees, the Governor exercised his veto authority to eliminate these reappropriations in order to preserve the long-term integrity of Alaska’s federal match strategy. As a result, DOT&PF is now operating with \$31.8 million in available UGF for FY2026 to support the federal-aid highway program.

The available \$31.8 million is significantly below the \$90.1 million proposed to maintain fiscal constraint in accordance with 23 CFR § 450.218. DOT&PF has accordingly revised STIP Amendment Two to align programmed projects with available match. This is a procedural action required by federal regulation and does not constitute a cancellation of planned projects. However, in the absence of sufficient UGF, some projects have been deferred or reprioritized within the STIP. Amendment Two will be immediately followed by publication of a new four-year STIP (FFY2026–2029), which will offer an extended window for project deliberation and public engagement.

Despite these challenges, DOT&PF is advancing project development and delivery activities as scheduled. The Department will rely on remaining match balances to fulfill existing commitments into early FY2026. If the Legislature enacts a solution early in the upcoming session, DOT&PF expects to maintain continuity of its full program. Until that time, the Department must align its programming with actual available resources and cannot proceed based on prior assumptions or anticipated appropriations.

Amendment Two incorporates these required program revisions and ensures the STIP remains fiscally constrained and eligible for federal obligation. In recognition of the significance of these changes, DOT&PF deferred submission of the amendment until after the MPO TIPs were adopted, allowing for alignment and concurrent federal review.

Conclusion Thank you again for your detailed feedback. DOT&PF is committed to transparent and accountable program delivery and values the institutional partnership with MVP. We look forward to continued collaboration in support of regional transportation system improvement.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ryan Anderson, P.E.
Commissioner

Fiscal Constraint Demonstration: Revenue and Obligations — MVP MPO Suballocations

Fund Source	Prior Year Carryover	Apportioned Suballocation	Fund Transfer	Fund Deobligation	Combined Revenue	Programmed	Fiscal Constraint	Carryforward
FY24	\$ -	\$ 9,707,519	\$ -	\$ -	\$ 9,707,519	\$ 4,216,633	\$ (5,490,886)	\$ 1,256,311
Federal Transit Administration	\$ -	\$ 863,169	\$ -	\$ -	\$ 863,169	\$ 122,983	\$ (740,186)	\$ -
Section 5307 Urbanized Area Formula	\$ -	\$ 663,800	\$ -	\$ -	\$ 663,800	\$ -	\$ (663,800)	\$ -
Section 5307 Urbanized Area Formula (ARRC in MVP)	\$ -	\$ 663,800	\$ -	\$ -	\$ 663,800	\$ -	\$ (663,800)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)	\$ -	\$ 128,945	\$ -	\$ -	\$ 128,945	\$ 52,559	\$ (76,386)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)	\$ -	\$ 128,945	\$ -	\$ -	\$ 128,945	\$ 52,559	\$ (76,386)	\$ -
Section 5339 Bus and Bus Facilities	\$ -	\$ 70,424	\$ -	\$ -	\$ 70,424	\$ 70,424	\$ -	\$ -
Section 5339 Bus and Bus Facilities (MVP)	\$ -	\$ 70,424	\$ -	\$ -	\$ 70,424	\$ 70,424	\$ -	\$ -
FHWA Formula Subject to Limitation	\$ -	\$ 8,844,350	\$ -	\$ -	\$ 8,844,350	\$ 4,093,650	\$ (4,750,700)	\$ 1,256,311
Carbon Reduction Program	\$ -	\$ 775,163	\$ -	\$ -	\$ 775,163	\$ -	\$ (775,163)	\$ 600,000
Carbon Reduction Program 50-200k MVP	\$ -	\$ 775,163	\$ -	\$ -	\$ 775,163	\$ -	\$ (775,163)	\$ 600,000
Metropolitan Planning Program	\$ -	\$ 433,578	\$ -	\$ -	\$ 433,578	\$ -	\$ (433,578)	\$ -
Metropolitan Planning Program (MVP)	\$ -	\$ 433,578	\$ -	\$ -	\$ 433,578	\$ -	\$ (433,578)	\$ -
Surface Transportation Block Grant	\$ -	\$ 7,635,609	\$ -	\$ -	\$ 7,635,609	\$ 4,093,650	\$ (3,541,959)	\$ 656,311
Surface Transportation Block Grant: Population 50-200K (MVP)	\$ -	\$ 7,208,849	\$ -	\$ -	\$ 7,208,849	\$ 4,093,650	\$ (3,115,199)	\$ 656,311
Transportation Alternatives Program: Population 50-200K (MVP)	\$ -	\$ 426,760	\$ -	\$ -	\$ 426,760	\$ -	\$ (426,760)	\$ -
FY25	\$ 2,336,279	\$ 9,952,396	\$ -	\$ -	\$ 12,288,675	\$ 5,495,807	\$ (6,792,868)	\$ -
Federal Transit Administration	\$ -	\$ 665,349	\$ -	\$ -	\$ 665,349	\$ 94,638	\$ (570,711)	\$ -
Section 5307 Urbanized Area Formula	\$ -	\$ 460,000	\$ -	\$ -	\$ 460,000	\$ -	\$ (460,000)	\$ -
Section 5307 Urbanized Area Formula (ARRC in MVP)	\$ -	\$ 460,000	\$ -	\$ -	\$ 460,000	\$ -	\$ (460,000)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)	\$ -	\$ 132,813	\$ -	\$ -	\$ 132,813	\$ 54,136	\$ (78,677)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)	\$ -	\$ 132,813	\$ -	\$ -	\$ 132,813	\$ 54,136	\$ (78,677)	\$ -
Section 5339 Bus and Bus Facilities	\$ -	\$ 72,536	\$ -	\$ -	\$ 72,536	\$ 40,502	\$ (32,034)	\$ -
Section 5339 Bus and Bus Facilities (MVP)	\$ -	\$ 72,536	\$ -	\$ -	\$ 72,536	\$ 40,502	\$ (32,034)	\$ -
FHWA Formula Subject to Limitation	\$ 2,336,279	\$ 9,021,257	\$ -	\$ -	\$ 11,357,536	\$ 5,135,379	\$ (6,222,157)	\$ -
Carbon Reduction Program	\$ 600,000	\$ 790,666	\$ -	\$ -	\$ 1,390,666	\$ 791,907	\$ (598,759)	\$ -
Carbon Reduction Program 50-200k MVP	\$ 600,000	\$ 790,666	\$ -	\$ -	\$ 1,390,666	\$ 791,907	\$ (598,759)	\$ -
Metropolitan Planning Program	\$ 1,079,968	\$ 442,270	\$ -	\$ -	\$ 1,522,238	\$ 1,522,238	\$ -	\$ -
Metropolitan Planning Program (MVP)	\$ 1,079,968	\$ 442,270	\$ -	\$ -	\$ 1,522,238	\$ 1,522,238	\$ -	\$ -
Surface Transportation Block Grant	\$ 656,311	\$ 7,788,321	\$ -	\$ -	\$ 8,444,632	\$ 2,821,234	\$ (5,623,398)	\$ -
Surface Transportation Block Grant: Population 50-200K (MVP)	\$ 656,311	\$ 7,353,026	\$ -	\$ -	\$ 8,009,337	\$ 2,394,474	\$ (5,614,863)	\$ -
Transportation Alternatives Program: Population 50-200K (MVP)	\$ -	\$ 435,295	\$ -	\$ -	\$ 435,295	\$ 426,760	\$ (8,535)	\$ -
Local Match	\$ -	\$ 265,790	\$ -	\$ -	\$ 265,790	\$ 265,790	\$ -	\$ -
Local Match (Community-Driven Projects)	\$ -	\$ 265,790	\$ -	\$ -	\$ 265,790	\$ 265,790	\$ -	\$ -
Local Match (MVP)	\$ -	\$ 265,790	\$ -	\$ -	\$ 265,790	\$ 265,790	\$ -	\$ -
FY26	\$ -	\$ 9,675,470	\$ -	\$ -	\$ 9,675,470	\$ 1,804,231	\$ (7,871,239)	\$ -
Federal Transit Administration	\$ -	\$ 211,511	\$ -	\$ -	\$ 211,511	\$ -	\$ (211,511)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)	\$ -	\$ 136,798	\$ -	\$ -	\$ 136,798	\$ -	\$ (136,798)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)	\$ -	\$ 136,798	\$ -	\$ -	\$ 136,798	\$ -	\$ (136,798)	\$ -
Section 5339 Bus and Bus Facilities	\$ -	\$ 74,713	\$ -	\$ -	\$ 74,713	\$ -	\$ (74,713)	\$ -
Section 5339 Bus and Bus Facilities (MVP)	\$ -	\$ 74,713	\$ -	\$ -	\$ 74,713	\$ -	\$ (74,713)	\$ -
FHWA Formula Subject to Limitation	\$ -	\$ 9,382,993	\$ -	\$ -	\$ 9,382,993	\$ 1,723,265	\$ (7,659,728)	\$ -
Carbon Reduction Program	\$ -	\$ 822,371	\$ -	\$ -	\$ 822,371	\$ 815,665	\$ (6,706)	\$ -
Carbon Reduction Program 50-200k MVP	\$ -	\$ 822,371	\$ -	\$ -	\$ 822,371	\$ 815,665	\$ (6,706)	\$ -
Metropolitan Planning Program	\$ -	\$ 460,004	\$ -	\$ -	\$ 460,004	\$ -	\$ (460,004)	\$ -
Metropolitan Planning Program (MVP)	\$ -	\$ 460,004	\$ -	\$ -	\$ 460,004	\$ -	\$ (460,004)	\$ -
Surface Transportation Block Grant	\$ -	\$ 8,100,618	\$ -	\$ -	\$ 8,100,618	\$ 907,600	\$ (7,193,018)	\$ -
Surface Transportation Block Grant: Population 50-200K (MVP)	\$ -	\$ 7,647,868	\$ -	\$ -	\$ 7,647,868	\$ 454,850	\$ (7,193,018)	\$ -
Transportation Alternatives Program: Population 50-200K (MVP)	\$ -	\$ 452,750	\$ -	\$ -	\$ 452,750	\$ 452,750	\$ -	\$ -
Local Match	\$ -	\$ 80,966	\$ -	\$ -	\$ 80,966	\$ 80,966	\$ -	\$ -
Local Match (Community-Driven Projects)	\$ -	\$ 80,966	\$ -	\$ -	\$ 80,966	\$ 80,966	\$ -	\$ -
Local Match (MVP)	\$ -	\$ 80,966	\$ -	\$ -	\$ 80,966	\$ 80,966	\$ -	\$ -
FY27	\$ -	\$ 10,397,132	\$ -	\$ -	\$ 10,397,132	\$ 1,389,862	\$ (9,007,270)	\$ -
Federal Transit Administration	\$ -	\$ 649,256	\$ -	\$ -	\$ 649,256	\$ -	\$ (649,256)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)	\$ -	\$ 140,902	\$ -	\$ -	\$ 140,902	\$ -	\$ (140,902)	\$ -
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)	\$ -	\$ 140,902	\$ -	\$ -	\$ 140,902	\$ -	\$ (140,902)	\$ -
Section 5337 State of Good Repair	\$ -	\$ 431,400	\$ -	\$ -	\$ 431,400	\$ -	\$ (431,400)	\$ -
Section 5337 State of Good Repair ((ARRC in MVP Boundary)	\$ -	\$ 431,400	\$ -	\$ -	\$ 431,400	\$ -	\$ (431,400)	\$ -
Section 5339 Bus and Bus Facilities	\$ -	\$ 76,954	\$ -	\$ -	\$ 76,954	\$ -	\$ (76,954)	\$ -
Section 5339 Bus and Bus Facilities (MVP)	\$ -	\$ 76,954	\$ -	\$ -	\$ 76,954	\$ -	\$ (76,954)	\$ -
FHWA Formula Subject to Limitation	\$ -	\$ 9,664,481	\$ -	\$ -	\$ 9,664,481	\$ 1,306,467	\$ (8,358,014)	\$ -
Carbon Reduction Program	\$ -	\$ 847,042	\$ -	\$ -	\$ 847,042	\$ 840,135	\$ (6,907)	\$ -
Carbon Reduction Program 50-200k MVP	\$ -	\$ 847,042	\$ -	\$ -	\$ 847,042	\$ 840,135	\$ (6,907)	\$ -
Metropolitan Planning Program	\$ -	\$ 473,803	\$ -	\$ -	\$ 473,803	\$ -	\$ (473,803)	\$ -
Metropolitan Planning Program (MVP)	\$ -	\$ 473,803	\$ -	\$ -	\$ 473,803	\$ -	\$ (473,803)	\$ -
Surface Transportation Block Grant	\$ -	\$ 8,343,636	\$ -	\$ -	\$ 8,343,636	\$ 466,332	\$ (7,877,304)	\$ -

Fiscal Constraint Demonstration: Revenue and Obligations — MVP MPO Suballocations

Fund Source	Prior Year Carryover	Apportioned Suballocation	Fund Transfer	Fund Deobligation	Combined Revenue	Programmed	Fiscal Constraint	Carryforward
Surface Transportation Block Grant: Population 50-200K (MVP)	\$ -	\$ 7,877,304	\$ -	\$ -	\$ 7,877,304	\$ -	\$ (7,877,304)	\$ -
Transportation Alternatives Program: Population 50-200K (MVP)	\$ -	\$ 466,332	\$ -	\$ -	\$ 466,332	\$ 466,332	\$ -	\$ -
Local Match	\$ -	\$ 83,395	\$ -	\$ -	\$ 83,395	\$ 83,395	\$ -	\$ -
Local Match (Community-Driven Projects)	\$ -	\$ 83,395	\$ -	\$ -	\$ 83,395	\$ 83,395	\$ -	\$ -
Local Match (MVP)	\$ -	\$ 83,395	\$ -	\$ -	\$ 83,395	\$ 83,395	\$ -	\$ -
Grand Total	\$ 2,336,279	\$ 39,732,517	\$ -	\$ -	\$ 42,068,796	\$ 12,906,533	\$ (29,162,263)	\$ 1,256,311



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
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June 20, 2025

Chair and Members of the Mat-Su Valley MPO Policy Board
PO Box 2587
Palmer AK 99645

Dear Mat-Su Valley MPO Policy Board Members,

I want to provide an important update regarding the status of Alaska's federal match funding and how recent legislative actions may affect transportation investments critical to the Mat-Su Valley.

This session, the Legislature significantly reduced the Unrestricted General Funds (UGF) historically provided to meet Alaska's federal match requirement. To fill this gap, they reappropriated funds from older project accounts, many already spent or committed to active work.

DOT&PF did not propose or support this approach. We advised that this would create fiscal and compliance risks and undermine the state's ability to fully leverage federal transportation dollars. Without stable match, we risk forfeiting federal dollars that return about \$10 in federal funding for every \$1 in state match.

The Governor's veto was necessary to safeguard the integrity of Alaska's federal match program and to protect the state from compliance findings and/or project delays.

The Mat-Su Borough is Alaska's fastest-growing region, with a significant number of projects scheduled for delivery between now and 2027. This funding situation does not impact our 2025 construction program. We will work with you to ensure minimal disruptions for our 2026 and 2027 construction programs. We recognize that in high growth areas like Mat Su, transportation projects that improve safety and mobility all depend on reliable federal funding matched with stable state resources.

Until a legislative solution resolves the shortage, DOT&PF must adjust the STIP and manage remaining funds to sustain active projects. We will be in communication on proposed TIP impacts to fiscal constraint because of this match shortage.

We truly appreciate the Mat-Su MPO's partnership and understanding as we work together to maintain program momentum and protect Alaska's infrastructure investment. Please don't hesitate to reach out if you'd like to discuss the path forward or specific project implications.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ryan Anderson', with a stylized flourish at the end.

Ryan Anderson, P.E.

Commissioner

Alaska Department of Transportation & Public Facilities

cc:

Katherine Keith, Deputy Commissioner, DOT&PF

Adam Bradway, MPO Coordinator, DOT&PF

Kim Sollien, Executive Director, MVP

Reporting From Alaska

June 18, 2025

Article Link:

<https://www.dermotcole.com/reportingfromalaska/2025/6/18/nlqdxm35nciywpkfr7k9nteddpxf8q>

Dunleavy vetoes could delay \$600 million in federal highway funds

A veto by Gov. Mike Dunleavy of state highway matching funds could delay hundreds of millions in federal highway funding for projects in Alaska.

Dunleavy vetoed \$70 million in transportation match money that was transferred by legislators from dozens of older projects, money that legislators said has not been spent. The \$70 million is necessary to qualify for \$600 million in federal matching funds.

The Dunleavy administration contends the approach taken by legislators was improper because some of the money has already been spent or is still supposed to be spent elsewhere.

But there is more to it than that.

A big part of the money, about \$37 million, was transferred by legislators from the Juneau access project, an effort that legislators said was stalled, though it is one that Dunleavy supports. There was also \$3 million from an earthquake fund, \$780,000 for electric vehicle infrastructure and a couple of dozen other items.

In May, the Dunleavy administration announced plans to move ahead with a new ferry terminal north of Juneau and a road extension, a competing use for the money the Legislature transferred.

The budget also transferred \$10 million from the proposed Nome port. The Legislature did not go into this blind.

The Dunleavy vetoes on the dozens of individual transfers say that “funding is either still obligated in the original project or has been fully expended and is unavailable for reappropriation.”

After the vetoes, the state transportation department has just \$32 million for matching funds, “which is essentially \$60 million short of what was needed to run our program, which does equate to roughly \$600 million in federal funds, when you consider it’s about 90

percent federal match ratio,” Katherine Keith, a deputy state transportation commissioner, told a Fairbanks transportation planning committee Wednesday.

“Without correction we have a negative match balance,” Keith said.

Keith described the situation at this meeting, 36 minutes into the proceedings.

She said that if the Legislature appropriates money from the general fund next year to cover the matching requirement, she expects there will not be delays. But that may be wishful thinking.

Keith told the Fairbanks transportation committee that DOTPF told the legislative capital budget co-chairs that the money from old projects could not be moved.

I am waiting to hear from legislators as to whether that actually happened or if this is a situation where the Dunleavy administration told legislators it preferred that the money not be moved.

“We just hope going into session that we can identify a fix to this that will keep our program whole,” she said.

Dunleavy had proposed a massive deficit for the fiscal year that begins July 1 and the Legislature took many steps to balance it, including the transfer of the \$70 million.

Asked by Fairbanks Mayor Grier Hopkins what the legislators creating the capital budget said when told about this, Keith did not have a reply, other than to say their main focus was limiting general fund expenses.

“It sounds like the veto guarantees a delay,” said Hopkins, who added that the governor could have left the appropriations alone and got the Legislature to fix them next year, if necessary.

“The projects were funded and now they’re not funded and you’re going forward assuming they’re going to have funding,” Hopkins said.

Even if there is a problem with one or two of the specific transfers, those could have been worked out, allowing the bulk of the money to go ahead, Hopkins said.

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MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

Dear MSB Mayor and Assembly,

6.25.2025

On behalf of the MatSu Valley Planning for Transportation (MVP) Policy Board, I am writing to express our strong support for the Matanuska-Susitna Borough's (MSB) development of a transit program and its application to the Federal Transit Administration (FTA) for 5307 grant funding for the Federal Fiscal Year 2026.

As a Metropolitan Planning Organization (MPO), our role is to guide and coordinate regional transportation planning efforts, ensuring investments in infrastructure support a comprehensive, multimodal transportation system. Although the MSB has not traditionally provided public transit services, it is an essential service that local governments nationwide support. Just as the MSB invests in roads, parks, and emergency services to promote safety, health, and community development, building and maintaining multimodal transportation infrastructure—including roads, sidewalks, bike lanes, and public transit—are equally critical to the vitality of our growing community.

A robust transportation system ensures that residents of all ages, incomes, and abilities can access jobs, education, healthcare, and essential services. Transit helps reduce traffic congestion and fosters more connected neighborhoods. Like other core public services, public transit is not optional—it is a government responsibility that directly supports economic growth, social equity, and quality of life for the entire region.

The MSB Planning Department has done an excellent job assessing our community's transit needs and the requirements for managing FTA funding. They have also worked diligently to establish the partnerships necessary to sustain transit services. For the thousands of Mat-Su residents who rely on local transit to access employment, healthcare, and essential services, maintaining these services is critical to their quality of life.

MVP commends the MSB for their efforts to apply, accept, and utilize the 5307 FTA funding allocated to our region. By doing so, they will help ensure the continued growth, accessibility, and prosperity of our community.

Thank you for your consideration and support.

If you have any questions about MVP and our support for the MSB transit program, please do not hesitate to contact Kim Sollien, Executive Director, via email at kim.sollien@mvpmpo.com or by phone at 907-982-9080.

Sincerely,
Kim Sollien *Kim Sollien*
Executive Director of MVP



MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

Grant Selection Committee
Office of the Secretary of Transportation
U.S. Department of Transportation

6.25.2025

RE: Letter of support for the Matanuska-Susitna Borough's SS4A Implementation and Supplemental Planning Application

To Whom it May Concern:

On behalf of the MatSu Valley Planning for Transportation (MVP) Policy Board, I am writing to express our strong support for the Matanuska-Susitna Borough's (MSB) application for an implementation and supplemental planning grant under the Safe Streets and Roads for All (SS4A) program. As a Metropolitan Planning Organization (MPO), our role is to guide and coordinate regional transportation planning efforts, ensuring investments in infrastructure support a comprehensive, safe, multimodal transportation system.

A safe transportation environment is one where people can meet their daily needs, using a mode of travel that is the easiest, most convenient, and affordable for them and their families. The projects proposed in the MSB SS4A Implementation and Supplemental Planning grant if awarded, will directly benefit vulnerable road users and make eight of the region's schools safer and more walkable by enhancing sidewalks, crosswalks, intersections, and separated pathways adjacent to schools and support the development of a plan to identify additional safe walking route infrastructure needs for all of the schools in the district.

MVP for Transportation applauds the MSB's effort in completing the SS4A Action Plan and strongly supports the prioritized safety projects proposed for this funding award.

If you have any questions about MVP and our support for the MSB SS4A implementation grant proposal, please do not hesitate to contact Kim Sollien, Executive Director, via email at kim.sollien@mvpmpo.com or by phone at 907-982-9080.

Sincerely,
Kim Sollien
Executive Director of MVP

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 Steve Carrington, City of Palmer



MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

Honorable Michael J. Dunleavy

June 26, 2025

Office of the Governor

P.O. Box 110001

Juneau, AK 99811-0001

Subject: Roads & Highways Advisory Board

Dear Governor Dunleavy,

The MatSu Valley Planning for Transportation (MVP) Policy Board voted at our June 25th, 2025, meeting to request that you allow the Roads and Highways Advisory Board to sunset upon its scheduled expiration date of June 30, 2025, and refrain from extending its term through Administrative Order or statutory action.

MVP appreciates the role the Board has played in advising your office and the Commissioner of the Alaska Department of Transportation & Public Facilities (DOT&PF) on transportation policies and priorities. However, we now believe that transportation planning and guidance would be better served through more direct engagement between regional stakeholders, Metropolitan Planning Organizations, and the DOT&PF, without the additional layer of a statewide advisory board.

We respectfully urge your administration to allow the Roads and Highways Board to sunset.

Thank you for your time and thoughtful consideration.

Sincerely,

Glenda D. Ledford

MVP Policy Board Chair

Visit www.mvppmo.com

Policy Board Members

Bob Charles, Knik Tribe • Mayor Edna DeVries, MSB • Mayor Glenda Ledford, City of Wasilla • Brian Winnestaffer, Chickaloon Native Village • Mike Brown, MSB • Sean Holland, DOT&PF • Mayor Steve Carrington, City of Palmer13

A RESOLUTION OF THE MATANUSKA SUSITNA BOROUGH ASSEMBLY SUPPORTING THE TRANSPORTATION PRIORITIES IDENTIFIED IN THE ASSEMBLY ADOPTED 2023 COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

WHEREAS individuals with limited incomes and people with disabilities depend, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives, and these services are essential for travel to work and medical appointments, running essential errands, or simply taking advantage of social or cultural opportunities; and

WHEREAS, under the Bipartisan Infrastructure Law (BIL), projects funded by the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS the Alaska Department of Transportation and Public Facilities (DOT&PF) requires any human service transit projects funded to be included in a coordinated public transit human services transportation plan; and

WHEREAS the Borough supported the “FY2023 Coordinated Public Transit-Human Services Transportation Plan” by way of Ordinance No. 23-074; and

WHEREAS DOT&PF, through the Human Services Transportation Grant Funds, provides operating and capital assistance funding to provide transit and purchase of services to private non-profit agencies, federally recognized tribes, and qualifying local public bodies that provide specialized transportation services to elderly persons and persons with disabilities; and

WHEREAS, Alaska Mental Health Trust provides grants to private non-profit agencies, federally recognized tribes, and qualifying local public bodies that serve community transit needs of trust beneficiaries, namely Alaskans who experience mental illness, developmental disabilities, chronic alcoholism with psychosis or Alzheimer's disease and related dementia through funding for operating assistance, purchase of services, capital and coordinated transportation system planning; and

WHEREAS the committee has identified the following funding priorities:

- **First Priority:** Upgrade regional fleet vehicles and support vehicle maintenance, advancing Goal 6 of the Coordinated Plan: *Design Safe, Accessible, and Affordable Services for Borough Residents*.
- **Second Priority:** Expand voucher programs offered by human service providers, aligned with Goal 5: *Support Ongoing Coordination and Collaboration while Creating New Partnerships*.
- **Third Priority:** Develop a rider education program, including a standalone website listing all regional transit providers and access instructions. This goal supports Goal 1: *Develop*

a Comprehensive Plan for Communication, Education, and Awareness Throughout the Borough; and

WHEREAS the non-profits will submit grant requests with these project priorities to the State of Alaska Department of Transportation and Public Facilities to be considered for grant awards through state and federal grant programs and;

WHEREAS the Mat-Su Borough is also going to be a recipient of 5310 funds;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE MATANUSKA-SUSITNA BOROUGH:

The Assembly supports non-profit organizations in their pursuit of state and federal grant funding opportunities to provide essential transportation services to community members; and

The Assembly supports the prioritized project list developed by the committee of transit providers, transportation, and health and human services advocates.