



**Representatives:**

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

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Phone Conference ID: 568 381 409#

**Agenda**

**Wednesday, December 19th, 2025**  
**1:30-3:00 pm**

**Meeting Location**

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

1. Call to Order and Roll Call
2. Consent Agenda (**Action Item**)
  - a. Approval of the December 17<sup>th</sup>, 2025, Agenda
  - b. Approval of the November 19<sup>th</sup>, 2025, Minutes
3. Staff Report
  - Staff Report
    - a. Schedule of topics
4. Voices of the Visitors (Non-Action Items)
5. Technical Committee Action Items
  - a. *MTP Vision, Goals, and Objectives Motion to recommend that the Policy Board approve the MTP vision, Goals, and Objectives as presented. Motion by Dan Tucker, seconded, passed without objection*
6. Action Items
  - a. MTP Vision, Goals, and Objectives **Recommended Motion: Motion to approve the MTP vision, Goals, and Objectives as presented**
  - b. 26-29 DOT&PF Carbon Reduction Program Consultation: 34464 Fleet Conversion Adam Bradway, Alaska DOT&PF. **Recommended Motion, Motion to approve ADOT&PF usage of \$636,790 of MVP's CRP FFY25 suballocation for Fleet Conversion and requesting a written agreement that the funds be returned to MVP in the form of STBG funding in FFY27.** See TC discussion notes in page 3 of the packet.
7. Old Business
  - a. MVP Improvement Program Update on Scope, Schedule, and Budget. ADOT&PF Chris Bentz.
  - b. MTP Update



- Interactive Project Map Live
  - Formal Call for Projects from agencies date pending mid-late January
  - Stakeholder outreach and special meeting schedule- letters sent
- c. MVP FFY 24&25 Funding Allocations, Carryover, and FFY26 Funding Award
- Letter from ADOT&PF documenting improvements that could be made with the 3C process, STIP involvement, carryover funding, and usage of MPV's suballocations without consultation- Ben White, Alaska DOT&PF
    - a. Letter to the Policy Board From ADOT&PF
  - MVP FFY 24,25,26 funding and project documentation Update - Adam Bradway, Alaska DOT&PF
    - a. FFY2026 suballocation documentation from ADOT&PF
    - b. Carry forward the workbook from ADOT&PF
    - c. MVP Program of Projects Accounting (purple highlights =MVP funded projects)
    - d. MVP Accounting of Projects that used our funding (purple highlights = MVP funded projects)
  - d. FFY26-29 STIP Update Adam Bradway, Alaska DOT&PF
  - e. Alaska DOT&PF SAFEROADS initiative Adam Bradway, Alaska DOT&PF
8. New Business
9. Other Issues
- a. MTP Video edit request by Alaska DOT&PF
  - b. Transit update- 5307 Split letter
10. Informational Items
- a. Community Outreach & Engagement Analytics Report
11. Policy Board Comments
12. Adjournment

Next Scheduled MPO Policy Board Meeting – January 17th, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT Mat-Su District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



**Policy Board Action Item Overview**  
**December 17<sup>th</sup>**

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

**a. Action Item**

MTP Vision, Goals, and Objectives Recommended Motion: **Motion to approve the MTP vision, Goals, and Objectives as presented**

**Motion**

**Section**

**Vote**

Staff Summary: The Draft Vision, Goals, and Objectives were out for public comment for 30 days. We received eight comments during the comment period; none of the comments required that we propose an edit to the Vision, Goals, and Objectives. Two of the comments were in support of the goals and objectives, one requested that we make our goals and objectives measurable, another focused on environmental concerns, and the others were about the project idea and problem areas within the network. The comments and the response to each from MVP staff are in the packet for your review.

**b. Action Item**

26-29 DOT&PF Carbon Reduction Program Consultation: 34464 Fleet Conversion Adam Bradway, Alaska DOT&PF. Recommended Motion, **Motion to approve ADOT&PF usage of \$636,790 of MVP's CRP FFY25 suballocation for Fleet Conversion and requesting a written agreement that the funds be returned to MVP in the form of STBG funding in FFY27**

**Motion**

**Section**

**Vote**

Staff Summary

TC did not have this as an action item because the request came in after the packet deadline. They did discuss the request and recommended that the Policy Board approve the request and with a written agreement signed by ADOT&PF and MVP that the funding will be reimbursed in the form of STBG in FFY27.



**MATSU VALLEY**  
PLANNING *for*  
TRANSPORTATION

**Background: STIP Amendment #2 documented that DOT&PF utilized MVP's FFY25 CRP allocation for Fleet Conversion.** MVP was not notified or engaged in any discussion regarding the allocation of these funds.

The federal requirements for MPO consultation regarding Carbon Reduction Program (CRP) funding are established under the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), and codified in Title 23 of the U.S. Code and Code of Federal Regulations (CFR). 23 U.S.C. § 175 Carbon Reduction Program

This section creates the CRP and outlines how funds are to be apportioned, obligated, and programmed, specifically referencing the role of Metropolitan Planning Organizations (MPOs).

23 U.S.C. § 175(c)(1):

(4)Coordination in urbanized areas.

"Before obligating funds for an eligible project under subsection (c) in an urbanized area that is not a transportation management area, a State shall coordinate with any metropolitan planning organization that represents the urbanized area prior to determining which activities should be carried out under the project."



## **November 2025 Staff Report**

### **FFY25/26 UPWP Tasks**

#### **TASK 100 A UPWP**

- Prepared the Technical Committee and Policy Board agenda and packet
- Hosted the Technical Committee meeting and Policy Board Meeting

#### **Task 100 B Metropolitan Transportation Plan**

- Developed social media posts and mailers for the MTP Vision, Goals, and Objectives, MVP intro, and December 3<sup>rd</sup> open house
- Emailed all stakeholders for MTP Project Nomination Notice as well as inviting them to our Open House
- Worked with MSB GIS to finalize the public-facing interactive map, the project nomination survey 123, and the GIS based scoring form.
- Scheduled a special work session for the TC to review the project nomination form, interactive comment map, travel model data review, and the final scoring criteria and guide amended at the November TC meeting.
- MVP staff prepared and reviewed materials associated with the December 3 – MTP Open House presentation including slide decks, fliers and print media notices, maps, and posters.
- On November 20, delivered presentations to the Wasilla Comprehensive Plan Steering Committee and North Lakes Community Council on MVP and the MTP process.
- Prepared and pre-recorded interview for KTNA's Su Valley Voice radio hour, introducing MVP and announcing the MTP process and December 3 Open House.



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

- Finalized the MTP project Scoring Criteria, Scoring Guide, and Project Nomination Application

### **Complete Streets Policy**

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

- Reviewed the new MVP 2050 Allocation Memo from RSG
- Met with RSG to discuss the TC work session model review
- During the TC review of the base run of the model, questions were raised about the population data for the base year and assumptions about the roadway data. Another special meeting will be scheduled for the week of November 18<sup>th</sup>.
- At the November 12<sup>th</sup> special meeting, Bob Charles asked that the model include larger projects like the West-Su Access Road so that MVP can be responsive to the needs of the system if these projects develop. This contract does not have a budget to run multiple scenarios. RSG will only be analyzing the business as usual, with no alternative scenarios for the MTP. When MVP does our own full Travel Model Development, we will have the option to include multiple scenarios.
- Met with RSG, RESPEC, and members of the TC on Dec 19th to review the updated model with the new roadway connections and identified that all the updated intersections were not included in the model. RSG is performing another model run. The draft report should be done by December 12<sup>th</sup>

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

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



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

- MVP received a Title VI complaint about Valley Transit and the services being provided. MVP staff are following up with the individual and intend to direct them to the MSB to file a formal complaint.
- Follow-up with the resident interested in having MVP host a persons with disabilities, civil rights, and disabilities advocates meeting to discuss transportation needs and issues. Staff are working on a guest list and dates for the meeting sometime in January.

## **TASK 100 G Support Services**

### **Budget Management**

- Received an engagement letter from Altman, Rogers & Co. for the FFY25 audit and 990 prep.

### **Meetings**

- Met with MSB GIS staff to work on MVP's MTP GIS needs
- Attended eleven MTP project management and contract check-in
- Attended the Alaska Active Transportation Coalition Goal Area meeting
- Hosted MatSu Transit Roundtable meeting on November 12<sup>th</sup> – the focus of the meeting was on developing questions that would be used during a special stakeholder meeting to discuss needs with providers and riders.
- Attended Travel Demand Model Users Group Meeting hosted by R&M Consulting and RSG on November 21<sup>st</sup>

### **Staffing**

No activity

### **Correspondence**

### **Nonprofit Filings and Reports**



### **Organizational Documents**

- Drafted updates to the Personnel Policy on COLA and Performance Evaluations
- Requested Ashburn & Mason provide guidance on MVP and the Open Meetings Act and Robert's Rules of Order Executive Session. Waiting for their reply

### **Agency Relationships**

- Became a Member of the Wasilla Chamber and attended lunch

### **Contract Management**

- Met with RESPEC to request that they bring on additional resources to help manage the MTP project.

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

- Bob Charles and Brian Winnestaffer requested a timeline/flow chart for our website that tracks and displays all of our projects, deliverables, and timelines. RESPEC made a simple one for the MTP. MVP staff have selected Smartsheet platform to support project and task management and display via dashboard.
- Mike Brown suggested that we explore the Palmer Senior Center for space rental and the new CVB Gateway Visitor Center.
  - Staff reached out to the Palmer Senior Center and discussed space needs. Senior Center staff assured follow-up on pricing and availability, but we have not heard back after two follow-up calls and an email.- PSC let me know they would follow up after Dec 15<sup>th</sup> with options.
  - Staff reached out to the CVB about space rental. They will not have office space to rent but will have meeting space at the new center. They mention space in the Mann Dentistry building on the corner of Bogard and Seldon. Staff will follow up on this option.



- Alaska DOT offered office space at the Mat-Su District office, and we are following up on this option.

### **Strategic Planning**

### **Short-Range and Tactical Planning**

### **Long-Range Planning**

### **Funding / Budget**

- Began Audit prep documentation- the firm requested significant documentation about our funding, accounting procedures, back-up documentation on expenses, and board meeting minutes from the quarterly financial reports.

### **Training**

- Staff continue with the AMPO MTP and MPO 101 training
- GIS training to use the MSB GIS system

### **Transit Support**

- Met with Valley Transit to discuss how MVP could support them with operations and or infrastructure
- VT asked MVP to ask Alaska DOT about changing their transit management plan to allow a provider to apply for rural and urban funding because they are in a unique situation with their service area. This discussion was postponed to the December meeting.
- Requested information from Julius Adolfsson about the change to the Transit Management Plan

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

No activity

### **TASK 200 B Transit Development Plan**

No activity

### **TASK 300 Asset Management Plans**



No activity

**TASK 300 A MVP Sign Management Plan**

No activity

**TASK 300 B MVP Advanced Project Definition**

- Requested an update on the MVP Improvement Program Scope, Schedule and Budget

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

No activity

**TASK 300 D Pavement Asset Management Plan**

No activity



## **December 2025 Staff Report**

### **FFY25/26 UPWP Tasks**

#### **TASK 100 A UPWP**

- Prepared the Technical Committee agenda and packet

#### **Task 100 B Metropolitan Transportation Plan**

- Launched the MTP Public Engagement call for projects, and the interactive comment map went live
- Hosted our first MTP public open house on Dec 3<sup>rd</sup>
- Reviewed the first draft of the Level of Service report
- Reviewed the first draft of the RESPEC data-driven project list
- Reviewed public comments on the public nomination comment map
- Drafted letter to BLM about engagement with MVP on the MTP
- Presented to the Active Transportation Coalition about the MTP
- Presented at the DOT Tribal Coordination meeting about the MTP
- Sent emails to key stakeholders requesting to present to them about the MTP during the call for projects nomination period.

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

#### **Complete Streets Policy**

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

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

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

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



- Collected all the comments that were received during the public comment period for the MTP Vision, Goals, and Objectives and worked on a response for each
- Produced a public engagement report tracking all the public engagement/traffic on social media and our website since we launched Facebook and Instagram, and the email newsletter

## **TASK 100 G Support Services**

### **Budget Management**

### **Meetings**

### **Staffing**

Advertised the Communication/Office manager position

### **Correspondence**

- Received a request from ADOT&PF to edit our MTP video. Staff discussed the issues with the Board chair and responded by declining the request. ADOT&PF offered to pay for the edits. MVP staff sent the request to the Policy Board via email, and the majority of the board responded, requesting that MVP allow ADOT&PF to make the edit.

### **Nonprofit Filings and Reports**

### **Organizational Documents**

- Updated website

### **Agency Relationships**

### **Contract Management**

- Met with RESPEC to coordinate with additional staff and to reach an agreement on all the deliverables, expectations, and timelines.

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



### **Strategic Planning**

- Purchased Smartsheets to help track all of MVP' projects and deliverables, and began populating overlapping and corresponding timelines.

### **Short-Range and Tactical Planning**

### **Long-Range Planning**

### **Funding / Budget**

- Began Audit prep documentation- the firm requested significant documentation about our funding, accounting procedures, back-up documentation on expenses, and board meeting minutes from the quarterly financial reports.

### **Training**

- Staff continue with the AMPO MTP and MPO 101 training
- GIS training to use the MSB GIS system

### **Transit Support**

- Met with DOT and the MSB planning staff to discuss the FTA split letter
- Hosted Transit Roundtable meeting and discussed the Split letter and the Transit Stakeholder Group Open house

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

No activity

### **TASK 200 B Transit Development Plan**

No activity

### **TASK 300 Asset Management Plans**

No activity

### **TASK 300 A MVP Sign Management Plan**

No activity



**TASK 300 B MVP Advanced Project Definition**

- Requested an update on the MVP Improvement Program Scope, Schedule, and Budget from Chris Bentz

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

No activity

**TASK 300 D Pavement Asset Management Plan**

No activity



## **MVP Monthly Schedule of Topics October 2025-December 2026**

### **October 2025**

- UPWP Quarterly /Final annual Report
- Interactive comment map for the MTP
- Review the Model run – business as usual
- Present the MTP Goals, Objectives to TC and PB
- MVP Annual Budget Proposal to PB
- Engage an audit firm for MVPs audit and 990 prep
- Staff Evaluations
- Review and update MVP’s updated Program of Projects FFY26
- Review and update STIP memo to DOT
- Develop content for the Internal call for MTP projects from MSB, cities, and tribes
- Set up an MVP Facebook, Instagram, and LinkedIn account
- Schedule first round of MTP public Involvement
- Special work Session to develop eligibility and evaluation criteria for projects

### **November 2025**

- Finalize MTP outreach plan and content development, including stakeholder meeting, focus groups, survey, social media outreach, and news articles
- Develop MTP 101 presentation
- Review MTP 101 video draft
- Finalize and launch new MVP website
- Purchase LOGO items and prizes to give out at open house events
- 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 (December meeting)
- Schedule MSB and City Planning Commission Presentations about MTP (December)
- Alaska DOT 3c policy review and comments
- Review Travel Demand Model Run presentation with Consultant projects with TC and PB
- Internal Call for Projects and interactive map review



- Presentation about MTP Project Eligibility Criteria, Travel Demand Model Run presentation with Consultant projects discussion with staff
- Launch Interactive Map
- TC and PB Officer Elections
- FFY26 Meeting Schedule and Location
- Launch survey

### **December 2025**

- Approve the MTP Vision, Goals and Objectives
- Special TC meeting to review Existing Conditions Report, Level of Service Report, Model Report and the System Deficiency Report
- Present at the monthly DOT Tribal Coordination meeting and request for follow-up with Tribal Councils on Formal Consultation about the MTP
- Schedule MSB Assembly and City Councils Presentations about MTP
- Finalize Existing Conditions report, System Deficiency Report, Model Report, and the internal Project list and present to TC and PB for Review
- Send a letter to Federal Land Managers about MTP engagement
- Send a letter to key stakeholders about the MTP and call for projects, requesting a meeting
- Reach out to Mat-Su Delegation about MVP and our MTP call for projects
- MTP Public Involvement Open House
- Launch Public Engagement interactive comment map
- Continue social media engagement

### **January 2026**

- Launch Formal Call for Projects
- Present to key stakeholders
- Host a transit stakeholder meeting
- Host a bike and pedestrian stakeholder meeting
- Presentation about complete streets/link to federal regulations and plan goals to TC and PB
- Develop Carbon Reduction Program Criteria: priorities for MVP-projects need to be awarded under a competitive process



- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development
- Review TIP Funding Policy to Technical Committee and Policy Board [TIP policies MVP K.s. commnets.docx](#)
- Discussion on Planning Studies/ new committees bike and ped and freight that may be needed as a result of the MTP what else do we need to look at to support the building of our transportation system/infrastructure

### **February 2026**

- Review and Approve Complete Streets Policy with TC and PB
- Review Projects Nominated
- Score Nominated Projects
- Project Review Committee Special Meeting
- Review and Approve TIP Funding Policy to Technical Committee and Policy Board [TIP policies MVP K.s. commnets.docx](#)

### **March 2026**

- Public engagement to review nominated projects
- ADOT provides planning-level cost estimates for projects
- Finalize MTP Project list
- Present project list to TC and PB for approval

### **April 2026**

- 30-day public notice about MTP projects
- Draft FFY27&28 UPWP
- Draft TIP
- 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**

**MVP MTP VISION, GOALS, AND OBJECTIVES APPROVED**

**VISION STATEMENT**

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

**Goals and Objectives for Public Review Approved 10/22/2025**

Revised Goal	Revised Objectives
Ensure transportation improvements align with local land use patterns and connect housing to employment	<ul style="list-style-type: none"> <li>/ Improve coordination between transportation planning and local land use plans to ensure consistency between transportation projects and community development patterns.</li> <li>/ Enhance multimodal connections between residential areas and employment hubs.</li> <li>/ Prioritize transportation investments that maximize network efficiency based on local growth patterns.</li> </ul>
Improve transportation safety for all modes	<ul style="list-style-type: none"> <li>/ Utilize data-driven safety analysis to identify high-risk locations</li> <li>/ Increase safety education programs</li> <li>/ Reduce the number and severity of crashes at high-risk locations</li> </ul>
Leverage all available funding resources	<ul style="list-style-type: none"> <li>/ Diversify funding streams by working with local, state, federal, and tribal partners to utilize all available formula funding</li> <li>/ Increase applications for competitive grants year-over-year</li> <li>/ Educate MPO membership and the community about funding opportunities</li> </ul>
Maintain the system in a state of good repair	<ul style="list-style-type: none"> <li>/ Utilize data-driven asset management principles and establish a preventative maintenance program</li> <li>/ Strengthen collaboration with maintenance entities to provide consistent, year-round maintenance</li> <li>/ Increase public outreach to identify maintenance needs</li> <li>/ Prioritize an annual allocation of funding for preservation and rehabilitation projects</li> </ul>
Create opportunities for more diverse transportation options	<ul style="list-style-type: none"> <li>/ Utilize transportation data analyses for gap and need assessments</li> <li>/ Strengthen collaboration between transportation providers and stakeholders and increase public outreach and communication</li> <li>/ Identify potential multimodal corridors and build infrastructure for all user groups</li> <li>/ Support the implementation of the Transit Asset Management plan to guide investments in transit facilities</li> </ul>
Shorten commute times and improve mobility	<ul style="list-style-type: none"> <li>/ Identify and remove network gaps for all modes</li> <li>/ Decrease congestion by building capacity, improving operational efficiency, and increasing transportation choices</li> <li>/ Increase connectivity for all modes</li> </ul>
Build a resilient transportation network	<ul style="list-style-type: none"> <li>/ Provide transportation solutions that enhance the natural environment</li> <li>/ Integrate stormwater management into infrastructure design</li> <li>/ Increase the resiliency of the transportation infrastructure to natural and manufactured hazards</li> </ul>



## Vision, Goals, and Objectives Comment Period

During the 30-day public comment period, MVP received eight comments. Five of the comments specifically addressed the vision, goals, and objectives. Two comments addressed transportation issues in general. One comment was incomplete. All comments were reviewed by MVP staff; no changes were made to the Vision, Goals, and Objectives based on the comments. All comments received are listed below, and MVP staff responded to each comment directly.

*Comments specific to Vision, Goals, and Objectives received during the 30-day Vision, Goals, and Objectives period:*

<b>Vision, Goals, and Objectives 30-Day Public Comment Log</b>	
<b>Date</b>	<b>Comment</b>
11/24/2025	<p>Thank you for seeking comments on MVP's vision statement and goals related to the development of the Metropolitan Transportation Plan. My comments today are in support of the focus that MVP included in the vision document related to efficient, multimodal transportation systems.</p> <p>Technology advancements provide individual drivers and managers of vehicle fleets with a variety of options to increase the efficiency of the individual vehicle and the overall system and improve cost and environmental performance. The growth in market demand for light-duty electric vehicles reflects consumer and fleet manager interest in cost-savings and safety. This innovative technology requires planning and specific infrastructure. I recommend MVP review the actions of Fairbanks Area Surface Transportation (FAST) related to the development of the Fairbanks and North Pole Electric Vehicle Infrastructure Deployment Plan, available here - <a href="https://fastplanning.us/wp-content/uploads/2024/12/20241125-Final-Fairbanks-and-North-Pole-EV-Plan.pdf">https://fastplanning.us/wp-content/uploads/2024/12/20241125-Final-Fairbanks-and-North-Pole-EV-Plan.pdf</a>, and the recently closed solicitation for EV charging stations, available here - <a href="https://fastplanning.us/evplan/#call-projects">https://fastplanning.us/evplan/#call-projects</a>. I also recommend MVP coordinate with Alaska Energy Authority (AEA) and the Department of Transportation and Public Facilities (DOT&amp;PF) on the National Electric Vehicle Infrastructure (NEVI) funding and AEA on the Alaska Rural EVSE Deployment (ARED) project funding.</p> <p>Electrification may be a good fit for specific medium- and heavy-duty vehicle use cases, however, electrification demonstrations of heavier vehicles that have longer range requirements between fuelings has shown that electrification is not suited for all use cases. Alternative fuels beyond electrification should be considered for these energy intensive applications. While potentially outside of the transportation planning scope of MVP's immediate next steps, the local and regional production of alternative fuels will help ensure a reliable and resilient supply chain while spurring job growth and economic development. One concept that is being discussed is the development of a biorefinery at Port MacKenzie which would produce both sustainable aviation fuel (SAF) and renewable diesel (RD). DOT&amp;PF will be finalizing its SAF study this winter. There are also opportunities for the local and regional production of renewable natural gas (RNG).</p> <p>Market demand is growing for alternative fuels, as we have seen for EVs and SAF, and our state agencies and other MPOs are helping lower barriers and prepare infrastructure to enable consumer choice. The Alaska Clean Cities and Communities Coalition is ready to support MVP with technical assistance for alternative fuels across transportation modalities and partnership that unlocks DOE Vehicle Technology Office competitive funding for the research, development and deployment of these innovative technologies.</p>
11/23/2025	I agree with the stated Goals and Objectives ...they are promising statements inclusive, and clearly specifying, "ALL" multi-modal modes. Recommend the intended/likely modes to be supported identified... Of course, auto and bus modes ...but what about rail? Does "ALL" encompass water or air ferry modes (less likely)? I suspect your "ALL" really means just roads.....Commuter/Passenger rail between the Valley and Anchorage is a major potential player....identifying which modes the MVP are serious about will bring transparency and clarity for future considerations.
11/18/2025	<p>Recommend SMART objectives with identified data sources and method(s) for collecting data. Right now it's unclear what the baseline data and data sources might be, whether or not future data will be available, and whether or not the objective will be quantitatively or qualitatively measured. For example, "Enhance multimodal connections between residential areas and employment hubs." Is 2050 when the objective will be measured again, or will it be measured before 2050? What does "enhance" mean? What elements are considered multimodal connections? How are residential areas and employment hubs defined? What are the data sources/collection methods? Revised objectives could look more like this: OBJ. 1) By 2040, implement at least three new multimodal connections (bike/ped path, transit stop, and/or fixed bus route) between large residential areas* and employment hubs**.</p> <p>*definition of large residential area (maybe &gt;250 dwelling units w/in 1/2 mile radius?) **definition of employment hub (maybe &gt;25 employers X geo area?) OBJ 2) By 2050, increase use of multimodal connections by 10% for large residential areas* connecting to employment hubs** as measured by [data collection/source]. If there's no baseline data or the data can't be quantified in some way, it might be better to chose a different objective for the goal. Some data may be directly related to the goal or objective, while other data might be more of a proxy for data that can't be collected more directly. It's important to consider the data source and collection methods carefully when lining out objectives so that the plan and progress to achieving the plan is measurable, transparent, and accountable.</p>
11/13/2025	What about boosting public health by making more walkable green spaces. Pro walking doesn't need to be anti car. <a href="https://www.upworthy.com/getting-pizza-in-two-suburban-neighborhoods-one-built-for-cars-the-other-for-community">https://www.upworthy.com/getting-pizza-in-two-suburban-neighborhoods-one-built-for-cars-the-other-for-community</a>
11/6/2025	In Progress
10/27/2025	Build a Resilient Transportation Network should have a goal to work with and protect the natural environment. This would include the creation of effective animal crossings to reduce roadkill and protect human safety. Installation of lights to reduce light pollution and help maintain other animals' migration patterns. Items that would make development more harmonious with nature should be goal.



*General comments received during the 30-day Vision, Goals, and Objectives period:*

<b>Public Comment Log</b>	
<b>Date</b>	<b>Comment</b>
11/21/2025	No more roundabouts. No more roads that have so many turns to cross the road, example is KGB. Let Alaskan companies construct the roads. GRANITE is a Los Angeles company. Their construction is terrible and extremely slow. No more stupid designs and bottle neck roads. No more roads like the Palmer Wasilla extension by Home Depot, two lanes out of town and only one lane into town. Use common sense in designing roads. Plan for the future also.
11/16/2025	The PWH from KGB to the Parks MUST be addressed! There is room for two lanes to the Parks, get the traffic turning right onto the parks moving. There are two lanes going the opposite direction, there should be two going towards the parks

**Responses to above comments:**

**Response to 11/24/25 Comment:**

Thank you for your comments on MVP's Vision, Goals and Objectives for our Metropolitan Transportation Plan (MTP). We appreciate your support for efficient, multimodal transportation systems.

We recognize electric vehicle infrastructure and alternative fuels as important elements of future transportation planning. Regional governments are welcome to submit EV charging infrastructure or related facilities for consideration in the MTP planning process

As we shift into the project nomination phase of our MTP process, we also encourage you to submit additional comments on our [interactive comment map](#) about where you feel that EV infrastructure would be most beneficial in the Mat-Su Valley. The information collected via our interactive comment map will be used to help inform our project formulation and evaluation process.

Thank you for your continued engagement in our transportation planning process.



**Response to 11/23/25 Comment:**

Thank you for your thoughtful comments on MVP's Vision, Goals and Objectives for our Metropolitan Transportation Plan (MTP). We appreciate your support for our inclusive "all modes" approach.

To clarify, "all modes" encompasses highway/roadways (automobiles, trucks, freight), public transit (bus systems), active transportation (pedestrian and bicycle facilities), rail (including potential commuter/passenger rail connections), and ports (Port MacKenzie and maritime freight).

Regarding air and ferry modes, these are less applicable to the Mat-Su Valley given our geographic context. Air service is handled at the state level through DOT&PF's Aviation Division, and ferry service does not extend to our region. However, we do consider connections to these systems where relevant, such as access to Ted Stevens Anchorage International Airport.

As we shift into the project nomination phase of our MTP process, we encourage you to submit additional comments on our [interactive comment map](#) about specific transportation issues or opportunities you see within our planning area. Again, thank you for your continued engagement in our transportation planning process.

**Response to 11/18/25 Comment:**

Thank you for your detailed comments regarding SMART objectives and measurable performance indicators for MVP's Metropolitan Transportation Plan (MTP) Vision, Goals and Objectives. We recognize the importance of clear, measurable objectives with identified data sources.

This is MVP's first MTP and must be completed by December 2026. Consistent with federal regulations, MVP will update our MTP once every five years. Each update will include a review of the Vision, Goals and Objectives.

Our vision, goals, and objectives are based on federal planning factors established at 23 U.S.C. 134(h), which address safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, multimodal connectivity, efficient system management, land use consistency, and resiliency. Our objectives also align with federal performance measures required under the Infrastructure Investment and Jobs Act (IIJA).

Supporting data will be documented in technical reports currently under development (Existing Conditions Report, Level of Service Report, and Travel



Demand Model Report). These will be available for public review in our MTP Draft in Fall 2026 and will provide baseline data to measure progress.

Your point about SMART objectives with quantitative targets is well taken. Given our compressed timeline and ongoing baseline data development, we're working with our Policy Board to understand pressing transportation issues, identify meaningful projects, and complete the plan to ensure continued federal funding.

More specific, quantitatively measurable objectives may be incorporated into future MTPs, benefiting from complete baseline data, established performance measurement systems, five years of data collection, and refined understanding of regional patterns.

Our current objectives will be measured through federal performance measures coordinated with Alaska DOT&PF, progress reports comparing system performance against benchmarks, and qualitative assessments of project implementation.

We have included data-driven metrics in our project evaluation criteria for the MTP. This evaluation framework provides a consistent, transparent, and data-driven approach to prioritizing investments that advance regional goals and meet federal performance-based planning requirements.

Types of evaluation criteria include:

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

Once our formal project nomination period is open, we would be happy to share the project evaluation criteria with you, so you are able to see how we are using data to make decisions about project selection.

Thank you for this constructive feedback. We welcome your continued engagement.

**Response to 11/13/25 & 10/27/25 Comment:** *(Comments from same person)*

Thank you for your thoughtful comments on MVP's Vision, Goals and Objectives for the Metropolitan Transportation Plan (MTP) regarding environmental protection, wildlife crossings, walkability, and public health and for the resource you shared. We support balanced multimodal planning—our vision explicitly calls for "reliable and accessible options for all modes of travel." Projects that enhance pedestrian



connectivity, green space access, and harmonious development with nature align with our goals to create diverse transportation options, protect the environment, integrate stormwater management, and build resilient infrastructure.

As we shift into the project nomination phase of our MTP process, we encourage you to submit additional comments on our [interactive comment map](#) about specific transportation issues or opportunities you see within our planning area. Again, thank you for your continued engagement in our transportation planning process.

**Response to 11/6/25 Comment:**

I am following up because I saw a comment come in from you on our website, but it only says, 'In progress'. So, I wanted to make sure we didn't miss anything you intended to send.

I also want to invite you to our public open house on December 3rd, where we'll be sharing current system deficiencies and asking the community to review potential project nominations—as well as submit their own ideas. You can find more details about the event here: [www.facebook.com/share/1AU2QKxrdL/](http://www.facebook.com/share/1AU2QKxrdL/)

Additionally, our board meetings are open to the public and provide another valuable opportunity for community members like yourself to help our policymakers understand local needs and priorities. You can find information on how to attend at: [www.mvmpo.com/meetings](http://www.mvmpo.com/meetings)

Thank you again for your engagement.

**Response to 11/21/25 Comment:**

Thank you for your comments on MVP's Metropolitan Transportation Plan (MTP) Vision, Goals and Objectives.

We appreciate your feedback on road design, construction quality, and planning for future growth. Your concerns about practical, efficient design and construction practices are noted.

As we shift into the project nomination phase of our MTP process, we encourage you to submit additional comments on our [interactive comment map](#) about specific transportation issues or opportunities you see within our planning area. Again, thank you for your continued engagement in our transportation planning process.

**Response to 11/16/25 Comment:**

Thank you for your comment about the Parks Highway from KGB to the Parks. We understand your concerns about traffic flow and capacity in this corridor.



**MVP**  
MATSU VALLEY  
PLANNING *for*  
TRANSPORTATION

The Parks Highway is maintained and operated by the Alaska Department of Transportation & Public Facilities (DOT&PF), and decisions about lane configuration, traffic control, and capacity improvements on state highways fall under their jurisdiction. We encourage you to share your specific concerns directly with DOT&PF, as they are responsible for operational decisions on this segment of the highway.

However, your feedback is valuable for our Metropolitan Transportation Plan (MTP). Capacity and safety improvements on the Parks Highway corridor are important considerations in our regional planning. We invite you to mark the specific location of your concern on our [interactive comment map](#) so we can document this need as we evaluate projects for inclusion in our MTP.

Thank you for taking the time to share your input on this important corridor.

### **Recommendation**

Staff recommends approval of the Vision, Goals and Objectives as presented.

## Program Deep-Dives

**34464**

**DOT&PF Fleet Conversion**

The project focuses on transitioning the DOT&PF fleet to lower-emission alternatives. Work includes developing designs for the installation of electric vehicle (EV) charging stations and alternative fueling facilities, procurement of electric vehicles, and installation of the designed infrastructure. These efforts aim to reduce carbon emissions and improve operational efficiency within the DOT&PF fleet, directly supporting the Alaska Carbon Reduction Strategy through practical, construction-based initiatives.

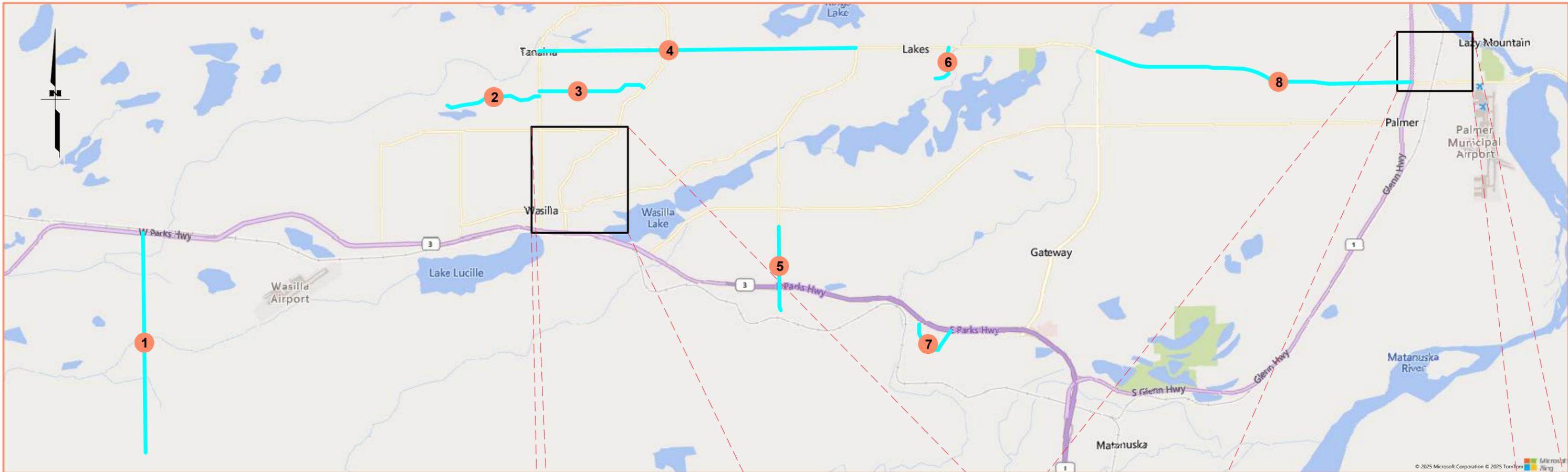
<b>Place Name</b>	<b>2024-2027 STIP Total- Including Advance Construction Conversions</b>	<b>Strategic Investment Area</b>	<b>Work Type</b> Alternative Fuel Infrastructure		
Alaska-wide		Sustainability			
	\$6,746,731	<b>Landscape</b>	<b>AC Balance EOY FY24</b>	<b>FY24-27 AC Conversions</b>	\$0
		Alaska-wide	\$0	<b>Post FY27 AC Conversions</b>	\$0

**2024-2027 STIP Funding by Phase**

FY24 P0	FY24 P2	FY24 P3	FY24 P4	FY24 P7	FY24 P8	FY24 P9	FY24 ACC	FY24 Planned Project Obligations	FY24 STIP ID Fund Total
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY25 P0	FY25 P2	FY25 P3	FY25 P4	FY25 P7	FY25 P8	FY25 P9	FY25 ACC	FY25 Planned Project Obligations	FY25 STIP ID Fund Total
\$0	\$0	\$0	\$0	\$0	\$0	\$6,746,731	\$0	\$6,746,731	\$6,746,731
FY26 P0	FY26 P2	FY26 P3	FY26 P4	FY26 P7	FY26 P8	FY26 P9	FY26 ACC	FY26 Planned Project Obligations	FY26 STIP ID Fund Total
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY27 P0	FY27 P2	FY27 P3	FY27 P4	FY27 P7	FY27 P8	FY27 P9	FY27 ACC	FY27 Planned Project Obligations	FY27 STIP ID Fund Total
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**2024-2027 STIP Funding by Source**

FY	Fund Source	Programmed
FY25	Carbon Reduction Program: Population <5K	\$4,147,014
FY25	Carbon Reduction Program: Population 5-49,999K	\$1,361,559
FY25	Carbon Reduction Program 50-200k MVP	\$636,790
FY25	State Match	\$601,368



**Mat-Su Valley Planning (MVP) Improvements Program  
2025 Project Nomination Area Map**

**Mat-Su Borough**

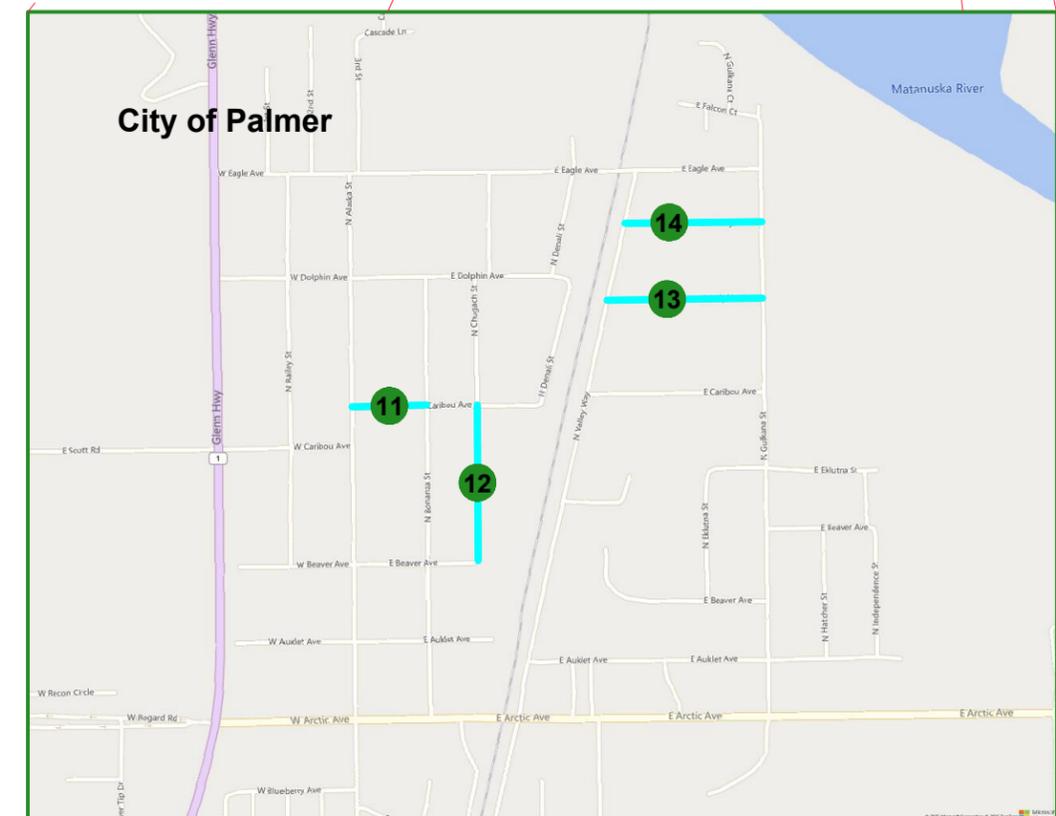
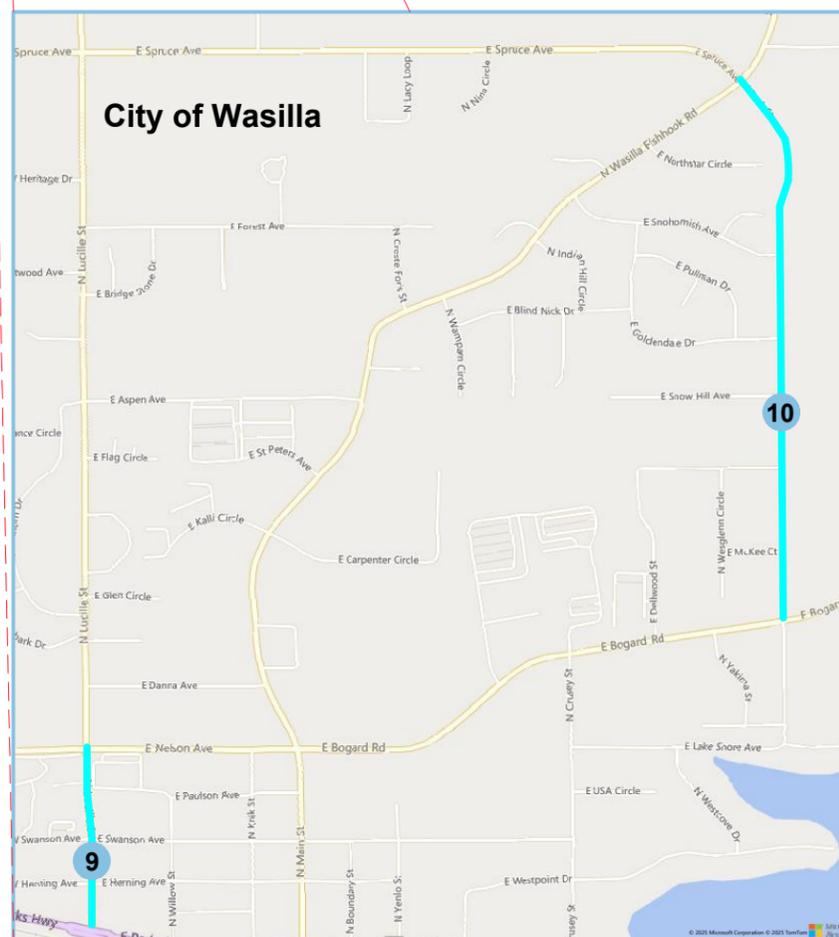
- 1. Vine Road Striping
- 2. Gail Drive Mill & Pave
- 3. Mulchatna Drive Mill & Pave
- 4. Seldon Road Striping
- 5. Seward Meridian Parkway Striping
- 6. Earl Drive and Eek Street Mill & Pave
- 7. Gershmel Loop Mill & Pave
- 8. Bogard Road Striping

**City of Wasilla**

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

**City of Palmer**

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



<b>AKDOT &amp; PF, Mat-Su District Office</b>		
Date: May 7th, 2025	Drafted By: CRH	Checked By: CLE
SOA Project No.	CFHWY01288	

**2025 MVP Project Nominations  
SSE Summary Page**

**April, 2025**

This package includes scope, schedule, and estimates developed for projects nominated to the MVP Improvement Program for 2025 by AKDOT&PF.

<b>Number</b>	<b>Project Name</b>	<b>Phase 2</b>	<b>Phase 4</b>	<b>Est. Ph4 Match</b>	<b>Total</b>
1	Vine Road Striping - MSB	\$34,000	\$337,000	\$30,431	<b>\$371,000</b>
2	Gail Drive Mill & Pave - MSB	\$184,000	\$2,071,000	\$187,011	<b>\$2,255,000</b>
3	Mulchatna Drive Mill & Pave - MSB	\$200,000	\$2,257,000	\$203,807	<b>\$2,457,000</b>
4	Seldon Road Striping - MSB	\$57,000	\$571,000	\$51,561	<b>\$628,000</b>
5	Seward Meridian Parkway Striping - MSB	\$64,000	\$633,000	\$57,160	<b>\$697,000</b>
6	Earl Drive and Eek Street Mill & Pave - MSB	\$108,000	\$1,222,000	\$110,347	<b>\$1,330,000</b>
7	Gershmel Loop Mill & Pave - MSB	\$108,000	\$1,212,000	\$109,444	<b>\$1,320,000</b>
8	Bogard Road Striping - MSB	\$82,000	\$819,000	\$73,956	<b>\$901,000</b>
9*	N Lucille St. Mill & Pave - Wasilla - 25% Digouts	\$62,000	\$701,000	\$63,300	<b>\$763,000</b>
10	N Peck St - Wasilla	\$125,000	\$1,407,000	\$127,052	<b>\$1,532,000</b>
11	Caribou Ave - Palmer	\$7,000	\$83,000	\$7,495	<b>\$90,000</b>
12	N. Chugach Street - Palmer	\$14,000	\$152,000	\$13,726	<b>\$166,000</b>
13	E. Dolphin Ave - Palmer	\$13,000	\$148,000	\$13,364	<b>\$161,000</b>
14	E. Gold Key Lane -Palmer	\$12,000	\$133,000	\$12,010	<b>\$145,000</b>
	<b>MSB</b>	<b>Wasilla</b>	<b>Wasilla*</b>	<b>Palmer</b>	<b>Program Cost*</b>
<b>Phase 2</b>	\$837,000	\$172,000	\$187,000	\$46,000	<b>\$1,070,000</b>
<b>Phase 4</b>	\$9,122,000	\$1,934,000	\$2,108,000	\$516,000	<b>\$11,746,000</b>
<b>Total</b>	<b>\$9,959,000</b>	<b>\$2,106,000</b>	<b>\$2,295,000</b>	<b>\$562,000</b>	<b>\$12,816,000</b>

\*NOTE: This estimate includes 25% structural digouts for the City of Wasilla's N Lucille St. Mill & Pave project. Estimate also provided for a mill & pave with no digouts.

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>MSB MVP Project Totals</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project	<input type="radio"/> Update SSE

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Total estimated cost for all MSB projects: Striping Only: Bogard Road, Seldon Road, Seward Meridian Parkway, Vine Road 1R: Earl Drive and Eek Street, Gershmel Loop, Mulchatna Drive, Gail Drive
-----------------------	--

<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>	837,000										837,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			9,122,000								9,122,000
<b>TOTAL</b>	<b>837,000</b>	-	<b>9,122,000</b>	-	-	-	-	-	-	-	<b>9,959,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Vine Road Striping</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project	<input type="radio"/> Update SSE

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Restripe Vine Road MP 0-2.75 (Parks Highway to W Hollywood Rd).
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	34,000										34,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			337,000								337,000
<b>TOTAL</b>	<b>34,000</b>	-	<b>337,000</b>	-	-	-	-	-	-	-	<b>371,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**

**Vine Road Striping - MSB**

**Cost Estimate**

**April 2025**

**SCOPE**

Restripe Vine Road MP 0-2.75 (Parks Highway to W Hollywood Rd).

**INPUTS**

AADT 4240  
 miles 2.75  
 Width (ft) 24.00 12 foot lanes with no shoulders  
 Area (SY) 38720.00  
 Markings Only yes  
 Pave. Exist yes  
 Excav. (%) 0.00%  
 Excav. (CY) 0.00  
 Surface Excav. (in) 0.00  
 D-1 Lift (in) 2.00  
 HMA Lift (in) 2.00  
 Pathway (PW) no  
 PW Length (ft) 0.00  
 PW Width (ft) 0.00

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	0	CY	\$15.00	\$0	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	0	TON	\$35.00	\$0	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	0	TON	\$150.00	\$0	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	0	TON	\$705.00	\$0	Assume 5.3% Est. Factor
401(14) Joint Adhesive	0	LF	\$1.00	\$0	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$165,000	Inlaid 60K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>REMOVALS + INSTALLATIONS + TRAFFIC CONTROL</b>					
Sum				\$165,000	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$13,200	8% of pay items OR \$10,000
641 Erosion/Pollution Control	0	LS	All Req'd	\$0	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	0	LS	All Req'd	\$0	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$24,750	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$202,950	
<b>COST ESTIMATE SUMMARY</b>					
				COST	WITH 5.17% ICAP
	Preliminary Design (Phase 2)	%	15.00%	\$30,443	\$32,016
	Construction (Phase 4)	LS	All Req'd	\$202,950	\$213,443
	Construction Administration	%	15.00%	\$30,443	\$32,016
	Misc.	%	0.00%	\$0	\$0
	Contingency	%	25.00%	\$69,369	\$72,810
2027	Inflation (Year)	2	YEARS	3.00%	\$21,017

Improvements:

**MARKINGS**

**Total:**

**\$371,000**

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Gail Drive Mill and Pave with Digouts</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input checked="" type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Mill and pave Gail Drive from Lucille Street to Sands Drive with structural digouts (max. 25%)
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	184,000										184,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			2,071,000								2,071,000
<b>TOTAL</b>	184,000	-	2,071,000	-	-	-	-	-	-	-	2,255,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
------------------------	--

<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-							-

**MVP COST ESTIMATES**  
**Gail Drive Mill & Pave - MSB**  
**Cost Estimate**

**April 2025**

**SCOPE**

Mill and pave Gail Drive from Lucille Street to Sands Drive with structural digouts (max. 25%)

**INPUTS**

AAADT <3000  
 Length (mi) 1.23  
 Width (ft) 24.00 12 foot lanes with no shoulders  
 Area (SY) 17318.40  
 Markings Only no  
 Pave. Exist yes  
 Excav. (%) 25.00% 3 foot excavation depth max with a max of 25% of project area  
 Excav. (CY) 4329.60  
 Surface Excav. (in) 0.00  
 D-1 Lift (in) 2.00  
 HMA Lift (in) 2.00  
 Pathway (PW) no  
 PW Length (ft) 0.00  
 PW Width (ft) 0.00

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.  
  
 ROW must be verified - refer to ROW research map that shows potential conflict between Gwene Lane and Sands Drive. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.  
  
 Drainage work not included due to ROW and utility implications, in addition to ineligibility under a IR project according to the current HPCM.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	17318	SY	\$12.00	\$207,821	
203(3) Unclassified Excavation	4330	CY	\$15.00	\$64,944	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	8417	TON	\$15.00	\$126,251	
301(1) Aggregate Base Course, Grading D-1	468	TON	\$35.00	\$16,366	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	1961	TON	\$150.00	\$294,196	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	104	TON	\$705.00	\$73,284	Assume 5.3% Est. Factor
401(14) Joint Adhesive	6494	LF	\$1.00	\$6,494	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$36,900	Assume surface markings 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$826,257	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$66,101	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$49,575	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$33,050	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$123,939	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$1,098,922	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$164,838	\$173,360
Construction (Phase 4)		LS	All Req'd	\$1,098,922	\$1,155,736
Construction Administration		%	15.00%	\$164,838	\$173,360
Misc.		%	10.00%	\$109,892	\$115,574
Contingency		%	30.00%	\$485,409	\$509,485
2027 Inflation (Year)	2	YEARS	3.00%	\$127,651	

Improvements:	<b>PAVEMENT</b>	<b>Total:</b>	<b>\$2,255,000</b>
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## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Mulchatna Drive Mill and Pave with Digouts</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Mill and pave Mulchatna Drive from Lucille Street to Wasilla Fishhook Road with structural digouts (max. 25%)
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	200,000										<b>200,000</b>
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			2,257,000								<b>2,257,000</b>
<b>TOTAL</b>	<b>200,000</b>	-	<b>2,257,000</b>	-	-	-	-	-	-	-	<b>2,457,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**Mulchatna Drive Mill & Pave - MSB**  
**Cost Estimate**

**April 2025**

**SCOPE**

Mill and pave Mulchatna Drive from Lucille Street to Wasilla Fishhook Road with structural digouts (max. 25%)

**INPUTS**

AADT		<3000
Length (mi)	1.34	
Width (ft)	24.00	12 foot lanes with no shoulders
Area (SY)	18867.20	
Markings Only	no	
Pave. Exist	yes	
Excav. (%)	25.00%	3 foot excavation depth max with a max of 25% of project area
Excav. (CY)	4716.80	
Surface Excav. (in)	0.00	
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	
PW Length (ft)	0.00	
PW Width (ft)	0.00	

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.  
  
ROW must be verified - refer to ROW research map that shows potential conflict between Hematite Drive and Camino Cilo Road along the curve. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.  
  
Drainage work not included due to ROW and utility implications, in addition to ineligibility under a IR project according to the current HPCM.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	18867	SY	\$12.00	\$226,406	
203(3) Unclassified Excavation	4717	CY	\$15.00	\$70,752	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	9169	TON	\$15.00	\$137,542	
301(1) Aggregate Base Course, Grading D-1	509	TON	\$35.00	\$17,830	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	2137	TON	\$150.00	\$320,507	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	113	TON	\$705.00	\$79,838	Assume 5.3% Est. Factor
401(14) Joint Adhesive	7075	LF	\$1.00	\$7,075	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$40,200	Assume surface markings 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$900,150	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$72,012	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$54,009	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$36,006	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$135,023	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$1,197,199	
<b>COST ESTIMATE SUMMARY</b>					
				COST	WITH 5.17% ICAP
	Preliminary Design (Phase 2)	%	15.00%	\$179,580	\$188,864
	Construction (Phase 4)	LS	All Req'd	\$1,197,199	\$1,259,094
	Construction Administration	%	15.00%	\$179,580	\$188,864
	Misc.	%	10.00%	\$119,720	\$125,909
	Contingency	%	30.00%	\$528,820	\$555,049
2027	Inflation (Year)	2	YEARS	3.00%	\$139,067

<b>Improvements:</b>	
<b>PAVEMENT</b>	<b>Total: \$2,457,000</b>

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Seldon Road Striping</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Restripe Seldon Road from MP 2.18-6.0 (Church Rd. to Wasilla Fishhook Rd).
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	57,000										57,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			571,000								571,000
<b>TOTAL</b>	57,000	-	571,000	-	-	-	-	-	-	-	628,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**Seldon Road Striping - MSB**  
**Cost Estimate**

**April 2025**

**SCOPE**

Restripe Seldon Road from MP 2.18-6.0 (Church Rd. to Wasilla Fishhook Rd).

**INPUTS**

AAADT	5310	
miles	3.82	
Width (ft)	24.00	12 foot lanes with no shoulders
Area (SY)	53785.60	
Markings Only	yes	
Pave. Exist	yes	
Excav. (%)	0.00%	
Excav. (CY)	0.00	
Surface Excav. (in)	0.00	
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	
PW Length (ft)	0.00	
PW Width (ft)	0.00	

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.  
  
ROW must be verified - refer to ROW research map that shows potential conflict with properties overlapping the roadway along most of the corridor. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	0	CY	\$15.00	\$0	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	0	TON	\$35.00	\$0	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	0	TON	\$150.00	\$0	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	0	TON	\$705.00	\$0	Assume 5.3% Est. Factor
401(14) Joint Adhesive	0	LF	\$1.00	\$0	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$229,200	Inlaid 60K per mile
Roundabout MMA	1	LS	\$50,000.00	\$50,000	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$279,200	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$22,336	8% of pay items OR \$10,000
641 Erosion/Pollution Control	0	LS	All Req'd	\$0	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	0	LS	All Req'd	\$0	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$41,880	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$343,416	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$51,512	\$54,176
Construction (Phase 4)		LS	All Req'd	\$343,416	\$361,171
Construction Administration		%	15.00%	\$51,512	\$54,176
Misc.		%	0.00%	\$0	\$0
Contingency		%	25.00%	\$117,380	\$123,203
2027 Inflation (Year)	2	YEARS	3.00%	\$35,563	

Improvements:	<b>MARKINGS</b>	<b>Total:</b>	<b>\$628,000</b>
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## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Seward Meridian Parkway Striping</b>				
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization		
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE		

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Restripe Seward Meridian Parkway from MP 0-1 (Old Matanuska to Bayview Drive).
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>	64,000										64,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			633,000								633,000
<b>TOTAL</b>	<b>64,000</b>	-	<b>633,000</b>	-	-	-	-	-	-	-	<b>697,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**Seward Meridian Parkway Striping - MSB**  
**Cost Estimate**

**April 2025**

**SCOPE**

Restripe Seward Meridian Parkway from MP 0-1 (Old Matanuska to Bayview Drive).

**INPUTS**

AADT	11800	
miles	5.16	Length adjusted by a multiple of 5.16 to account for 4 lanes rather than 2 lanes
Width (ft)	60.00	4 lanes with turn lane
Area (SY)	181632.00	
Markings Only	yes	
Pave. Exist	yes	
Excav. (%)	0.00%	
Excav. (CY)	0.00	
Surface Excav. (in)	0.00	
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	
PW Length (ft)	0.00	
PW Width (ft)	0.00	

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	0	CY	\$15.00	\$0	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	0	TON	\$35.00	\$0	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	0	TON	\$150.00	\$0	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	0	TON	\$705.00	\$0	Assume 5.3% Est. Factor
401(14) Joint Adhesive	0	LF	\$1.00	\$0	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$309,600	Inlaid 60K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>REMOVALS + INSTALLATIONS + TRAFFIC CONTROL</b>					
Sum				\$309,600	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$24,768	8% of pay items OR \$10,000
641 Erosion/Pollution Control	0	LS	All Req'd	\$0	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	0	LS	All Req'd	\$0	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$46,440	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$380,808	
<b>COST ESTIMATE SUMMARY</b>					
				COST	WITH 5.17% ICAP
	Preliminary Design (Phase 2)	%	15.00%	\$57,121	\$60,074
	Construction (Phase 4)	LS	All Req'd	\$380,808	\$400,496
	Construction Administration	%	15.00%	\$57,121	\$60,074
	Misc.	%	0.00%	\$0	\$0
	Contingency	%	25.00%	\$130,161	\$136,617
2027	Inflation (Year)	2	YEARS	3.00%	\$39,436

Improvements:

**MARKINGS**

**Total:**

**\$697,000**

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Earl Drive and Eek Street Mill and Pave with Digouts</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Mill and pave Earl Drive and Eek Street from Bogard Road to Finger Lake Elementary School with digouts (max. 25%). Include pathway mill and pave and addition of two curb ramps.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	108,000										108,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			1,222,000								1,222,000
<b>TOTAL</b>	108,000	-	1,222,000	-	-	-	-	-	-	-	1,330,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**Earl Drive and Eek Street Mill & Pave - MSB**  
**Cost Estimate**

**April 2025**

**SCOPE**

Mill and pave Earl Drive and Eek Street from Bogard Road to Finger Lake Elementary School with digouts (max. 25%). Include pathway mill and pave and addition of two curb ramps.

**INPUTS**

AADT		<3000
Length (mi)	0.55	
Width (ft)	24.00	12 foot lanes with no shoulders
Area (SY)	7744.00	
Markings Only	no	
Pave. Exist	yes	
Excav. (%)	25.00%	3 foot excavation depth max with a max of 25% of project area
Excav. (CY)	1936.00	
Surface Excav. (in)	2.00	
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	yes	Paved
PW Length (ft)	2904.00	Full length of Corridor
PW Width (ft)	8.00	8ft pathway

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.  
  
ROW must be verified - refer to ROW research map that shows potential conflict. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.  
  
Recommend 3R project for this corridor due to poor condition of roadway.

Work		Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>						
202(2)	Removal of Pavement	10325	SY	\$12.00	\$123,904	
203(3)	Unclassified Excavation	2079	CY	\$15.00	\$31,191	
202(9)	Removal of Curb and Gutter	30	LF	\$21.00	\$630	
<b>INSTALLATIONS</b>						
203(6A)	Borrow, Type A	4042	TON	\$15.00	\$60,636	
301(1)	Aggregate Base Course, Grading D-1	488	TON	\$35.00	\$17,076	Assume 144 ft <sup>3</sup> Est. Factor
401(1A)	HMA, Type II: Class A	1169	TON	\$150.00	\$175,402	Assume 151 ft <sup>3</sup> Est. Factor
401(4)	Asphalt Binder, Grade PG 64-40	62	TON	\$705.00	\$43,693	Assume 5.3% Est. Factor
401(14)	Joint Adhesive	2904	LF	\$1.00	\$2,904	
608(6)	Curb Ramp	2	EACH	\$5,000.00	\$10,000	
608(17)	Detectable Warning Tile	2	EACH	\$2,750.00	\$5,500	
609(2)	Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>						
670(10)	MMA Pavement Markings	1	LS	All Req'd	\$16,500	Assume surface markings 30K per mile
	Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>						
Sum					\$487,434	
<b>OTHER</b>						
640	Mobilization/Demobilization	1	LS	All Req'd	\$38,995	8% of pay items OR \$10,000
641	Erosion/Pollution Control	1	LS	All Req'd	\$29,246	6% of pay items OR min. \$3000
642	Construction Surveying / Survey Party	1	LS	All Req'd	\$19,497	4% of pay items OR min. \$1500
643	Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$73,115	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>						
Sum					\$648,288	
<b>COST ESTIMATE SUMMARY</b>						
	Preliminary Design (Phase 2)		%	15.00%	\$97,243	\$102,271
	Construction (Phase 4)		LS	All Req'd	\$648,288	\$681,804
	Construction Administration		%	15.00%	\$97,243	\$102,271
	Misc.		%	10.00%	\$64,829	\$68,180
	Contingency		%	30.00%	\$286,358	\$300,561
2027	Inflation (Year)	2	YEARS	3.00%	\$75,305	

Improvements:

**PAVEMENT**

**Total:**

**\$1,330,000**

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Gershmel Loop Mill and Pave with Digouts</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Mill and pave Gershmel from Fireweed Road to Fireweed Road with structural digouts (max. 25%)
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	108,000										108,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			1,212,000								1,212,000
<b>TOTAL</b>	108,000	-	1,212,000	-	-	-	-	-	-	-	1,320,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**Gershmel Loop Mill & Pave - MSB**  
**Cost Estimate**

**April 2025**

**SCOPE**

Mill and pave Gershmel from Fireweed Road to Fireweed Road with structural digouts (max. 25%)

**INPUTS**

AADT Assume <3000  
 Length (mi) 0.72  
 Width (ft) 24.00 12 foot lanes with no shoulders  
 Area (SY) 10137.60  
 Markings Only no  
 Pav. Exist yes  
 Excav. (%) 25.00% 3 foot excavation depth max with a max of 25% of project area  
 Excav. (CY) 2534.40  
 Surface Excav. (in) 0.00  
 D-1 Lift (in) 2.00  
 HMA Lift (in) 2.00  
 Pathway (PW) no  
 PW Length (ft) 0.00  
 PW Width (ft) 0.00

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.  
  
 ROW must be verified - refer to ROW research map that shows potential conflict at the intersection with Homing Spur Road and the beginning of Gershmel Loop.  
 However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.  
  
 Drainage work not included due to ROW and utility implications, in addition to ineligibility under a 1R project according to the current HPCM.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	10138	SY	\$12.00	\$121,651	
203(3) Unclassified Excavation	2534	CY	\$15.00	\$38,016	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	4927	TON	\$15.00	\$73,903	
301(1) Aggregate Base Course, Grading D-1	274	TON	\$35.00	\$9,580	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	1148	TON	\$150.00	\$172,212	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	61	TON	\$705.00	\$42,898	Assume 5.3% Est. Factor
401(14) Joint Adhesive	3802	LF	\$1.00	\$3,802	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$21,600	Assume surface markings 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$483,663	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$38,693	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$29,020	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$19,347	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$72,549	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$643,271	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$96,491	\$101,479
Construction (Phase 4)		LS	All Req'd	\$643,271	\$676,528
Construction Administration		%	15.00%	\$96,491	\$101,479
Misc.		%	10.00%	\$64,327	\$67,653
Contingency		%	30.00%	\$284,142	\$298,235
2027 Inflation (Year)	2	YEARS	3.00%	\$74,723	

Improvements:	<b>PAVEMENT</b>	<b>Total:</b>	<b>\$1,320,000</b>
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## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Bogard Road Striping</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Restripe Bogard Road MP 0-4 from Glenn Highway to Trunk Road.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	82,000										82,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			819,000								819,000
<b>TOTAL</b>	<b>82,000</b>	-	<b>819,000</b>	-	-	-	-	-	-	-	<b>901,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**Bogard Road Striping - MSB**  
**Cost Estimate**

**April 2025**

**SCOPE**

Restripe Bogard Road MP 0-4 from Glenn Highway to Trunk Road.

**MSB Project**

AA DT 6760  
 Length (mi) 5.00 plus 1 mile for 4 lane section  
 Width (ft) 24.00 12 foot lanes with no shoulders  
 Area (SY) 70400.00  
 Markings Only yes  
 Pave. Exist yes  
 Excav. (%) 0.00%  
 Excav. (CY) 0.00  
 Surface Excav. (in) 0.00  
 D-1 Lift (in) 2.00  
 HMA Lift (in) 2.00  
 Pathway (PW) no  
 PW Length (ft) 0.00  
 PW Width (ft) 0.00

**ASSUMPTIONS & REMARKS**

Assume inlaid markings.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	0	CY	\$15.00	\$0	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	0	TON	\$35.00	\$0	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	0	TON	\$150.00	\$0	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	0	TON	\$705.00	\$0	Assume 5.3% Est. Factor
401(14) Joint Adhesive	0	LF	\$1.00	\$0	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$300,000	Inlaid 60K per mile
Roundabout MMA	2	LS	\$50,000.00	\$100,000	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$400,000	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$32,000	8% of pay items OR \$10,000
641 Erosion/Pollution Control	0	LS	All Req'd	\$0	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	0	LS	All Req'd	\$0	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$60,000	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$492,000	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$73,800	\$77,615
Construction (Phase 4)		LS	All Req'd	\$492,000	\$517,436
Construction Administration		%	15.00%	\$73,800	\$77,615
Misc.		%	0.00%	\$0	\$0
Contingency		%	25.00%	\$168,167	\$177,000
2027 Inflation (Year)	2	YEARS	3.00%	\$50,980	

Improvements:

**MARKINGS**

**Total:**

**\$901,000**

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Wasilla MVP Project Totals</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Total estimated cost for all 1R Wasilla projects: N Lucille St. and N Peck.  *Note: Assume 25% digouts for both projects.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	187,000										187,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			2,108,000								2,108,000
<b>TOTAL</b>	187,000	-	2,108,000	-	-	-	-	-	-	-	2,295,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>N Lucille Street Mill and Pave</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Mill and pave N. Lucille St. from Parks Highway to E/W Nelson Ave. No structural digouts.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	47,000										<b>47,000</b>
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			527,000								<b>527,000</b>
<b>TOTAL</b>	<b>47,000</b>	-	<b>527,000</b>	-	-	-	-	-	-	-	<b>574,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**

**N Lucille St. Mill & Pave - Wasilla - No Structural Digouts**

**April 2025**

**Cost Estimate**

**SCOPE**

Mill and pave N. Lucille St. from Parks Highway to E/W Nelson Ave. **No structural digouts.**

**INPUTS**

AADT	6660	
Length (mi)	0.27	1450 ft
Width (ft)	36.00	12 foot lanes with no shoulders with turn pockets
Area (SY)	5786.88	
Markings Only	no	
Existing Pavement	yes	
Excav. (%)	0.00%	3 foot excavation depth max with a max of 25% of project area
Excav. (CY)	0.00	
Surface Excav. (in)	0.00	
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	Paved
PW Length (ft)	0.00	Full length of Corridor
PW Width (ft)	0.00	8ft pathway

**ASSUMPTIONS & REMARKS**

Assume no utility conflicts.  
  
ROW must be verified - refer to ROW research map that shows potential conflict at NE quadrant of Swanson Ave. intersection. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	5787	SY	\$12.00	\$69,443	
203(3) Unclassified Excavation	0	CY	\$15.00	\$0	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	0	TON	\$35.00	\$0	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	655	TON	\$150.00	\$98,305	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	35	TON	\$705.00	\$24,488	Assume 5.3% Est. Factor
401(14) Joint Adhesive	1447	LF	\$1.00	\$1,447	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$16,440	Inlaid 60K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$210,122	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$16,810	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$12,607	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$8,405	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$31,518	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$279,462	
<b>COST ESTIMATE SUMMARY</b>					
				COST	WITH 5.17% ICAP
	Preliminary Design (Phase 2)	%	15.00%	\$41,919	\$44,086
	Construction (Phase 4)	LS	All Req'd	\$279,462	\$293,910
	Construction Administration	%	15.00%	\$41,919	\$44,086
	Misc.	%	10.00%	\$27,946	\$29,391
	Contingency	%	30.00%	\$123,442	\$129,565
2027	Inflation (Year)	2	YEARS	3.00%	\$32,462
Improvements:					
<b>PAVEMENT</b>			<b>Total:</b>	<b>\$574,000</b>	

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>N Lucille Street Mill and Pave with Digouts</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Mill and pave N. Lucille St. from Parks Highway to E/W Nelson Ave with structural digouts (max. 25%).
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	62,000										62,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			701,000								701,000
<b>TOTAL</b>	62,000	-	701,000	-	-	-	-	-	-	-	763,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**N Lucille St. Mill & Pave - Wasilla - 25% Digouts**

**April 2025**

**Cost Estimate**

**SCOPE**

Mill and pave N. Lucille St. from Parks Highway to E/W Nelson Ave **with structural digouts (max. 25%)**.

**INPUTS**

AADT 6660  
 Length (mi) 0.27 1450 ft  
 Width (ft) 36.00 12 foot lanes with no shoulders with turn pockets  
 Area (SY) 5786.88  
 Markings Only no  
 Pave. Exist yes  
 Excav. (%) 25.00% 3 foot excavation depth max with a max of 25% of project area  
 Excav. (CY) 1446.72  
 Surface Excav. (in) 0.00  
 D-1 Lift (in) 2.00  
 HMA Lift (in) 2.00  
 Pathway (PW) no Paved  
 PW Length (ft) 0.00 Full length of Corridor  
 PW Width (ft) 0.00 8ft pathway

**ASSUMPTIONS & REMARKS**

Assume no utility conflicts.  
  
 ROW must be verified - refer to ROW research map that shows potential conflict at NE quadrant of Swanson Ave. intersection. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	5787	SY	\$12.00	\$69,443	
203(3) Unclassified Excavation	1447	CY	\$15.00	\$21,701	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	2812	TON	\$15.00	\$42,186	
301(1) Aggregate Base Course, Grading D-1	156	TON	\$35.00	\$5,469	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	655	TON	\$150.00	\$98,305	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	35	TON	\$705.00	\$24,488	Assume 5.3% Est. Factor
401(14) Joint Adhesive	1447	LF	\$1.00	\$1,447	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$16,440	Inlaid 60K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$279,477	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$22,358	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$16,769	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$11,179	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$41,922	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$371,705	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$55,756	\$58,638
Construction (Phase 4)		LS	All Req'd	\$371,705	\$390,922
Construction Administration		%	15.00%	\$55,756	\$58,638
Misc.		%	10.00%	\$37,170	\$39,092
Contingency		%	30.00%	\$164,187	\$172,331
2027 Inflation (Year)	2	YEARS	3.00%	\$43,177	

Improvements:

**PAVEMENT**

**Total: \$763,000**

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>N Peck Street Mill and Pave with Digouts</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE	

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Mill and pave N. Peck from E Bogard Rd. to N Wasilla Fishhook Rd. with digouts (max. 25%).
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	125,000										125,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			1,407,000								1,407,000
<b>TOTAL</b>	125,000	-	1,407,000	-	-	-	-	-	-	-	1,532,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**

**N Peck St - Wasilla**

**Cost Estimate**

**April 2025**

**SCOPE**

Mill and pave N. Peck from E Bogard Rd. to N Wasilla Fishhook Rd. with digouts (max. 25%).

**INPUTS**

AADT	3640	
miles	0.80	
Width (ft)	24.00	12 foot lanes with no shoulders
Area (SY)	11264.00	
Markings Only	no	
Pave. Exist	yes	
Excav. (%)	25.00%	3 foot excavation depth max with a max of 25% of project area
Excav. (CY)	2816.00	
Surface Excav. (in)	0.00	
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	Paved
PW Length (ft)	0.00	Full length of Corridor
PW Width (ft)	0.00	8ft pathway

**ASSUMPTIONS & REMARKS**

Assume no ROW or utility conflicts.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	11264	SY	\$12.00	\$135,168	
203(3) Unclassified Excavation	2816	CY	\$15.00	\$42,240	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	5474	TON	\$15.00	\$82,115	
301(1) Aggregate Base Course, Grading D-1	304	TON	\$35.00	\$10,644	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	1276	TON	\$150.00	\$191,347	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	68	TON	\$705.00	\$47,665	Assume 5.3% Est. Factor
401(14) Joint Adhesive	4224	LF	\$1.00	\$4,224	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$48,000	Inlaid 60K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$561,403	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$44,912	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$33,684	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$22,456	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$84,210	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$746,666	
<b>COST ESTIMATE SUMMARY</b>					
				COST	WITH 5.17% ICAP
	Preliminary Design (Phase 2)	%	15.00%	\$112,000	\$117,790
	Construction (Phase 4)	LS	All Req'd	\$746,666	\$785,268
	Construction Administration	%	15.00%	\$112,000	\$117,790
	Misc.	%	10.00%	\$74,667	\$78,527
	Contingency	%	30.00%	\$329,813	\$346,171
2027	Inflation (Year)	2	YEARS	3.00%	\$86,733

Improvements:

**PAVEMENT**

**Total: \$1,532,000**

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Palmer MVP Project Totals</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project	<input type="radio"/> Update SSE

### PLANNING SSE

<b>PROPOSED SCOPE</b>	Total estimated cost for all Palmer projects: Gravel to black: Caribou Ave, E Delphin Ave, E Gold Key Ln, and N Chugach St.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	46,000										46,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			516,000								516,000
<b>TOTAL</b>	<b>46,000</b>	-	<b>516,000</b>	-	-	-	-	-	-	-	<b>562,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>Caribou Avenue</b>			
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization	
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project	<input type="radio"/> Update SSE

### PLANNING SSE

<b>PROPOSED SCOPE</b>	New pavement (gravel to black) on Caribou Ave from N Alaska St. to N Bonanza St. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	7,000										<b>7,000</b>
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			83,000								<b>83,000</b>
<b>TOTAL</b>	<b>13,000</b>	-	<b>83,000</b>	-	-	-	-	-	-	-	<b>96,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**

**Caribou Ave - Palmer**

**Cost Estimate**

**April 2025**

**SCOPE**

New pavement (gravel to black) on Caribou Ave from N Alaska St. to N Bonanza St. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.

**INPUTS**

AADT		<1000
Length (mi)	0.064	340 ft
Width (ft)	24.00	12 foot lanes with no shoulders
Area (SY)	901.12	
Markings Only	no	
Existing Pavement	no	
Excav. (%)	0.00%	
Excav. (CY)	0.00	
Surface Excav. (in)	2.00	2 inch surface course removal
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	Paved
PW Length (ft)	0.00	
PW Width (ft)	0.00	

**ASSUMPTIONS & REMARKS**

Assume no utility or ROW conflicts with project or construction.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	50	CY	\$15.00	\$751	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	97	TON	\$35.00	\$3,406	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	102	TON	\$150.00	\$15,308	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	5	TON	\$705.00	\$3,813	Assume 5.3% Est. Factor
401(14) Joint Adhesive	338	LF	\$1.00	\$338	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$1,920	Assume surface markings at 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$25,536	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$10,000	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$3,000	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$1,500	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$3,830	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$43,866	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$6,580	\$6,920
Construction (Phase 4)		LS	All Req'd	\$43,866	\$46,134
Construction Administration		%	15.00%	\$6,580	\$6,920
Misc.		%	10.00%	\$4,387	\$4,613
Contingency		%	30.00%	\$19,376	\$20,337
2027 Inflation (Year)	2	YEARS	3.00%	\$5,096	
<b>Improvements:</b>					
<b>PAVEMENT</b>			<b>Total:</b>	<b>\$90,000</b>	

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>N Chugach Street</b>				
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization		
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE		

### PLANNING SSE

<b>PROPOSED SCOPE</b>	New pavement on N. Chugach St. from E Beaver Ave to E Caribou Ave. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	14,000										14,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			152,000								152,000
<b>TOTAL</b>	14,000	-	152,000	-	-	-	-	-	-	-	166,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**  
**N. Chugach Street - Palmer**  
**Cost Estimate**

**April 2025**

**SCOPE**

New pavement on N. Chugach St. from E Beaver Ave to E Caribou Ave. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.

**INPUTS**

AADT <1000  
 Length (mi) 0.142 750 ft  
 Width (ft) 24.00 12 foot lanes with no shoulders  
 Area (SY) 1999.36  
 Markings Only no  
 Existing Pavement no  
 Excav. (%) 0.00%  
 Excav. (CY) 0.00  
 Surface Excav. (in) 2.00 2 inch surface course removal  
 D-1 Lift (in) 2.00  
 HMA Lift (in) 2.00  
 Pathway (PW) no Paved  
 PW Length (ft) 0.00  
 PW Width (ft) 0.00

**ASSUMPTIONS & REMARKS**

Assume no utility or ROW conflicts with project or construction.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	111	CY	\$15.00	\$1,666	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	216	TON	\$35.00	\$7,558	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	226	TON	\$150.00	\$33,964	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	12	TON	\$705.00	\$8,460	Assume 5.3% Est. Factor
401(14) Joint Adhesive	750	LF	\$1.00	\$750	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$4,260	Assume surface markings at 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$56,658	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$10,000	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$3,400	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$2,266	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$8,499	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$80,823	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$12,123	\$12,750
Construction (Phase 4)		LS	All Req'd	\$80,823	\$85,001
Construction Administration		%	15.00%	\$12,123	\$12,750
Misc.		%	10.00%	\$8,082	\$8,500
Contingency		%	30.00%	\$35,700	\$37,471
2027 Inflation (Year)	2	YEARS	3.00%	\$9,388	
<b>Improvements:</b>					
<b>PAVEMENT</b>			<b>Total: \$166,000</b>		

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>E Dolphin Avenue</b>				
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization		
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE		

### PLANNING SSE

<b>PROPOSED SCOPE</b>	New pavement on E. Dolphin Ave from N Valley Way to N Gulkana St. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	13,000										13,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			148,000								148,000
<b>TOTAL</b>	13,000	-	148,000	-	-	-	-	-	-	-	161,000

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

**MVP COST ESTIMATES**

**E. Dolphin Ave - Palmer**

**Cost Estimate**

**April 2025**

**SCOPE**

New pavement on E. Dolphin Ave from N Valley Way to N Gulkana St. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.

**INPUTS**

AADT		<1000
Length (mi)	0.137	725 ft
Width (ft)	24.00	12 foot lanes with no shoulders
Area (SY)	1928.96	
Markings Only	no	
Existing Pavement	no	
Excav. (%)	0.00%	
Excav. (CY)	0.00	
Surface Excav. (in)	2.00	2 inch surface course removal
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	Paved
PW Length (ft)	0.00	
PW Width (ft)	0.00	

**ASSUMPTIONS & REMARKS**

ROW must be verified - refer to ROW research map that shows potential conflict with private properties along the North side. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	107	CY	\$15.00	\$1,607	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	208	TON	\$35.00	\$7,291	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	218	TON	\$150.00	\$32,768	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	12	TON	\$705.00	\$8,163	Assume 5.3% Est. Factor
401(14) Joint Adhesive	723	LF	\$1.00	\$723	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$4,110	Assume surface markings at 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$54,663	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$10,000	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$3,280	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$2,187	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$8,200	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$78,329	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$11,749	WITH 5.17% ICAP
Construction (Phase 4)		LS	All Req'd	\$78,329	
Construction Administration		%	15.00%	\$11,749	
Misc.		%	10.00%	\$7,833	
Contingency		%	30.00%	\$34,599	
2027 Inflation (Year)	2	YEARS	3.00%	\$9,099	

Improvements:

**PAVEMENT**

**Total: \$161,000**

## Scope, Schedule, Estimate (SSE) Confirmation

<b>Project Name</b>	<b>E Gold Key Lane</b>				
<b>DATE</b>	4/15/2025	<b>CATEGORY</b>	Modernization		
<b>NEED ID</b>		<b>REASON</b>	<input type="radio"/> New Project <input type="radio"/> Update SSE		

### PLANNING SSE

<b>PROPOSED SCOPE</b>	New pavement on E. Gold Key Ln from N Valley Way to N Gulkana St. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.
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<b>PLANNING ESTIMATE</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>	12,000										12,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			133,000								133,000
<b>TOTAL</b>	<b>12,000</b>	-	<b>133,000</b>	-	-	-	-	-	-	-	<b>145,000</b>

### CONFIRMED SSE

<b>CONFIRMED SCOPE</b>	
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<b>ENGINEERS CONFIRMED</b>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	<b>TOTAL</b>
<i>Design</i>											-
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>											-
<b>TOTAL</b>	-	-	-	-							-

**MVP COST ESTIMATES**

**E. Gold Key Lane -Palmer**

**Cost Estimate**

**April 2025**

**SCOPE**

New pavement on E. Gold Key Ln from N Valley Way to N Gulkana St. Remove 2 inch surface course, replace with 2 inch D1 and 2 inch HMA.

**INPUTS**

AADT		<1000
Length (mi)	0.121	640 ft
Width (ft)	24.00	12 foot lanes with no shoulders
Area (SY)	1703.68	
Markings Only	no	
Existing Pavement	no	
Excav. (%)	0.00%	
Excav. (CY)	0.00	
Surface Excav. (in)	2.00	2 inch surface course removal
D-1 Lift (in)	2.00	
HMA Lift (in)	2.00	
Pathway (PW)	no	Paved
PW Length (ft)	0.00	
PW Width (ft)	0.00	

**ASSUMPTIONS & REMARKS**

Assume no utility or ROW conflicts with project or construction.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
<b>REMOVALS</b>					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	95	CY	\$15.00	\$1,420	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
<b>INSTALLATIONS</b>					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	184	TON	\$35.00	\$6,440	Assume 144 ft <sup>3</sup> Est. Factor
401(1A) HMA, Type II: Class A	193	TON	\$150.00	\$28,941	Assume 151 ft <sup>3</sup> Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	10	TON	\$705.00	\$7,209	Assume 5.3% Est. Factor
401(14) Joint Adhesive	639	LF	\$1.00	\$639	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
<b>TRAFFIC CONTROL</b>					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$3,630	Assume surface markings at 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
<b>MATERIAL SUBTOTAL</b>					
Sum				\$48,279	
<b>OTHER</b>					
640 Mobilization/Demobilization	1	LS	All Req'd	\$10,000	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$3,000	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$1,931	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$7,242	15% of pay items
<b>CONSTRUCTION SUBTOTAL</b>					
Sum				\$70,452	
<b>COST ESTIMATE SUMMARY</b>					
Preliminary Design (Phase 2)		%	15.00%	\$10,568	WITH 5.17% ICAP
Construction (Phase 4)		LS	All Req'd	\$70,452	
Construction Administration		%	15.00%	\$10,568	
Misc.		%	10.00%	\$7,045	
Contingency		%	30.00%	\$31,120	
2027 Inflation (Year)	2	YEARS	3.00%	\$8,184	
<b>Improvements:</b>					
<b>PAVEMENT</b>			<b>Total:</b>	<b>\$145,000</b>	



Project Delivery

P. O. Box 112500  
3132 Channel Drive  
Juneau, Alaska 99811-2500  
Main: 907-465-6958  
Fax: 907-465-2460  
dot.alaska.gov

December 10, 2025

Ben White  
4111 Aviation Ave.  
Anchorage, AK 99519

Kim Sollen and MVP Policy Board,

During the October Policy Board meeting it was requested that the Department write a letter providing information as to how federal funds sub-allocated for projects within the Mat-Su Valley Planning for Transportation (MVP), Metropolitan Planning Area are programmed. The Policy Board expressed concern regarding communication breakdowns between the Department and MVP when programming projects that utilize MVP sub-allocations, and there was also an interest in getting an official accounting of funding available to MVP in FFY26.

I reached out to our Project Management and Administration Division for some assistance. A summary of this information is provided in Table 1 below. I have also provided you with more a detailed accounting of suballocated federal funds that was shared from Project Management and Administration which includes an accounting of anticipated "Carry Forward" and funding for FFY26. I believe these funding amounts meet or exceed MVP expectations of funding in FFY26

Our team will strive to do a better job in communicating and coordinating federal programming within the MPO boundary going forward. We will make every effort to communicate and coordinate all planned obligations of MVP sub-allocated funding prior to obligation. Our Fed-Aid group has implemented new systems for tracking MPO projects, which were not in place in FFY24 and FFY25 and should greatly improve our communication related to funding obligations within MVP. I would also recommend that we add this as a reoccurring topic at our Quarterly MPO meetings so that the MPOs and the Department are regularly coordinating on programming throughout the year. For case-by-case situations, we will work with you and MVP staff to develop proposals for the Policy Board for their concurrence.

Ultimately, we should explore options to memorialize our expectations on communication and coordination. Documenting this process would allow us to affirm the commitment by the Department to work with the MPO on funding changes. This would include process for addressing funding that is not programmed and how it would be made available at a later date. This would allow the MPO and Department to review, discuss and approve a process that works for all parties.

<b>STBG 50-200K</b>	
FY26 Estimated Allocation	7,023,041.72
STBG 50-200K Carry Forward	4,963,029.61
TIFIA Redist FY25 Apportionment	855,529.17
<b>Total STBG FY26 Allocation</b>	<b>12,841,600.50</b>
<b>CRP 50-200K</b>	
FY26 Estimated Allocation	806,690.69
Carry Forward	1,950,260.55
<b>Total CRP 50-200K FY26 Allocation</b>	<b>2,756,951.23</b>
<b>TAP 50-200K</b>	
FY26 Estimated Allocation	448,153.92
Carry Forward	426,116.05
TIFIA Redist FY25 Apportionment	61,760.70
<b>Total TAP 50-200K FY26 Allocation</b>	<b>936,030.67</b>

Table 1. Federal funding details.

I am confident that as we develop our Metropolitan Transportation Plan (MTP) and establish our Transportation Improvement Plan (TIP) – and improve our coordination on the programming of federal funding – that fund allocation and management will be easier to manage going forward.

Sincerely,



Ben White  
Urban Planning Chief

Cc: Adam Bradway, ADOT&PF, MVP Planning Coordinator  
Chris Bentz, ADOT&PF, MDO Chief  
Judy Chapman, ADOT&PF, Deputy Director Project Delivery

FY26 Small MPO Suballocations				
FY26 Available Revenue		MPO		
STBG 50-200K				
FY26 New Apportionment	16,405,143.00		% FY26 50-200K Allocations	FY26 Estimated Allocation
		FAST Planning	0.5719	9,382,101.28
		MVP	0.4281	7,023,041.72
STBG 50-200K Carry Forward	3,759,010.18	FAST Planning	NA	537,426.57
STBG Flex Available to 50-200K*	2,596,975.17	MVP	NA	4,963,029.61
Total Carry Forward	6,355,985.35			
TIFIA Redist FY25 Apportionment	1,998,433.00	FAST Planning	0.5719	1,142,903.83
<i>Obligated to FAST projects in FY25</i>		MVP	0.4281	855,529.17
<b>Total STBG FY26 Allocation</b>		<b>FAST Planning</b>		<b>9,919,527.85</b>
		<b>MVP</b>		<b>12,841,600.50</b>

CRP 50-200K				
Total FY25 allocation	1,847,403.00		% FY26 50-200K Allocations	FY26 Estimated Allocation
FY26 New Apportionment	1,884,351.06	FAST Planning	0.5719	1,077,660.37
		MVP	0.4281	806,690.69
Carry Forward	3,553,967.55	FAST Planning	NA	1,603,707.00
		MVP	NA	1,950,260.55
<b>Total CRP 50-200K FY26 Allocation</b>		<b>FAST Planning</b>		<b>2,681,367.38</b>
		<b>MVP</b>		<b>2,756,951.23</b>

TAP 50-200K				
Total FY26 Est.	1,046,844.00		% FY26 50-200K Allocations	FY26 Estimated Allocation
		FAST Planning	0.5719	598,690.08
		MVP	0.4281	448,153.92
Carry Forward	1,290,236.64	FAST Planning	NA	864,120.59
		MVP	NA	426,116.05
TIFIA Redist FY25 Apportionment	144,267.00	FAST Planning	0.5719	82,506.30
		MVP	0.4281	61,760.70
<b>Total TAP 50-200K FY26 Allocation</b>		<b>FAST Planning</b>		<b>1,545,316.97</b>
		<b>MVP</b>		<b>936,030.67</b>

\* Due to programming funds incorrectly on a DOT&PF project

## MVP 50-200k FY25 Transportation

MVP FY25	All FY25 Project Transactions	Y236	STBG 50-200k FY25 Allocation	MVP portion of 50-200k Allocation (42.81%)	
			<b>\$16,083,473.00</b>	<b>\$6,885,334.79</b>	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or-)	Advance Construction Funds Change(+ or-)
CFHWY01222	SELDON ROAD RECONSTRUCTION: WASILLA-FISHHOOK TO LUCILLE STREET (PARENT) (CTP AWARD 2023)	Y236	STBG 50-200K	\$756,974.00	\$0.00
CFHWY01288	FY25-26 (MVP) ADVANCED PROJECT DEFINITION	Y236	STBG 50-200K	\$181,940.00	\$0.00
CFHWY01289	MVP IMPROVEMENT PROGRAM FY25-27	Y236	STBG 50-200K	\$454,850.00	\$0.00
CFHWY01378	MVP STREETLIGHT INTERSECTION MANAGEMENT PLAN	<b>Y236</b>	STBG 50-200K	\$143,844.41	\$0.00
CFHWY01379	MVP SIGN MANAGEMENT PLAN	Y236	STBG 50-200K	\$363,678.05	\$0.00
CFHWY01380	MVP PAVEMENT MANAGEMENT PLAN	Y236	STBG 50-200K	\$272,910.00	\$0.00
CFHWY00723	BOGARD RD PAV PRESERVATION: TRUNK RD TO WASILLA-FISHHOOK RD	Y236	STBG 50-200K	( <b>\$471,724.92</b> )	\$0.00
<b>ALL PROJECTS</b>	<b>MVP FY25 STBG 50-200k TRANSACTIONS TOTAL</b>	Y236	STBG 50-200K	\$1,702,471.54	\$0.00
	REMAINING MVP PORTION OF 50-200K ALLOCATION	Y236	STBG 50-200K	\$5,182,863.25	\$0.00
CFHWY01378	MVP STREETLIGHT INTERSECTION MANAGEMENT PLAN	<b>Z231</b>	<b>STBG 5-200K (substitution for 50-200k)</b>	\$47,294.48	\$0.00
CFHWY01378	MVPSTREETLIGHT INTERSECTION MANAGEMENT PLAN	<b>Z2E1</b>	<b>STBG 5-200K (substitution for 50-200k)</b>	\$172,539.16	\$0.00
	<b>MVP STBG 50-200k CARRY FORWARD</b>	Y236	STBG 50-200K	<b>\$4,963,029.61</b>	

MVP FY25	All FY25 Project Transactions	Y306	TAP 50-200k FY25 Allocation	MVP portion of 50-200k Allocation (42.81%)	
			<b>\$2,600,201.00</b>	<b>\$1,113,146.05</b>	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or-)	Advance Construction Funds Change(+ or-)
CFHWY01216	TAP: PALMER-FISHHOOK: TRUNK ROAD TO EDGERTON PARKS SEPARATED PATHWAY	Y306	TAP 50K-200K	\$687,030.00	\$0.00
	<b>MVP FY25 TAP 50-200k TRANSACTIONS TOTAL</b>	Y306	TAP 50K-200K	<b>\$687,030.00</b>	<b>\$0.00</b>
	<b>MVP TAP 50-200k CARRY FORWARD</b>	Y306	TAP 50K-200K	<b>\$426,116.05</b>	

MVP FY25	All FY25 Project Transactions	Y606	CRP 50-200k FY25 Allocation	MVP portion of 50-200k Allocation (42.81%)	
			<b>\$4,555,619.12</b>	<b>\$1,950,260.55</b>	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or-)	Advance Construction Funds Change(+ or-)
		Y606	CRP 50K-200K	\$0.00	<b>\$0.00</b>
	<b>MVP FY25 CRP 50-200k TRANSACTIONS TOTAL</b>	Y606	CRP 50K-200K	<b>\$0.00</b>	<b>\$0.00</b>
	<b>MVP CRP 50-200k CARRY FORWARD</b>	Y606	CRP 50K-200K	<b>\$1,950,260.55</b>	

FAST 50-200k FY25 Transportation

	All FY25 Project Transactions	Y236	STBG 50-200k FY25 Allocation	FAST portion of 50-200k Allocation (57.19%)	
			\$16,083,473.00	\$9,198,138.21	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or -)	Advance Construction Funds Change(+ or -)
NFHWHY00126	COWLES STREET RECONSTRUCTION	Y236	STBG 50-200K	\$454,850.00	\$0.00
NFHWHY00139	YANKOVICH-MILLER HILL ROAD RECONSTRUCTION AND MULTI-USE PATH	Y236	STBG 50-200K	\$5,912,871.70	\$0.00
NFHWHY00139	YANKOVICH-MILLER HILL ROAD RECONSTRUCTION AND MULTI-USE PATH	Y236	STBG 50-200K	\$90,970.00	\$0.00
NFHWHY00158	OLD RICHARDSON HWY INTERSECTION IMPROVEMENTS	Y236	STBG 50-200K	-\$32,355.65	\$0.00
NFHWHY00445	Fairbanks 5th Avenue Reconstruction	Y236	STBG 50-200K	\$908,864.02	-\$849,207.03
NFHWHY00448	NORTH POLE WOLL ROAD RESURFACING AND WIDENING	Y236	STBG 50-200K	\$177,017.20	-\$1,083,790.20
NFHWHY00511	WENDELL AVENUE BRIDGE REPLACEMENT	Y236	STBG 50-200K	-\$58,678.69	\$0.00
NFHWHY00816	HOLMES ROAD REHABILITATION	Y236	STBG 50-200K	\$441,300.00	\$104,520.00
NFHWHY00816	HOLMES ROAD REHABILITATION	Y236	STBG 50-200K	\$104,520.00	-\$104,520.00
NFHWHY00830	FAST COORDINATOR'S OFFICE FFY2023-2024	Y236	STBG 50-200K	\$149,999.53	\$0.00
NFHWHY00830	FAST COORDINATOR'S OFFICE FFY2023-2024	Y236	STBG 50-200K	-\$503.34	\$0.00
NFHWHY00838	CHENA RIDGE ROAD RESURFACING- KENTSHIRE DRIVE TO FRIAR'S WAY	Y236	STBG 50-200K	\$203,190.59	\$0.00
NFHWHY00873	FAST HOUSEHOLD TRAVEL SURVEY FFY2024	Y236	STBG 50-200K	\$1,455.52	\$0.00
NFHWHY00881	FAST IMPROVEMENT PROGRAM FFY2024-2026	Y236	STBG 50-200K	\$0.00	\$181,940.00
NFHWHY00881	FAST IMPROVEMENT PROGRAM FFY2024-2026	Y236	STBG 50-200K	\$0.00	\$181,940.00
NFHWHY00883	COWLES STREET RECONST- AIRPORT WAY TO EAST COWLES STAGE I	Y236	STBG 50-200K	\$134,199.85	\$0.00
NFHWHY00913	FAST AREA SURFACE UPGRADES FFY2025	Y236	STBG 50-200K	\$0.00	\$792,336.87
NFHWHY00913	FAST AREA SURFACE UPGRADES FFY2025	Y236	STBG 50-200K	\$850,531.29	-\$792,336.87
NFHWHY01022	FAST PLANNING METROPOLITAN TRANSPORTATION PLAN UPDATE	Y236	STBG 50-200K	\$454,850.00	\$0.00
NFHWHY01023	FAST ADVANCED PROJECT DEFINITION FFY2025- FFY2027	Y236	STBG 50-200K	\$90,970.00	\$0.00
NFHWHY01023	FAST ADVANCED PROJECT DEFINITION FFY2025 - FFY2027	Y236	STBG 50-200K	\$45,485.00	\$0.00
NFHWHY01057	GEIST ROAD / CHENA PUMP ROAD CORRIDOR STUDY	Y236	STBG 50-200K	\$168,300.00	\$377,520.00
NFHWHY01088	FAST AREA SURFACE UPGRADES FFY2025 - STAGE 2	Y236	STBG 50-200K	\$1,180,464.92	\$0.00
<b>ALL PROJECTS</b>	<b>FAST FY25 STBG 50-200k TRANSACTIONS TOTAL</b>	Y236	STBG 50-200K	<b>\$11,278,301.94</b>	<b>-\$1,191,597.23</b>
	REMAINING FAST PORTION OF 50-200K ALLOCATION	Y236	STBG 50-200K	-\$2,080,163.73	

NFHWHY00830	FAST COORDINATOR'S OFFICE FFY2023-2024	Z2E1	STBG 5-200K POP FAST EXT (substitution for 50-200k)	\$0.00	-\$149,999.53
NFHWHY00126	COWLES STREET RECONSTRUCTION	Y042	TIFIA REDIS STBG 50K-200K (substitution for 50-200k)	\$1,091,640.00	\$0.00
NFHWHY00448	NORTH POLE WOLL ROAD RESURFACING AND WIDENING	Y042	TIFIA REDIS STBG 50K-200K (substitution for 50-200k)	\$906,773.00	-\$1,083,790.20
	<b>FAST STBG 50-200k CARRY FORWARD</b>	Y236	STBG 50-200K	<b>-\$4,078,576.73</b>	
			TIFIA REDIS to FAST	\$1,142,903.83	
				\$203,190.59	
				<b>-\$2,732,482.31</b>	

FAST FY25	All FY25 Project Transactions	Y306	TAP 50-200k FY25 Allocation	FAST portion of 50-200k Allocation (57.19%)	
			\$2,600,201.00	\$1,487,054.95	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or -)	Advance Construction Funds Change(+ or -)
NFHWHY00835	FAIRBANKS BIKE LANE STRIPING AND SIGNING (TAP)	Y306	TAP 50K-200K	\$453,562.79	0
NFHWHY00835	FAIRBANKS BIKE LANE STRIPING AND SIGNING (TAP)	Y306	TAP 50K-200K	\$126,408.26	0
NFHWHY00835	FAIRBANKS BIKE LANE STRIPING AND SIGNING (TAP)	Y306	TAP 50K-200K	\$42,963.31	0
	<b>FAST FY25 TAP 50-200k TRANSACTIONS TOTAL</b>	Y306	TAP 50K-200K	<b>\$622,934.36</b>	<b>\$0.00</b>
	<b>FAST TAP 50-200k CARRY FORWARD</b>	Y306	TAP 50K-200K	<b>\$864,120.59</b>	

FAST FY25	All FY25 Project Transactions	Y606	CRP 50-200k FY25 Allocation	FAST portion of 50-200k Allocation (57.19%)	
			\$4,555,619.12	\$2,605,358.57	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or -)	Advance Construction Funds Change(+ or -)
NFHWHY00922	MORRIS THOMPSON CENTER & LAVERY TRANSP ENHANCMENT (CMAQ)	Y606	CRP 50K-200K	\$181,940.00	0
NFHWHY01060	FAIRBANKS AND NORTH POLE ELECTRIC VEHICLE CHARGING STATIONS	Y606	CRP 50K-200K	\$272,910.00	0
NFHWHY00862	CHENA LAKE RECREATION AREA BICYCLE AND PEDESTRIAN ACCESS	Y606	CRP 50K-200K	\$341,137.50	0
NFHWHY00885	FAIRBANKS NORTH STAR BOROUGH SIDEWALK SNOW REMOVAL EQUIP	Y606	CRP 50K-200K	\$205,664.07	0
	<b>FAST FY25 CRP 50-200k TRANSACTIONS TOTAL</b>	Y606	CRP 50K-200K	<b>\$1,001,651.57</b>	<b>\$0.00</b>
	<b>FAST CRP 50-200k CARRY FORWARD</b>	Y606	CRP 50K-200K	<b>\$1,603,707.00</b>	

## STBG 50-200k FY25 All Transportation

All FY25 Project Transactions		Y236	STBG 50-200k FY25 Allocation	Total Obligations	Remaining	
			\$16,739,783.66	\$12,980,773.48	\$3,759,010.18	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or-)	Advance Construction Funds Change(+ or-)	MPO
NFHWHY00126	COWLES STREET RECONSTRUCTION	Y236	STBG 50-200K	\$454,850.00	\$0.00	FAST
NFHWHY00139	YANKOVICH-MILLER HILL ROAD RECONSTRUCTION AND MULTI-US	Y236	STBG 50-200K	\$5,912,871.70	\$0.00	FAST
NFHWHY00139	YANKOVICH-MILLER HILL ROAD RECONSTRUCTION AND MULTI-US	Y236	STBG 50-200K	\$90,970.00	\$0.00	FAST
NFHWHY00445	Fairbanks 5th Avenue Reconstruction	Y236	STBG 50-200K	\$908,864.02	-\$849,207.03	FAST
NFHWHY00448	NORTH POLE WOLL ROAD RESURFACING AND WIDENING	Y236	STBG 50-200K	\$177,017.20	-\$1,083,790.20	FAST
NFHWHY00816	HOLMES ROAD REHABILITATION	Y236	STBG 50-200K	\$441,300.00	\$104,520.00	FAST
NFHWHY00816	HOLMES ROAD REHABILITATION	Y236	STBG 50-200K	\$104,520.00	-\$104,520.00	FAST
NFHWHY00830	FAST COORDINATOR'S OFFICE FFY2023-2024	Y236	STBG 50-200K	\$149,999.53	\$0.00	FAST
NFHWHY00838	CHENA RIDGE ROAD RESURFACING- KENTSHIRE DRIVE TO FRIAR'S	Y236	STBG 50-200K	\$203,190.59	\$0.00	FAST
NFHWHY00873	FAST HOUSEHOLD TRAVEL SURVEY FFY2024	Y236	STBG 50-200K	\$1,455.52	\$0.00	FAST
NFHWHY00881	FAST IMPROVEMENT PROGRAM FFY2024-2026	Y236	STBG 50-200K	\$0.00	\$181,940.00	FAST
NFHWHY00881	FAST IMPROVEMENT PROGRAM FFY2024-2026	Y236	STBG 50-200K	\$0.00	\$181,940.00	FAST
NFHWHY00883	COWLES STREET RECONST- AIRPORT WAY TO EAST COWLES STAGE	Y236	STBG 50-200K	\$134,199.85	\$0.00	FAST
NFHWHY00913	FAST AREA SURFACE UPGRADES FFY2025	Y236	STBG 50-200K	\$0.00	\$792,336.87	FAST
NFHWHY00913	FAST AREA SURFACE UPGRADES FFY2025	Y236	STBG 50-200K	\$850,531.29	-\$792,336.87	FAST
NFHWHY01022	FAST PLANNING METROPOLITAN TRANSPORTATION PLAN UPDATE	Y236	STBG 50-200K	\$454,850.00	\$0.00	FAST
NFHWHY01023	FAST ADVANCED PROJECT DEFINITION FFY2025-FFY2027	Y236	STBG 50-200K	\$90,970.00	\$0.00	FAST
NFHWHY01023	FAST ADVANCED PROJECT DEFINITION FFY2025 - FFY2027	Y236	STBG 50-200K	\$45,485.00	\$0.00	FAST
NFHWHY01057	GEIST ROAD / CHENA PUMP ROAD CORRIDOR STUDY	Y236	STBG 50-200K	\$168,300.00	\$377,520.00	FAST
NFHWHY01088	FAST AREA SURFACE UPGRADES FFY2025 - STAGE 2	Y236	STBG 50-200K	\$1,180,464.92	\$0.00	FAST
NFHWHY00158	OLD RICHARDSON HWY INTERSECTION IMPROVEMENTS	Y236	STBG 50-200K	-\$32,355.65	\$0.00	FAST
NFHWHY00511	WENDELL AVENUE BRIDGE REPLACEMENT	Y236	STBG 50-200K	-\$58,678.69	\$0.00	FAST
NFHWHY00830	FAST COORDINATOR'S OFFICE FFY2023-2024	Y236	STBG 50-200K	-\$503.34	\$0.00	FAST
CFHWHY01222	SELDON ROAD RECONSTRUCTION: WASILLA-FISHHOOK TO LUCILLE STREET (PARENT) (CTP AWARD 2023)	Y236	STBG 50-200K	\$756,974.00	\$0.00	MVP
CFHWHY01288	FY25-26 (MVP) ADVANCED PROJECT DEFINITION	Y236	STBG 50-200K	\$181,940.00	\$0.00	MVP
CFHWHY01289	MVP IMPROVEMENT PROGRAM FY25-27	Y236	STBG 50-200K	\$454,850.00	\$0.00	MVP
CFHWHY01378	MVP STREETLIGHT INTERSECTION MANAGEMENT PLAN	Y236	STBG 50-200K	\$143,844.41	\$0.00	MVP
CFHWHY01379	MVP SIGN MANAGEMENT PLAN	Y236	STBG 50-200K	\$363,678.05	\$0.00	MVP
CFHWHY01380	MVP PAVEMENT MANAGEMENT PLAN	Y236	STBG 50-200K	\$272,910.00	\$0.00	MVP
CFHWHY00723	BOGARD RD PAV PRESERVATION: TRUNK RD TO WASILLA-FISHHOO	Y236	STBG 50-200K	(\$471,724.92)	\$0.00	MVP
<b>ALL PROJECTS</b>	<b>FY25 STBG 50-200k TRANSACTIONS TOTAL</b>	Y236	STBG 50-200K	<b>\$12,980,773.48</b>		

## TAP 50-200k FY25 Obs All

	All FY25 Project Transactions	Y236	TAP 50-200k FY25 Allocation	Total Obligations	Remaining	
			\$2,600,201.00	\$1,309,964.36	\$1,290,236.64	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or-)	Advance Construction Funds Change(+ or-)	MPO
NFHWWY00835	FAIRBANKS BIKE LANE STRIPING AND SIGNING (TAP)	Y306	TAP 50K-200K	\$453,562.79	\$0.00	FAST
NFHWWY00835	FAIRBANKS BIKE LANE STRIPING AND SIGNING (TAP)	Y306	TAP 50K-200K	\$126,408.26	\$0.00	FAST
NFHWWY00835	FAIRBANKS BIKE LANE STRIPING AND SIGNING (TAP)	Y306	TAP 50K-200K	\$42,963.31	\$0.00	FAST
CFHWWY01216	TAP: PALMER-FISHHOOK: TRUNK ROAD TO EDGERTON PARKS SEPARATED PATHV	Y306	TAP 50K-200K	\$687,030.00	\$0.00	MVP
<b>ALL PROJECTS</b>	<b>FAST FY25 STBG 50-200k TRANSACTIONS TOTAL</b>	Y306	<b>TAP 50K-200K</b>	<b>\$1,309,964.36</b>		

CRP 50-200k FY25 All Transportation

	All FY25 Project Transactions	Y236	CRP 50-200k FY25 Allocation	Total Obligations	Remaining	
			\$4,555,619.12	\$1,001,651.57	\$3,553,967.55	
IRIS Code	Project Title	Program Code	Program Description	Federal Funds Change(+ or-)	Advance Construction Funds Change(+ or-)	MPO
NFHWHY00922	MORRIS THOMPSON CENTER & LAVERY TRANSP ENHANCMENT (CMAQ/CRP)	Y606	CRP 50K-200K	\$181,940.00	0	FAST
NFHWHY01060	FAIRBANKS AND NORTH POLE ELECTRIC VEHICLE CHARGING STATIONS	Y606	CRP 50K-200K	\$272,910.00	0	FAST
NFHWHY00862	CHENA LAKE RECREATION AREA BICYCLE AND PEDESTRIAN ACCESS	Y606	CRP 50K-200K	\$341,137.50	0	FAST
NFHWHY00885	FAIRBANKS NORTH STAR BOROUGH SIDEWALK SNOW REMOVAL EQUIPMENT	Y606	CRP 50K-200K	\$205,664.07	0	FAST
<b>ALL PROJECTS</b>	<b>FY25 STBG 50-200k TRANSACTIONS TOTAL</b>	Y606	CRP 50K-200K	<b>\$1,001,651.57</b>		

**MVP Suballocation for FFY24**

Surface Transportation Program Block Grant Program	STBG	\$7,208,849.00	
Carbon Reduction Program	CRP	\$775,163.00	
Transportation Alternative Program	TAP	\$426,760.00	
	<b>Subtotal</b>	<b>\$8,410,772.00</b>	
<b>MVP FFY24 Program of Projects Nominations</b>			<b>None</b>

<b>FFY24 Carry forward</b>	STBG	\$7,208,849.00
	CRP	\$775,163.00
	TAP	\$426,760.00
	<b>Subtotal</b>	<b>\$8,410,772.00</b>

**MVP Suballocations for FFY25**

Surface Transportation Program Block Grant Program	STBG	\$7,353,026.00
Carbon Reduction Program	CRP	\$790,666.00
Transportation Alternative Program	TAP	\$435,295.00
	<b>MVP FFY25 Suballocations plus FFY24 Carryforward</b>	<b>\$16,989,759.00</b>

**MVP Program of Projects Policy Board Approved**

Wasilla-Fishhook Road E Seldon to Tex-Al Drive	STBG 50-200k	\$7,641,480.00	Funded but not with MVP suballocations
MVP Streetlight Intersection Management Plan	STBG 50-200k	\$363,900.00	
MVP Sign Management Plan	STBG 50-200k	\$363,900.00	
MVP Pavement Management	STBG 50-200k	\$270,900.00	
Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive (Parent) (CTP Award 2023)	STBG 50-200k	\$2,871,000.00	
Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road (TAP Award 2023)	TAP 50-200	\$595,438.00	
FFY25 - 27 MVP Improvement Program	STBG 50-200k	\$909,700.00	
Bogard Road Safety and Capacity Improvements (Parent) (CTP Award 2023)	STBG 50-200k	\$2,274,250.00	
Inner and Outer Springer Loop Separated Path (TAP Award 2023)	TAP 50-200	\$187,744.00	funded but not with MVP suballocations
MVP Advance Project Definition	STBG 50-200k	\$191,940.00	
	<b>Total</b>	<b>\$15,670,252.00</b>	
			Over spent by \$325,195 not sure how to account for this do we subtract but since DOT programmed things differently I guess it does not matter
	STBG	\$14,887,070.00	\$14,561,875.00
	TAP	\$783,182.00	-\$325,195.00
	CRP	\$0.00	

**MVP Suballocations for FFY26**

Surface Transportation Carbon Reduction Program	STBG	\$7,023,041.29
Transportation Alternative Program	CRP	\$806,690.69
	TAP	\$446,840.15
	<b>FFY25 Carryforward</b>	
	STBG	\$0.00
	CRP	\$1,565,829.00
	TAP	\$78,873.00
	<b>MVP FFY26 suballocation Plus FFY25 Carryforward</b>	
	STBG	\$7,023,041.29
	CRP	\$2,372,519.69
	TAP	\$446,881.15

**MVP Allocation for FFY24**

Surface Transportation Program Block Grant Program	STBG	<b>\$7,208,849.00</b>
Carbon Reduction Program	CRP	<b>\$775,163.00</b>
Transportation Alternative Program	TAP	<b>\$426,760.00</b>

**FFY 24 Projects**

**DOT MVP Projects**

Program Description	Limitation Type	Federal Funds Change(+ or -)
PALMER-FISHHOOK ROAD MILEPOSTS 7-17	STBG 50-200K POP I/JA	Charged to Limitation \$181,940.00
SELDON RD EXT PH II: WINDY BOTTOM/BEVERLY LAKES RD - PITTMAN	STBG 50-200K POP I/JA	Charged to Limitation \$454,850.00
HEMMER RD EXTENSION AND UPGRADE, PALMER WASILLA HWY TO BOGARD RD (MSB)	STBG 50-200K POP I/JA	Charged to Limitation \$1,364,550.00
BOGARD RD PAV PRESERVATION: TRUNK RD TO WASILLA-FISHHOOK RD	STBG 50-200K POP I/JA	Charged to Limitation \$2,105,375.11
BOGARD RD SAFETY AND CAPACITY IMPROVMENTS [PARENT][CTP AWARD 2023]	STBG 50-200K POP I/JA	Charged to Limitation \$2,274,250.00
<b>Total</b>	<b>STBG</b>	<b>\$6,380,965.11</b>
	<b>CRP</b>	<b>\$0.00</b>
	<b>TAP</b>	<b>\$0.00</b>

purple are MVP PB projects

**Carryforward to FFY25**

STBG	\$827,883.89
CRP	\$775,163.00
TAP	\$426,760.00

**MVP Allocations FFY25**

Surface Transportation Program Block Grant Program	STBG	<b>\$7,353,026.00</b>
Carbon Reduction Program	CRP	<b>\$790,666.00</b>
Transportation Alternative Program	TAP	<b>\$435,295.00</b>

**MVP FFY25 allocations Plus carryforward**

STBG	\$8,180,909.89
CRP	\$1,565,829.00
TAP	\$862,055.00

**FFY 25 Projects**

BOGARD RD PAV PRESERVATION: TRUNK RD TO WASILLA-FISHHOOK RD	STBG 50-200K POP I/JA	Charged to Limitation	<b>-\$471,724.92</b>
FY25-26 (MVP) ADVANCED PROJECT DEFINITION	STBG 50-200K POP I/JA	Charged to Limitation	\$181,940.00
(MVP) IMPROVEMENT PROGRAM FY25-27	STBG 50-200K POP I/JA	Charged to Limitation	\$454,850.00
MATSU VALLEY PLANNING FOR TRANSPORTATION (MVP) PAVEMENT MANAGEMENT PLAN	STBG 50-200K POP I/JA	Charged to Limitation	\$272,910.00
MATSU VALLEY PLANNING FOR TRANSPORTATION (MVP) STREETLIGHT INTERSECTION MANAGEMENT PLAN	STBG 50-200K POP I/JA	Charged to Limitation	\$143,844.41
MATSU VALLEY PLANNING FOR TRANSPORTATION (MVP) SIGN MANAGEMENT PLAN	STBG 50-200K POP I/JA	Charged to Limitation	\$363,678.05
TAP: PALMER-FISHHOOK: TRUNK ROAD TO EDGERTON PARKS SEPARATED PATHWAY	TRANS ALTERN 50K-200K POP I/JA	Charged to Limitation	\$687,030.00
SELDON ROAD RECONSTRUCTION: WASILLA-FISHHOOK TO LUCILLE STREET (PARENT) (CTP AWARD 2023)	STBG 50-200K POP I/JA	Charged to Limitation	\$756,974.00

**Subtotal MVP expense for FFY25**

STBG 50-200K POP I/JA	MVP STBG Total	<b>\$2,174,196.46</b>
TAP	MVP TAP Total	<b>\$687,030.00</b>
CRP	MVP CRP Total	<b>\$0.00</b>

I am questioning how to account for the -\$471,724.92

**FFY25 Funding + Carry Forward - Expense**

STBG	\$6,006,713.43
TAP	\$175,025.00
CRP	\$1,565,829.00

**MVP FFY26 Allocations**

Surface Transportation Program Block Grant Program	STBG	\$7,023,041.29
Carbon Reduction Program	CRP	\$806,690.69
Transportation Alternative Program	TAP	\$446,840.15

**MVP FFY26 Allocation Plus FFY25 carryforward**

STBG	<b>\$13,029,754.72</b>
CRP	<b>\$2,372,519.69</b>
TAP	<b>\$621,865.15</b>



# ALASKA RAILROAD CORPORATION

December 10, 2025

## MEMORANDUM

To: Commissioner Ryan Anderson

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

From: Brian Lindamood  
Chief Engineer 

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

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

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

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

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<sup>1</sup> 49 United States Code 5336(b)(2)(E)

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

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

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

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

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

<b>MPO</b>	<b>NTD DRM</b>
AMATS, within boundary	40.2
AMATS, outside boundary	891.4
MVP	20.4
FAST	8.0

**For 2024, the calculations would be as follows:**

The value of the route mile in the small MPOs is based upon the value of the route mile in AMATS. From FTA Region 10, the ARRC split of 5307 in AMATS is \$14,995,962.00<sup>2</sup>. The calculation of 5307 funding per route-mile is:

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

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

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

**For 2025 (NTD DRM remain unchanged):**

From FTA Region 10, the ARRC split of 5307 in AMATS is \$15,342,576.00<sup>3</sup>. The calculation of 5307 funding per route-mile is:

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

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

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

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



# Community Outreach & Engagement Analytics Report

**Reporting Period:** Last 30 Days

**Prepared for:** Technical Committee and Policy Board Meetings

**Date:** December 2, 2025

## Executive Summary

This report summarizes the performance of our multi-channel outreach efforts for the Vision, Goal, and Objective Comment Period and Project Nomination Public Open House. Our campaigns demonstrated significant engagement across digital and traditional media platforms.

## Website Performance

Our website traffic increased substantially during the outreach period:

- 974 *site visits* (567% increase over previous months)
- 725 *unique visitors* (680% increase over previous months)

*Top Pages Visited:*

- Home page and project nomination materials received the highest traffic
- Analytics indicate strong interest in public participation opportunities

## Social Media Engagement

*Platform Performance*

*Facebook:*

- 47 Posts, 12K+ views, 60 followers
- Steady engagement with consistent reach across the reporting period
- Post interactions increased during campaign peaks

*Instagram:*

- 47 Posts, 12K+ views, 104 followers
- Growing follower engagement
- Visual content performed well, particularly project-related updates

*Geographic Reach*

Our social media presence reached key communities throughout the Mat-Su Valley, with top engagement from:

- Palmer, Wasilla, Greater Mat-Su Borough communities

*Paid Social Media Advertising*

Targeted ad campaigns, with over 26K views, effectively reached intended audiences in Mat-Su, driving traffic to both the website and public meeting information.



## **Email Marketing (MailChimp)**

### *Campaign Overview:*

- 213 unique contacts on mailing list
- 5 campaigns sent (831 total sends)
- 47.9% average open rate (5% above industry average)
- 0% unsubscribe rate

### *Campaign Breakdown:*

- 3 campaigns: Vision, Goal, and Objective Comment Period
- 2 campaigns: Project Nomination Public Open House (3rd campaign for final reminder will be sent 12/3)

The above-average open rate and zero unsubscribe rate indicate strong subscriber engagement and relevant content delivery.

## **Print Advertising**

### *Frontiersman and Mat-Su Sentinel:*

- Two display advertisements published (Frontiersman and Mat-Su Sentinel) and 4 print advertisements published (Frontiersman)
  - Vision, Goals, and Objectives Comment Period
  - Project Nomination Public Open House
- Provided broad community awareness for public participation opportunities
- Complemented digital outreach efforts

## **Direct Stakeholder Outreach**

### *Targeted Email Campaign:*

- 35 unique stakeholder contacts directly engaged

### *Organizations Contacted:*

- Government: MSB, City of Palmer, City of Wasilla, Alaska DOT, BLM, ADEC
- Transportation: ARRC, Valley Transit/Transit Providers, LRSAAB, TAB Board
- Community: Mat-Su State Parks, MSSD, Chickaloon Native Village, Knik Tribe
- Other: Trucking Advocate, Health Foundation

This direct outreach ensured key decision-makers and community organizations were informed of participation opportunities.

## **Conclusion**

Our integrated outreach strategy successfully engaged the community through multiple touchpoints. The significant increases in website traffic, strong email performance, and comprehensive stakeholder engagement demonstrate effective communication of public participation opportunities. This multi-channel approach ensured broad awareness across digital, print, and direct communication platforms.