

MVP for Transportation Technical Committee Meeting

MEMBERS

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



Microsoft Teams
[Click here to join the meeting](#)
Meeting ID: 273 292 962 535 5
Passcode: fF9my6oM

Dial in by phone
+1 (689) 223-3510
Phone conference ID
954 438 135#

Agenda

Tuesday, August 12th, 2025
2:00 – 4:00 pm

Meeting Location

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

1. Call to Order and Roll Call
2. Consent Agenda (**Action Item**)
 - a. Approval of the August 12th, 2025, Agenda
 - b. Approval of the July 8th, 2025, Minutes
3. Staff/Committee/Working Group Reports
 - Staff Report
 - a. Schedule of topics
4. Voices of the Visitors (Non-Action Items)
5. Policy Board July 23rd Action Items
 - a. Motion to approve the Public Participation Plan Update be released for 45-day Public Review Period (*Winnestaffer*), seconded. *Passed unanimously.*
 - b. Motion to approve \$99,330 from the Legislative Grant to cover the non-federal share of Pavement, Sign, Lighting, and Intersection Asset Management Plans (*Winnestaffer*), seconded. *Passed unanimously.*
 - c. Original motion was withdrawn. Motion to direct Kim to review STIP Amendment #2 with existing questions and bring formal comments back to the August meeting for Policy Board approval (*Ledford*), seconded. *Passed unanimously.*
 - d. Motion to approve a professional services agreement with Element Agency (motion as amended), (*Holland*); seconded. *Passed unanimously.*
 - e. Motion to approve the use of the Legislative Grant to cover the non-federal share of the MTP scope and budget update (*Charles*), seconded. *Passed unanimously.*
 - f. Motion to approve hiring additional planning staff (*Winnestaffer*), seconded. *Passed unanimously.*
6. Action Items
 - a. Memo from the MVP Policy Board about FHWA & FTA Approved STIP Amendment #2 regarding FFY24, FFY25 STBG, CRP and TAP suballocations, carryover funds, FTA 5307 funding, and questions around MVP's approved Program of Projects. **Recommended Motion: Motion to recommend that the Policy Board send a memo to the Alaska DOT**

MVP for Transportation Technical Committee Meeting

Commissioner's office and STIP Team outlining MVP's funding and project questions documented in STIP Amendment #2.

7. Old Business
 - a. MTP Update
 - RSG Travel Model Technical Memo and Presentation
 - RESPEC Existing Conditions Report Plan Review: Project List
 - MTP Goals and Objectives work session meeting date TBD
8. New Business
 - a. Title VI Training
 - [Title VI video](#) and [PowerPoint](#) Review
 - Title VI Trivia
 - b. Review and update MVP's updated Program of Projects FFY24, FFY25, FFY26
9. Other Issues
 - a. Transit update
10. Informational Items
 - a. SAFE ROADS National Initiative: Presentation by Lauren Little, Chief Engineer, Alaska Department of Transportation & Public Facilities
 - b. Website Update and PPP 45-Day Public Comment Period [MVP PPP Draft](#)
11. Technical Committee Comments
12. Adjournment

Next Scheduled MPO Technical Committee Meeting – Tuesday, September 9th, 2025, from 2:00-4:00 pm to be held via Microsoft TEAMS and at the Alaska DOT MatSu District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.

MVP for Transportation Technical Committee Meeting

MEMBERS

Adeyemi Alimi, ADEC
Alex Strawn, MSB (**Chair**)
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Chris Bentz, Alaska DOT&PF
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Minutes

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

Meeting Location

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

1. Call to Order and Roll Call

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

Members Present:

Adeyemi Alimi, ADEC
Alex Strawn, MSB (Chair)
Andrew Reynolds for Kate Dueber, ARRC
Ben White, Alaska DOT&PF
Bob Charles Jr., Knik Tribe
Chris Bentz, Alaska DOT&PF
Crystal Smith, MSBSD
Dan Tucker, RSA Representative
Jude Bilafer, City of Palmer
Lawrence Smith, Trucking Industry Advocate
Stuart Leidner, Mobility Advocate
Tom Adams, MSB

Members Absent:

Brian Winnestaffer, Chickaloon Native Village
Erich Schaal, City of Wasilla (Vice Chair)
Jennifer Busch, Public Transit
Kate Dueber, ARRC
Randy Durham, MSB TAB

Visitors Present:

Andrew Raymond, AKRR
Anjie Goulding, MVP Transportation Planning Manager
Elise Blocker, RESPEC
Kelsey Anderson, RESPEC
Kim Sollien, MVP Executive Director
Laura Achee

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Luke Bowland, DOT

2. Consent Agenda (**Action Item**)
 - a. Approval of the July 8th, 2025, Agenda
 - b. Approval of the June 10th, 2025, Minutes

Motion to approve the Consent Agenda and Meeting Minutes (Tucker), seconded. Approved unanimously.

3. Staff/Committee/Working Group Reports
 - Staff Report
 - a. Schedule of topics

Kim Sollien provided a staff report. Staff are conducting interviews for the office and communications manager position with 5 applicants. No questions were raised from committee members.

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

None.

5. Policy Board June 25th Action Items
 - a. Motion to approve the FFY2025 MVP Improvement Program Project List, (DeVries), seconded. *Passed unanimously.*
 - b. Motion to approve sending a letter to the Governor's office against sunset of the board, (Brown), seconded. Vote: Yes: 1; No: 5, Abstain: 1. *Motion Fails*
 - c. Motion to approve sending a letter to the Governor's office in support of the sunset of the board, (Brown), seconded. Vote: Yes: 5; No: 0, Abstain: 2. *Motion passes.*
 - d. Motion to approve sending a letter of support to the MSB Assembly in support of their grant application to FTA and to manage Transit Services in the Urban Area (Charles), seconded. *Approved unanimously.*

6. Action Items
 - a. Review and Recommend to the Policy Board Approval of the Public Participation Plan Update for 45-day Public Review Period (**Action Item**)

Elise Blocker reviewed the change log from the packet showing modifications from the previous document to the new document. The updated document reflects MVP's current status and future direction.

Kim Sollien explained that the updated Public Participation Plan (PPP) ensures compliance with federal regulations while facilitating meaningful stakeholder engagement.

Tom Adams provided several recommendations:

- Revise the first sentence on the stakeholders page regarding tribal representatives
- Remove the phrase "Offering opportunities for tribal citizens to participate in the planning process, comment on projects, and provide input on planning documents"
- Check acronym consistency throughout the document
- Clarify stakeholder references to the appropriate board (technical or policy)
- Ensure timeline consistency between Table 1 and TIP paragraph
- Define "minor and major change" in Table 2 on page 30

Motion to approve with recommended edits (Adams), seconded. Approved unanimously.

- b. Review and Approve Scoping Comments Engstrom Road North Extension to Tex-Al Drive (**Action Item**)

Kim Sollien explained that scoping comments were requested and those received are represented in the packet.

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Tom Adams described the project intent: to extend Engstrom Road from Beach Craft to Tex-Al Drive to address current traffic challenges. This is a straightforward project.

Crystal Smith noted that this access is imperative for bus access during winter conditions.

Motion to approve with edit to correct the year on the letter date (Tucker), seconded (Smith). Approved unanimously.

- c. Review and Recommend to the Policy Board Approval of the Pavement, Sign, Lighting, and Intersection Asset Management Plan Match Request of \$99,330 from the Legislative Grant for non-federal match **(Action Item)**

Kim Sollien explained that discussions with MSB and the cities revealed difficulty in providing match funding for these projects. MVP is requesting to use its Legislative Grant to support the match since the project benefits MSB, the cities, and MVP. Future discussion will address project management responsibilities.

Tom Adams noted that MSB cannot spend area-wide money without voter approval and must use individual RSA funds, making this a lengthy process. MVP assistance with match funding would simplify the process.

Dan Tucker confirmed that RSAs would need to go through a formal process, and MVP paying the match simplifies this requirement.

Motion to approve (Tucker), seconded. Approved unanimously.

7. Old Business

- a. Metropolitan Transportation Plan (MTP) Update
 - Goals and Objectives Overview

Kelsey Anderson (RESPEC) presented the MTP Update PowerPoint. This was the first time the Technical Committee reviewed this information, with the intent to develop the MTP collaboratively. The presentation content will return as an action item in the August Technical Committee meeting. A special work session meeting is planned to develop goals and objectives, performance measures, and TIP project evaluation criteria. Technical Committee engagement and attendance is critical due to fast-moving timelines and upcoming deadlines.

Dan Tucker questioned the absence of Emergency Response considerations in road planning, such as incorporating firebreaks with roadways.

Kelsey Anderson responded that Emergency Response would be addressed under Connectivity and Congestion categories.

Dan Tucker also questioned lighting improvements and feasibility considerations regarding system capacity to support additional lighting.

Kelsey Anderson acknowledged this concern, noting that the MTP is grounded with fiscal constraints, and feasibility must be considered when setting goals and recommendations.

Bob Charles asked if the goals and objectives would include emergency, disaster, and public safety response. Specifically, for when incidents happen, that must be incorporated into our plan on how we'll design our routes to accommodate the responses for those types of situations.

Kelsey Anderson explained that the goals and objectives presented will be refined and workshopped with the Technical Committee in the special meeting at month's end.

Chris Bentz requested access to the travel demand model prior to the work session to ensure recommendations align with land use and traffic demand. He questioned baseline

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information from RSG for the travel demand project, specifically regarding road capacity requirements (e.g., whether Bogard Road needs 4-lane or 2-lane capacity for projected 24,000 vehicles).

Kelsey Anderson agreed to schedule time with RSG for questions and potentially invite them to the work session.

- b. STIP Amendment #2 Update and Review of the Letter to MVP from Ryan Anderson, Commissioner of DOT&PF, about MVP's Amendment #2 comments

Kim Sollien reported that following MVP's March memo with questions about STIP Amendment #2, a July 1st response letter was received from the Commissioner. The referenced online log lacks sufficient detail for MVP to understand how its funding is being utilized. Kim prepared a document comparing MVP's questions with the Commissioner's responses, identifying remaining unanswered questions for Policy Board review and follow-up to the Commissioner.

Ben White (DOT&PF) explained that the STIP is based on the Project Development Plan (PDP), and changes from Amendment #1 to Amendment #2 reflect software system evolution at the state level. Current software issues affect some displayed information. Match funding questions must wait until January, when DOT&PF will determine how to address the \$90 million gap beyond the available \$31.8 million.

- c. Governor Veto of FFY26 Match Letter from Ryan Anderson, Commissioner of DOT&PF

No comments.

- d. Transit Update

None.

8. New Business

None.

9. Other Issues

- a. Title VI Training Schedule

Kim Sollien announced that MVP staff will attend Title VI Training on August 19-20, 2025, and will bring information back to the August Technical Committee meeting.

- b. MTP Project Evaluation Criteria Work Session Special Meeting July 24th or 25th

Kim Sollien will send a Doodle poll to determine meeting scheduling availability.

10. Informational Items

- a. Article - Dunleavy vetoes could delay \$600 million in federal highway funds.
- b. Letter of Support to the Matanuska-Susitna Borough (MSB) Assembly in Support of applying for Federal Transit Administration (FTA) funding to manage Transit Services in the Urban Area.
- c. Letter of Support for the Matanuska-Susitna Borough (MSB) Safe Streets for All Safety Action Plan Implementation.
- d. Letter to the Governor agreeing with the sunset of the Roads and Highways Advisory Board
- e. Draft resolution for the MSB Assembly Coordinated Transportation Plan priority list

No comments were made on any informational items.

11. Technical Committee Comments

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Ben White reported receiving a federal government letter regarding safe roads coordination with MPOs. DOT&PF was given 60 days to compile a list of safe road issues to be addressed by the end of FY26. A preliminary list is due Friday, and Kim should expect an email from him today.

Dan Tucker suggested finding an alternative meeting location due to internet connectivity and acoustic issues.

12. Adjournment

*Motion to extend the meeting (**White**), seconded.*

The meeting was adjourned at 4:10pm.

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



Staff Report July 2025

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Drafted the Third Quarter UPWP Report and submitted it to ADOT
- Reviewed UPWP tasks that have not started and mapped out capacity needs to support the contract development and management of the Household Travel Survey, Asset Management Plans, Transit Development Plan, Travel Model, and MVP staff-supported public involvement with each.
- Determined that additional capacity was needed to complete the MTP and initiate the other planning projects in the FFY25/26 UPWP.
- MVP Policy Board Approved hiring an additional planner at the July 2025 meeting

Task 100 B Metropolitan Transportation Plan

- Met with the MTP Team to discuss the overall project timeline, task deliverables and consultant team role and responsibilities
- Met with the MTP Communications Team to discuss the MTP Public Involvement Plan
- Met with the Project Team to the task schedule and to seek clarification the existing conditions report and the internal call for projects
- Reviewed and provided feedback on the PowerPoint for the existing conditions and goals and objectives presentation
- Updated the Website to include an MTP landing page, gave feedback and edits on the MTP page
- Reviewed Task 1.1, 1.2, and 1.3 and on the MTP and scheduled a meeting with the RESPEC team to review the existing conditions, network deficiencies and plan review tasks
- Sent RESPEC an outline of all our initial questions related to outreach for the MTP
- Had a work session with RESPEC to go line by line on the MTP scope
- Had a work session with RESPEC to go line by line on the MTP outreach schedule

TIP Scoring Criteria

- Reviewed scoring and evaluation criteria from FAST, AMATS, and the MSB to prep for MVP's criteria development workshop with the TC

Complete Streets Policy

Task 100 C TransCad Modeling



Staff Report July 2025

- Requested a Tech memo from RSG the firm working with RESPEC to go over their development process of the model for our MTP

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

- Spent nearly three days reviewing the STIP Amendment #2 and MVP's Program of Projects to understand the discrepancies and drafted a memo for the TC to review.

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

- Reviewed the final draft PPP update and provided several rounds of comments
- Scheduled Title VI training for Staff August 18th
- Presented the PPP to the TC for approval and a recommendation to the Policy Board to release the document to the public for a 45-day review period.

TASK 100 G Support Services

Budget Management

- Continue to meet weekly with the accountant to manage QuickBooks
- Worked on a financial report for the July PB meeting
- Completed payroll for June
- Drafted the third reimbursement invoice to DOT for the month of June
- added non-billable payroll hours for Vacation, Holiday, Travel, and Training hours per employee to support the annual IDCR review
- Developed a tracking document for the billable hours for each employee per month to support the annual IDCR review
- Coded weekly transactions in QuickBooks
- Requested support from our account to assist with the a budget revision for FFY25 and the development of the annual budget for FFY26

Meetings

- Worked on the Technical Committee and Policy Board July Packets
- Hosted the Technical Committee and Policy Board July Meeting
- Met with DOT Planning to discuss the MTP project progress
- Met with Melissa Toflan to talk about the needs of the Mat-Su Crisis Response Team related to transit and provided existing resources that providers could access for vouchers



Staff Report July 2025

- Met with Joni Wilm of Ohanu Consulting to discuss the MVP's planning project list, including the Transit Development Plan, asset management plans, the household travel survey, and the travel demand model.

Staffing

- Scheduled interviews for the Communications and Office Manager
- Interviewed four candidates and anticipate making offers after the July board meeting

Office Management

- Waiting on Quotes for Commercial Insurance
- Reviewed Office Rental listing on MLS

Correspondence

- Received a letter from DOT Commissioner Anderson about MVP comments on STIP Amendment #2
- Received STIP Amendment #2 approval from FHWA
- Received letter from the Commissioners Office on the STIP Amendment #2 Approval

Nonprofit Filings and Reports

- Purchased an Alaska Business License for MVP
- Drafted the scope of work for an Annual Audit and 990 preparation for FFY25

Organizational Documents

Agency Relationships

Contract Management

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

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget



Staff Report July 2025

- Drafted comments responding to the DOT Commissioner Anderson's Letter about MVP's STIP Amendment #2 letter
- Presented comments to the TC

Training

- Registered staff for Title VI training for August 18 & 19

TASK 200 A MSB Public Transit Planning Support

- Canceled the Transit Roundtable meeting for July but sent an email to the group highlighting the actions taken to support transit over the past month.

TASK 200 B Transit Development Plan

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan



Staff Report August 2025

FFY25/26 UPWP Tasks

TASK 100 A UPWP

Task 100 B Metropolitan Transportation Plan

- Met with the MTP Team to discuss the Goals and Objectives Work session

TIP Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

- Reviewed the Tech memo from RSG

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

TASK 100 G Support Services

Budget Management

- Requested support from our account to assist with a budget revision for FFY25 and the development of the annual budget for FFY26

Meetings

Staffing

- Phase two of interview process and reference checks for the Communications and Office Manager

Office Management

- Filled out a very detailed form for Element Agency that will guide their website and brand refresh work.

Correspondence

Nonprofit Filings and Reports

Organizational Documents



Staff Report August 2025

Agency Relationships

Contract Management

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

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget

- Continued to review STIP Amendment #2 and MVP's Program of Projects to understand the discrepancies and drafted a memo for the TC to review.

Training

TASK 200 A MSB Public Transit Planning Support

TASK 200 B Transit Development Plan

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan

June 2025

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

July 2025

- Secure Insurances (working with Combs now our 4th broker)
 - Directors
 - General Liability
 - Commercial Auto
 - Personal Property for office equipment
- Request funding from MSB for Alaska DOT&PF Membership Fee
- Website Update for MTP project page, info, timeline, ways to engage
- Interactive comment map for the MTP
- UPWP Quarterly Report
- Review and approve the PPP update with MTP outreach goals and release for 45-day public comment period July 23th – to Sept 11th
- Interview Communications Manager

August 2025

- Draft MTP Project Eligibility Criteria
- Draft Title VI annual compliance report
- MVP Annual Budget Update
- MSB/Tech Wise Arc GIS Pro Questions
- TC work session on MTP Goals, Objectives,
- Apply for State and City Business Licenses
- Begin presentation / meeting outline for MTP Stakeholder Meetings
- Develop an Internal MTP call for Projects info and guidelines
- Provide TC MTP plan review project list
- Title VI Training, TC and PB training (requirements of the Title VI plan)
- Draft scope of services for the Audit and 990 filing

- MTP Transportation System Status Report and overview of travel model
- Draft STIP Amendment #2 memo #2
- Finalize MTP outreach plan
- Develop MTP open house talking points, slides, maps, call to action
- Finalize the Agreement with Element Agency
- Element to develop video and photo content for MVP website and social media

September 2025

- Present the MTP Goals, Objectives, and Performance Measures to TC and PB
- Review and Approve TIP Funding Policy to Technical Committee and Policy Board
[TIP policies MVP K.s. commnets.docx](#)
- RESPEC Presentation of MTP projects
- Review and approve the TIP Evaluation Criteria to the TC and PB for review
- Review and update MVP's updated Program of Projects FFY26
- Tribal Coordination Meeting MTP and Call for Projects
- MTP Public Involvement Open House
- MTP Scenario Analysis
- Internal call for MTP projects from MSB, cities, and tribes
- Present the TIP Evaluation Criteria to the TC and PB for review
- Set up an MVP Facebook account
- Set up an MVP LinkedIn account
- Schedule first round of MTP public Involvement
- Determine if there are federal lands in the MPA and schedule Formal Consultation of Federal Land Owners.
- Schedule Formal Consultation with Tribes about the MTP
- Schedule MSB and City Planning Commission Presentations about MTP
- Develop Carbon Reduction Program Criteria: priorities for MVP- projects need to be awarded under a competitive process
- CMAQ funding review
- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development
- Alaska DOT 3c policy review and comments
- Alaska DOT 3c Policy works session at the TC and PB
- Travel Demand Model Run of Internal Projects and assess
- External Call for Projects and comment on the internal projects
- Stakeholder Meeting (Maija is drafting)
- Regional & Local Government Consultation/Presentations (MSB, Cities (planning commission), Commissioners' office and Federal land managers)

October 2025

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

November 2025

- Draft Complete Streets Policy
- Review Complete Streets Policy with TC and PB
- Officer Elections
- FFY26 Meeting Schedule and Location
- Discussion on Planning Studies/ new committees bike and ped and freight that may be needed as a result of the MTP what else do we need to look at to support the building out of our transportation system/infrastructure

December 2025

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

January 2026

February 2026

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

March 2026

- Finalize MTP Project list

April 2026

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

May 2026

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

MVP future Agenda Items list June 2025- December 2026

- 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**

Date: August 27, 2025

To: Commissioner Anderson, Deputy Commissioner Keith, and STIP Team

Alaska Department of Transportation & Public Facilities

P.O. Box 112500

3132 Channel Drive

Juneau, AK 99811-2500

Subject: STIP Amendment #2 Approval and Questions Regarding MVP Suballocations

On **July 1, 2025**, the MVP staff and Policy Board received a letter from Alaska Department of Transportation & Public Facilities, Commissioner Anderson in response to the comments MVP submitted on **March 12, 2025** during the STIP Amendment #2 public comment period. After reviewing the response letter from the Commissioner's office and the approved Amendment #2, MVP respectfully requests clarification on several key issues.

This letter was presented to the MVP Technical Committee for review and recommended approval on August 12th, 2025.

Background

MVP has **not yet adopted its first Metropolitan Transportation Plan (MTP) or Transportation Improvement Program (TIP)**. As a result, all MVP project allocations are currently housed within the **Statewide Transportation Improvement Program (STIP)**.

Following FHWA's guidance, MVP approved an **Interim Program of Projects (PoP)** on **July 16, 2024**, allocating MVP's 50-200k STBG, TAP, and CRP funds for FFY2024 and FFY2025. As MVP is preparing to update its Program of Projects for FFY2026, it's critical that we fully understand how funds have been allocated and whether MVP's federal share is being appropriately programmed.

*FHWA and FTA Federal Findings and corrective actions document to the STIP, dated March 27, 2024 addressed MVP's need for a process to allocate funding. Below is the suggested method.

The Mat-Su Valley MPO (MVP), designated as a new MPO by the Governor in December 2023, is in the process of establishing their governing process including the processes necessary to develop their first TIP. The current STIP submittal does not make clear what projects in the MVP planning areas are included as part of the STIP to move forward for Federal funding.

Recommendation: b.

The State DOT, in cooperation with local elected officials and officials of agencies that administer or operate major modes of transportation in the MVP planning area, should meet to jointly determine an interim program of projects. Until a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are approved by the new MPO, an interim program of projects should continue to be programmed annually in the Statewide Transportation Improvement Program (STIP) for all projects to be funded under 23 U.S.C. and 49 U.S.C. Chapter 53. This interim program of projects should be separately identified in the STIP. Upon the approval of a new TIP, the State DOT should amend the STIP to fully incorporate the MVP TIP.

STIP Amendment #2 Continued Questions and Concerns

1. Change Log Issues

Key Concerns:

- The **July 1 Commissioner's letter** stated that a comprehensive change log was published showing all project additions, deletions, and modifications.
- MVP staff reviewed this Excel file in the STIP Amendment #2 website on **July 2** and again on **July 30**:
 - The document is not searchable or easy to interpret.
 - Projects appear to use MVP STBG and CRP 50-200 funds **without Policy Board coordination.**
 - The change log was **updated between July 7 and July 30**, with **no clear documentation of changes.**

Specific Project concerns noted in the change log and then reviewed in the Projects Deep Dives Document:

- **34464 Fleet Conversion** is using \$636,790 of MVP's FFY25 CRP funding without MVP coordination.
- **32721 Hemmer Road** – Is utilizing \$1,364,550 in FFY24 of MVP's STBG 50-200k funds without MVP coordination.
- **34243 Seldon Road Reconstruction Wasilla-Fishhook to Lucille Street** – MVP allocated \$3,190,000 to this project in FFY25 but only \$756,974 is shown in the Deep Dives document.

- **32724 Seldon Road Extension** – Is utilizing \$454,850 in FFY24 of MVP’s STBG 50-200k funds without MVP coordination.
- **6234 Palmer-Fishhook Separated Pathway** – MVP allocated \$595,438 in TAP funding in FFY25, and only \$426,760 is being applied.
- **34251 Inner and Outer Springer Loop Separated Pathway** – MVP allocated \$206,380 in TAP funding, but it appears no TAP 50-200k is being applied. This may be due to MVP’s FFY24 TAP funding not being carried forward to FFY25. MVP was not coordinated with on this change.
- **34342 Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]**- MVP allocated \$2,274,250 in STBG 50-200 to this project in FFY25. The STIP Amendment #2 is showing MVP’s allocation in FFY24. MVP was not coordinated with on this change.
- **34532 MatSu Valley Planning for Transportation Improvement Program** – MVP requested \$1 million in FFY25 to support this project; Amendment #2 splits it: \$500,000 in FFY25 and \$500,000 in FFY26. Is this a new requirement to split the funding, or is this an error? MVP was not coordinated with on this change.
- **34302 Wasilla-Fishhook Road to E Seldon to Tex-Al Drive-** MVP allocated \$7,641,480 in FFY25 to this project. STIP Amendment #2 shows no record of MVP STBG 50-200 funds going to this project, but it does show \$2,105,375 of STBG 50-200 (FAST) in FFY 25 going to this project.
- **34404 MVP Planning Office-** MVP requested \$200,000 in STBG 50-200 FFY25 to support start-up organizational operations. The STIP Amendment #2 now lists this as a \$1,673,341 project, but does not specify the funding type. The narrative lists FTA, PL, and STBG funding in the project description. This is confusing.
- **34531 MatSu Valley Planning for Transportation (MVP) Advance Project Definition, 34655 MatSu Valley Planning for Transportation (MVP) Streetlight Intersection Management, and 34654 MatSu Valley Planning for Transportation (MVP) Sign Management Plan** – these MVP projects are accurately documented in the Project Deep Dives Document.

Request (as of August 27, 2025):

Documented Concerns

- A clear, updated, and **searchable** version of the change log should be developed.
- Documentation of changes between July 7 and July 30 in the change log.

Please provide:

- Confirmation and itemization of MVP 50-200 STBG, CRP, and TAP usage on all projects.
 - Information about next steps to correct the suballocation and carryover errors. MVP needs this information to accurately program FFY26 funds.
-

2. Carryover Funding

March 12 Question:

- MVP requested all **FFY24 funding be carried into FFY25**, but it's not reflected in Amendment #2.

July 1 Response:

- Carryover is not shown in the narrative due to formatting limitations.
- DOT&PF cannot indefinitely hold unobligated funds in reserve without an approved TIP.

August 27 Questions:

1. How does this policy apply specifically to **MVP 50-200 STBG, TAP, and CRP funds**?
2. Partial carryforward is shown in the Fiscal Constraint Tables:
 - **FFY24 shows \$775,163 in CRP 50-200** left to spend, but only **\$600,000** is being carried forward to FFY25. Please explain.
 - **FFY24 shows \$3,115,199 in STBG 50-200** left to spend, but only **\$656,311** is being carried forward. Please explain.
 - **FFY24 shows \$426,760 in TAP 50-200** left to spend, but none being carried forward. Please explain.
 - **FFY25 shows \$598,759 in CRP 50-200** left to spend but none being carried forward.
 - **FFY25 shows \$5,614,863 in STBG 50-200** left to spend, but none is being carried forward. Please explain.
 - **FFY25 shows \$8,535 in TAP 50-200** left to spend, but none is being carried forward.

- FFY25 shows **\$1,079,968 PL carryover for MVP**, but this is not detailed in FFY24 tables as carry forward. Please explain what this is being carried over from and what it is. This may be an error in connection with the **34404 MVP Planning Office project but the amounts lists are different.**

August 27th Request:

- MPV requests an accounting of unobligated STBG, CRP and TAP funds from FFY24 and FFY25 and clarification on the PL funding. Having an accurate carryforward will allow MVP to more accurately program our Program of Projects for FFY26 and understand how much is left to spend completing the UWPW tasks in FFY26.
3. Commissioner's letter suggests that there were issues with project scopes being the reason for no carryover:
- Are there specific MVP projects in question that MVP needs to address? All of the projects MVP allocated our funding to were existing projects in the STIP. Please explain.

3. 5307 Urban Transit Funding

March 12 Question:

- Why is **Alaska Railroad Corporation (ARRC)** shown as receiving 5307 funds in in FFY24 and FFY25 without an approved funding split?

July 1 Response:

- The \$460,000 listed is a **placeholder** for ARRC service in MVP's planning area.

August 27 Questions:

- The Fiscal Constraint Table shows:
 - **\$663,800 (FFY24)** 5307 funding allocated to ARRC
 - **\$1,845,938 (FFY24)** 5307 allocated to the MSB (the full apportionment)
 - **\$460,000 (FFY25)** 5307 allocated to ARRC
 - **\$1,901,316 (FFY25)** 5307 allocated to MSB (exceeds FTA apportionment of \$1,887,454)

- The signed apportionment letters for FFY24 and FFY25 grants the MSB the full amount of 5307 funding available to our region.
- The 5307 funds listed in the Fiscal Constraint Table in FFY24 are over the apportioned total. Please explain.
- The 5307 funds listed in the Fiscal Constraint Table in FFY25 are over apportioned total. Please explain.
- Showing ARRC funds in the STIP sets expectations for how much the ARRC will receive. An agreement needs to be reached between the DOT and MSB that is based on the MSB's need to operate the transit program before a split amount can be determined. This assessment may take multiple years since the MSB is a new operator and they have not yet determined the cost of running the transit service.

5307 funding is available for the year it is awarded and the following three years. MVP requests a formal pause on the split letter negotiation until the MSB can assess needs. If funding is at risk of lapsing before the MSB has a full accounting of operations, then the MSB may grant ARRC those funds set to expire.

4. Planned Obligations for FFY26

March 12 Question:

- Fiscal constraint tables show **no planned obligations for MVP in FFY26.**

July 1 Response:

- *No response provided.*

August 27 Clarification:

- Commissioner's July 1 letter shows MVP receiving **\$7,647,868** in FFY26.
 - Amendment #2 now correctly reflects FFY24–FFY27 MVP STBG allocations in the Fiscal Constraint Table.
-

5. Metropolitan Planning (PL) Funds

March 12 Question:

- Why are **MVP's FFY24, 26, and 27 PL funds listed as \$0**, while AMATS and FAST show values?

July 1 Response:

- PL funds do not need to appear in the STIP/TIP under federal rules.

August 27 Observation:

- Amendment #2 Fiscal Constraint Table now lists PL for all MPOs consistently.
- However, **discrepancies remain** between:
 - STIP website Amendment #2 Fiscal Constraint Tables carryover in FFY25 of **\$1,079,968 in PL.**
 - The Projects Deep Dives Document STIP ID 34404 Metropolitan Planning Organization (MPO) Planning: is showing \$1,673,341 in planned obligations for MVP. This may be a combination of PL carryover, FTA, and STBG, though the amounts are different. We think 34404 should only be the \$181,940.00 FFY 25 STBG, plus \$18,060 match approved by the MVP policy board to support the UPWP delivery.

Please explain this funding allocation so that MVP has clarity about what we have to spend on completing the tasks for the remainder of our FFY25/26 UPWP.

Please confirm receipt of this memo and provide responses where requested. As noted, MVP is in the process of updating our operations budget for FFY26 and our Program of Projects for FFY25, and having an accurate accounting of funds is crucial to this process.

The MVP Policy Board appreciates continued collaboration and clarity in the STIP development and amendment process.

Sincerely,

Mayor Ledford
MVP Policy Board Chair

Reference documents:

- [STIP-24-27-Amendment-2-Volume-1-Approved.pdf](#)
- Letter from the Commissioner dated July 1st
- MVP approved Program of Projects dated July 16.2025, updated April 2025 to add funds to the Pavement Management Plan.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities
OFFICE OF THE COMMISSIONER

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Juneau, Alaska 99811-2500
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The Honorable Glenda D. Ledford
City of Wasilla
Chair of MVP Planning
290 E. Herning Avenue
Wasilla, AK 99654-7091
mayor@cityofwasilla.gov

July 1, 2025

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

Dear Mayor Ledford,

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

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

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

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

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

Suballocation Accounting

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

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

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

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

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

Carryover Funds

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

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

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

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

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

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

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

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

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

Additional Clarifications and Funding Program Details

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

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

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initiatives as they emerge.

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

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

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

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

- **STIP Budget Increases Between Amendments**

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

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

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

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

About STIP Amendment Two

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

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

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

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

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

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

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

Sincerely,

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

Ryan Anderson, P.E.
Commissioner

Fiscal Constraint Demonstration: Revenue and Obligations — MVP MPO Suballocations

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

Fiscal Constraint Demonstration: Revenue and Obligations — MVP MPO Suballocations

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

MVP Travel Model: What It Does and How We'll Use It

Technical Committee and Board Summary - August 2025

Our travel model is a *validation tool*, not a project generator. Think of it like a calculator - great for testing whether our solutions will work, but it can't tell us what problems to solve or where to focus our efforts.

What Our Model CAN Do Well

- **Test proposed solutions:** "Will this road widening actually reduce congestion?"
- **Compare alternatives:** "Should we build transit or widen the road?"
- **Validate our ideas:** "Does this project make sense given future growth?"
- **Show regional impacts:** "How will this project affect traffic throughout the valley?"
- **Identify potential capacity issues with the existing network:** "highlighting areas of deficiency based on data"

What Our Model CAN'T Do Well

- **Identify problems for us** - We need real data and community input for that
- **Tell us where to build** - Local knowledge and needs assessment do that
- **Generate project lists** - That's our job, based on the network data and on actual community needs
- **Predict exact traffic counts** - It gives us general trends, not precise numbers

How We'll Use It in the MTP Process

Step 1: Identify Problems First

- Community input and stakeholder feedback
- Traffic counts and safety data
- Economic development needs
- Needs assessment from existing transportation plans
- The model development includes inputting data from population and traffic counts to highlights areas that are not performing well/ areas of deficiency

Step 2: Develop Solutions (Model NOT involved)

- Work with TC and PB and the communities to brainstorm options/projects
- Consider all modes: roads, transit, walking, biking
- Look at multiple approaches to each problem

Step 3: Test Solutions (Model DOES help)

- Input projects into the Model
- Will this project actually work to solve the problem?
- Which option works best?
- What are the trade-offs?
- Review where might new problems pop up?

Example for MVP MTP use: Parks Highway Congestion

Wrong Approach (Model-Driven):

1. Model shows Parks Highway congestion
2. Model suggests more capacity needed
3. Conclusion: Widen Parks Highway

Better Approach (Problem-Driven):

1. **Identify root cause:** Why is Parks Highway congested?

- Commuters to Anchorage?
 - Freight movement?
 - Lack of local circulation?
 - Too many access points
 - Tourism traffic?
2. **Develop multiple solutions:**
- Transit service to reduce car trips
 - Local road improvements add backage and frontage roads to reduce Parks Highway dependence
 - Widening Parks Highway
 - Rerouting the Parks Highway
 - Telecommuting programs
 - Staggered work schedules
 - Block left turn options
3. **Use model to test solutions:**
- Which combination works best?
 - What are the trade-offs?
 - Where might problems shift?

Why This Approach Works Better

- **Projects address real community needs** - not just what the computer suggests
- **Solutions consider all transportation options** - not just more pavement
- **Limited dollars go to highest priorities** - based on actual problems
- **Stronger public support** - because projects solve problems people actually experience
- **Better long-term outcomes** - because we're addressing root causes

Next Steps

1. **Complete model recalibration** - Get it meeting federal standards
2. **Use problem-first approach** – MTP project lists starts with community needs, not model outputs
3. **Apply model strategically** - Use it to validate and optimize our solutions
4. **Make informed decisions** - Combine model results with other data and community input

Key Message:

Our travel model is like a sophisticated testing laboratory - invaluable for making sure our solutions will work, but it can't tell us what problems to solve. The best MTPs start with real community needs and use models to ensure proposed solutions actually deliver results.

TECHNICAL MEMO

TO: Kim Sollien (MVP)

FROM: Robert Wertman, AICP, PTP (RSG), Jeff Frkonja (RSG)

CC: Pat Cotter (RESPEC), Kelsey Anderson (RESPEC)

DATE: August 1, 2025

SUBJECT: MVP Travel Demand Model Evaluation and Application Process

As part of the evaluation process prior to beginning to prepare regional forecasts, RSG routinely conducts in-depth analysis of any model system prior to forecasting. This evaluation process allows RSG and stakeholders to gain full understanding of the model system to be used, and allows initial identification of strengths and weaknesses of the model system, as well as “red-flags” that need to be considered prior to applying forecasts as part of the metropolitan planning process. This technical memo explains the review process in four sections: purpose and background, review findings, corrective actions, and plan.

Purpose and background

The practice of travel-demand forecasting is roughly 75 years old. Travel-demand forecasting started in the United States with areawide transportation studies in Chicago and Detroit. Since then, the practice has progressed through various schools of thought. Originally, travel demand forecasts were produced to prepare an objective tool and support the preparation of long-range regional transportation plans. Today in addition to these purposes, demand forecasts are also used in the preparation and evaluation of project-level studies, subarea circulation studies, feasibility analysis, and more. This memo assumes that the purpose of the MVP model is to provide regional-scale decision support information for the adoption of the next MVP plan (as opposed to project-level analysis).

Trip-based travel demand forecast models, of the type that is deployed by the MVP MPO, are defined by their simplified, aggregate procedures. These models are also called four-step models because they include (1) trip generation (how many trips are produced by location), (2) trip distribution (where are trips going), (3) mode choice (what modes the trips use), and (4) assignment (what road or transit facilities the trips take).

When and how to use regional travel models is an extremely important question. Every agency that has a model should adopt or develop guidance for anyone deploying their model. One of the most common mistakes made when using a model is to confuse the

“precision” of the model with the “accuracy” of the model. A travel model outputs an exact number of vehicles on a roadway, or cars turning left at an intersection, down to the single car (precision). But no model contains that level of accuracy. One of the most helpful and commonly used quotes by a British statistician came from George Box who famously said that “all models are wrong, but some are useful.”¹ In practical terms, this means that given the purpose of supporting regional, plan-level decisions, the model needs accuracy sufficient for that purpose.

The accuracy of a model is a commonly debated issue, and detailed coverage of this topic is outside the scope of this technical memo. For purposes of this memo it is enough to note that accuracy is usually measured by the model’s ability to replicate traffic volumes for a specified time period. Statistical measures such as root mean squared error (RMSE), correlation coefficient, and percent error are used to compare forecasted volumes to observed volumes. To have a statistically meaningful result, there should be a sufficient number of observed counts distributed geographically and by road classification across the modelled area and the modeler needs to define an error range or “tolerance” for observed to forecast volume differences in which the model is deemed acceptable for its purpose.

Having enough traffic count data of the right type is a necessary for evaluating model performance. This typically involves having enough spatial coverage to give confidence that there is no geographic bias to the evaluation, enough coverage across different road facility types to ensure that by-type evaluation can be effective, that specific key locations (the “external stations” where key roads enter and leave the modeled area) are counted, and that the counts themselves or supplementary data give enough means of estimating relative volume levels across different times of the day. Since it is impractical to collect a large enough sample of count data at one time, traffic counts from different days of the week, weeks in the month, months of the year, or even different years, are used and adjusted to reflect the model period. Because we know that traffic counts can vary often by 30% throughout the week, these adjustments are usually large and inherently imperfect, impacting the development of a consistent set of observed counts. In summary, then, counts are necessary for model evaluation but are themselves less-than-perfect “yardsticks.”

Another component in the consideration of accuracy is the “fidelity” of regional models. Models, by definition and necessity, are simplifications of reality. For example, regional travel models do not represent every road or driveway in an area. While the spatial and temporal fidelity varies between models, every regional model simplifies what exists in the real world. This simplification is a practical decision made by all modelers, whether in the transportation sector or not. A model should be tractable to maintain, the results should be understandable, and it should run in a reasonable amount of time. Importantly, a model should produce results that provide insights to policy makers and stakeholders.

¹ Box, G. E. P., & Draper, N. R. (1976). *Empirical Model-Building and Response Surfaces*. Wiley-Interscience.

A useful mantra when considering what should be reflected in a travel model is – “complexity needs to be earned.” For MVP, this means that the model should contain enough network detail to support regional planning.

Keeping Box’s quote in mind that all models are wrong, but some are useful, the question is, what are regional travel models useful for and, conversely, when are they the wrong tool. While there is no perfect answer to this question, the consideration of accuracy and fidelity play an important role in informing the answer. Regional travel models are calibrated (tuned) and validated (checked against the real world) to best reflect travel behavior in the entire region (fit to the ground counts in the entire region). This level of validation does not provide a high level of confidence *at the individual link level*. When focusing on a specific geography, such as a corridor, the first step should always be to determine how well the model is reflecting travel in that area. The “Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA”² prepared by the Federal Highway Administration provides helpful insights on this process. Given the regional purpose of the MVP model, we conclude that FHWA guidance for *regional plan* purposes is the target level of accuracy.

Once the model is performing adequately in the area of interest, it is wise to acknowledge that the outputs are still going to have some error (keep in mind precision vs. accuracy). This is partly due to the fidelity of the model. But also, it is rarely the case that models are calibrated at the intersection turning-movement level, and certainly not during the regional calibration phase. There are two common ways that modelers address “model error” (the difference between forecasted volumes and ground counts), which always exist in models.

First, adjustments can (and for some purposes should) be made to the model forecast after the model is run, deploying methods such as “Pivot” or “Fratar” to adjust the output. Effectively, these methods correct for inaccuracy by computing the model error relative to a known reality then using it to correct forecasts for hypothetical (future) situations, as follows

$$\text{ModelError} = (\text{GroundCount} - \text{CalibratedModel})$$

This model error is then applied to any forecast such that...

$$\text{AdjustedForecast} = (\text{ModelForecast} + \text{ModelError})$$

There are many acceptable ways to perform these adjustments and only the most simplistic one is shown above to illustrate the purpose of this exercise. But all of them account for the model error when using a model forecast. MVP can consider such approaches for model applications other than the regional plan.

The second commonly deployed approach when using a regional travel model is to round the outputs so that the results better reflect the level of confidence (effectively,

² FHWA | Environmental Review Toolkit | Interim Guidance on the Application of Travel and Land Use

aligning precision with accuracy). This can be important when presenting network flows to policy makers or a public audience. This is RSG's recommended approach for the MVP model when applied for regional plans.

The most important consideration when using the results of a regional model, true when using any dataset, is to (a) apply the model only to decisions for which it is *suited* and (b) to be transparent with stakeholders and decision-makers about the model's suitability, inherent accuracy and limitations, and (c) the methods used to account for those limitations. There will be some inaccuracies in model results, just as there are in adjusted counts. The question is, are these inaccuracies small enough such that the results, after adjusting for errors, can still be used to make informed decisions. When applying professional judgment in the review of regional models to assess suitability, modelers typically examine two considerations: the temporal and spatial features of the analysis at hand.

Regional models are built to perform long-range forecasts - temporal. But they are also calibrated to a base year condition. The further the forecast is away from the base year, the less confidence we have in the results. A 20-year forecast involves many assumptions such as land use growth and location, trip making behavior, and even the type of travel opportunities that may exist. A 5-year forecast inherently requires fewer assumptions and is likely to be less different than the base year.

Regional models are also built to analyze regional travel patterns and not turning movements at a single intersection – spatial. This is not to say that a model cannot provide useful information at the intersection level. The results of a regional model could be used to indicate where future intersection congestion points may occur. With professional judgement, a model could also be used to indicate the “area of influence” that may be impacted by a proposed regional development (how widely distributed we would expect the traffic from a development to have impacts). In these ways, regional models have been used to inform analyses such as traffic impact studies, corridor studies, and NEPA analyses.

Given this background, RSG assessed the MVP model for the purpose of supporting a regional plan update using FHWA guidance on how well a model should perform (how suitable it is) for that purpose.

Finally, it is important that regional models have “features” that make them relevant to the task at hand. Features can include the input data types to which the model responds as it creates forecasts, the statistical methods the model uses to estimate travel outcomes, and the simply ability of the model software to output information that is useful (as opposed to the vast amount of data the model maintains to do its computations, much of which is of interest only to the model developer). In some cases such features create added accuracy or suitability; in other cases they are practical means of making the model usable. RSG's evaluation included examining some of the relevant MVP model features.

MVP travel demand model review findings

The MVP travel demand model is based on the 2013 AMATS travel demand model system. The AMATS travel demand model was later updated in 2019, and now includes two notable differences between the 2013 and 2019 versions. In the 2019 version, the travel demand model constrains the impact of control type on individual links to within the functional influence area of the intersection based on the driver-perception reaction time considering free-flow approach speeds, and increased sensitivity to transit oriented design environmental variables in the mode choice component (density, design, land-use diversity, and destination accessibility). RSG is the principal architect of both the 2013 and 2019 AMATS travel demand model versions.

Feature Evaluation

The original MVP travel demand model was later updated as part of the Mat-Su Intra-Regional Corridor Study (IRCS) in the MVP region by another consultant team. This update added additional network detail and zonal detail, and was validated to updated daily traffic counts for the MSB area. However, this effort did not include a re-calibration of behavioral parameters that were estimated using the 2013 AMATS household travel survey (which included travel behavior characteristics of those in the MVP planning area). In simple terms, the MVP model assumes that travelers behave the way they did in 2013.

The current MVP model base-year is based on the following input data:

- The population values per TAZ were estimated using the 2019 5-year estimate (2015-2019) from the US Census Bureau American Community Survey data for census blocks in the MSB.
- School enrollment for public schools in the MSB was estimated for pre-kindergarten through grade 12. Public school enrollment data was from the Alaska Department of Education and Early Development's enrollment data for the 2019-2020 academic year. Private school enrollment data was from any publicly available data for the schools.
- Employment data was based on the Alaska Department of Labor and Workforce Development's (DOLWD) 2019 Quarterly Census of Employment of Wages data, categorized by the two-digit North American Industry Classification System code. For confidentiality, employment values and locations were given as ranges, and employers were not identified. The data was aggregated to match the North American Industry Classification System (NAICS) employment categories, which are used by the model.

Suitability and Validation Review

The technical memorandum from the updated IRCS Mat-Su model provides validation results at a daily level by volume-groupings, which are provided below.

VOLUME RANGE	# LINKS	PERCENT ERROR	PERCENT RMSE
0-5k	216	14%	69%
5-10k	40	21%	43%
10-15k	18	8%	30%
15-20k	6	12%	20%
20-25k	3	24%	24%
25-50k	9	14%	17%
Total	292	15%	47%

The *FHWA Travel Model Improvement Program (TMIP) Travel Model Calibration and Reasonability Checking Manual 2nd Edition* provides model developers with ranges of acceptable error statistics, by percent error and percent root-mean square error (RMSE), as well as methods for evaluating the reasonableness of the travel demand models assignment and ultimate validation and calibration. RSG notes that at the areawide level, on a RMSE basis the travel demand model is slightly out of specification for the MSB area by 2% RMSE. The model is producing a 15% percent error at the areawide level, which is 10% higher than acceptable according to FHWA. This indicates that there are still large assignment errors in the travel demand model.

VOLUME RANGE	# LINKS	MVP PERCENT ERROR	FHWA ACCEPTABLE PERCENT ERROR	PERCENT RMSE	FHWA ACCEPTABLE RMSE
Total	292	15%	5%	47%	45%

The technical memorandum also indicates fit statistics by functional classification. Similar to the conclusions made at the areawide level, RSG found that the model system has higher than acceptable percent error on a functional classification basis as compared to FHWA recommendations. Freeway percent error statistics are of particular concern in this case because they likely indicate that the model trip-lengths are too long, or external trips have not been properly calibrated. Of particular concern is that model systems error rates are not monotonically increasing from freeways (e.g. we should see the error percentage start small at freeway and increase in stepwise fashion through arterial, collectors, and local streets). The 1% error on the collectors is abnormally small

for the type of facility, which might indicate improper centroid connector placement relative to the traffic count assigned to the link.

FACILITY TYPE	MVP PERCENT ERROR	ACCEPTABLE PERCENT ERROR (FHWA)
Freeway	15%	7%
Major Arterial	16%	15%
Minor Arterial	19%	15%
Collector	1%	25%

RSG often finds that forecast Urban Area Percent VMT by facility type compared to “benchmark” regions useful for evaluating where the overall model system falls. This analysis is useful for determining if more investigation is warranted, but is not conclusive due to the fact that regions can differ in complexity of their regional roadway network. The results of this analysis indicate that there are some concerns, however: compared to peer regions, the MVP model currently produces higher than average VMT on the higher-class facilities (Freeway and Major Arterials). Given the reliance of the region on the Parks Highway, this suggests that further calibration and validation could be necessary.

FACILITY TYPE	MVP % VMT	SMALL MPO (50-200K)
Freeway	10.40%	18-23%
Major Arterial	53.21%	37-43%
Minor Arterial	17.38%	25-28%
Collector	10.68%	12-15%

Review conclusion

The current MVP model’s roadway validation error levels exceed those recommended by FHWA purposes. Furthermore, the VMT-by-facility-type benchmarking suggests that this may lead to over- or under-assigning traffic to certain facility types. Both for regional planning purposes and because we assume that the model will later be used (after additional “customization” for post-processing as described above) for corridor and project-level studies, RSG recommends taking the time to re-calibrate and re-validate the model. We further propose using FHWA-recommended error tolerances as the targets for this exercise.

Recommended corrective action(s)

RSG recommends the following corrective actions prior to application of the model system:

1. Update count data to enable time-period breakouts for model calibration and validation. The travel demand model produces assignments for multiple time periods in the day. The current model has not been validated for time-period analysis.
2. Re-calibrate and re-validate the model system to FHWA acceptable criteria at the daily level. Use the most recent household travel survey to aid in re-calibration efforts. Validate the travel demand model along the following dimensions:
 - a. Volume-group validation to counts (percent error, RMSE)
 - b. Functional classification to counts (percent error)
 - c. Screenline/cut-line to counts (percent error)
 - i. Current model was not calibrated using screenlines/cut-lines. This validation is critical for minimum demonstration that the trip-distribution step is properly calibrated.
3. Update model source code to produce calibration and validation metrics for the *MVP* planning area; and update model reporting functionality to report performance measures for *MVP* regional planning purposes.
 - a. Previous calibration work was conducted outside of the model system, the current model system is producing metrics for the Anchorage region.

Planning for forecast application

RSG has completed or is currently working on the following:

1. Model system review (complete)
2. Horizon-year (2050) land-use forecast development constrained to developable area by observed land-development typology (in-progress).

RSG recommended data-driven model application process:

1. The planning team as a whole gathers safety, existing plans, historic data, and model forecasts for base-year and a future no-build scenarios.
2. The planning team works with MVP and stakeholders to set the updated plan's vision, goals, objectives, and performance measures as a normative exercise. In other words, determine "what we want to accomplish" with the new plan.
3. Use the above information (of which model forecasts are part but not all) to craft a comprehensive (a) Existing Conditions and (b) System Deficiency report. The System Deficiency Report should address both existing issues and future issues in a no-build case (the no-build is typically defined as the baseyear plus all future projects not yet completed but that are either underway or have firmly committed

funding). Deficiencies should be defined in light of the agreed-upon objectives and performance measures.

4. Issue a call for projects, programs, and policies in the context of the existing conditions and system deficiency information from both agency partners and the public. This process can explicitly filter project proposals based on identified need (as defined by the goals/objectives) or simply use that information as a suggestion to project proposers.
5. Finally, a scenario planning or structured alternatives analysis examines proposed projects (subject to evaluation by the model) vs. identified deficiencies (in the travel model). Depending on budget and time available, this could compare different plan alternatives to each other using the agreed-upon performance measures.

DRAFT Project List from Existing Regional Plans

The purpose of sharing the project list in draft form is to kick off the conversation surrounding project nominations for MVP's Transportation Improvement Program (TIP) and inclusion in the Metropolitan Transportation Plan (MTP). Over the next three months, the Technical Committee will have time to review existing projects from adopted plans, learn about the existing conditions of the transportation network, and support agencies as they develop their list of projects they'd like to nominate for inclusion in the planning process. The final project list, including a list of recommended projects from the consulting team, will be included in the final Existing Conditions Report. We will also be including the Alaska DOT&PF Statewide Transportation Improvement Program List in the report.

Agencies will have the first opportunity to submit projects for inclusion in the TIP and MTP in November, followed by a public comment and submission period. A scoring committee will review, evaluate, score, and rank the proposed projects in January.

The adopted plans that were reviewed for the purpose of this exercise are:

- Matanuska-Susitna Borough, Long-range Transportation Plan
- Matanuska-Susitna Borough, Official Streets and Highways Plan
- Matanuska-Susitna Borough, Bicycle and Pedestrian Plan
- Matanuska-Susitna Borough, Comprehensive Safety Action Plan
- City of Palmer, Capital Improvement Program
- City of Wasilla, Capital Improvement Program

L RTP Project List (planned, in-progress, and completed)

Project ID from plan	Project Name	Description	Purpose	Notes
Planned				
8	Point MacKenzie Road Improvement, MP 21.8 to 23	Improvements to the road leading into the Port MacKenzie area	Congestion Relief	I think this project was included as a placeholder when the ADOT&PF was purchasing ROW for the Knik-Arm Crossing project and the project seemed to be on the fast track. The proposed Point MacKenzie MP 21.8 to 23 was the segment that connected to the bridge and I think a small interchange was included to provide an off ramp to the Port.
15a	Glenn Highway MP 84.5–92 Rehabilitation - Long Lake Section	Improve alignment and mitigate rock fall. Design.	Asset Management	Sort of in design? Yes, new project in the draft STIP Amd #2
16a	Glenn Highway Rehabilitation MP 79–84.5	Improve alignment and mitigate rock fall. Design, right of way, utilities.	Asset Management	
M3	Nelson Road Extension	Extend Nelson Road north to Fairview Loop Road, providing secondary access to the area south of the Trunk Road-Parks Highway interchange	Congestion Relief, Safety	This project was never designed or constructed beyond the concept stage.
22a	Knik-Goose Bay Road - Settlers Bay to South Alix Drive	Widen to 4 lanes with appropriate intersection improvements and pedestrian amenities (distance of approximately 3 miles). Design, ROW, Utilities	Congestion Relief	I don't think our project goes this far. It does not.
23a	Parks Highway Alternative Corridor - Segment 1 Parks Highway/Seward Meridian Parkway to Knik-Goose Bay Road	Construct a controlled access highway south of Wasilla to move through traffic around Wasilla. Corridor preservation is the highest priority.	Congestion Relief	ADOT&PF project was started, but is on hold. X
24	Glenn Parks Interchange - Hospital Access Improvements	Develop additional accesses to the Mat Su Regional Medical Center, which is currently only served by a single access point. Develop Old Mat Road as a frontage road to the Glenn Highway. Open Duchess Drive at Trunk Road to left turn ingress and egress.	Safety/Access	X
25	Old Glenn Highway - New Glenn Highway to Airport Road	Expand to a five-lane section.	Congestion Relief	X
M10	Jensen Road Extension to Soapstone Road	This will provide direct access from the growing Soapstone Road area to Palmer Fishhook Road, allowing more direct access to Trunk Road and the Parks Highway.	Capacity and Safety	X
M14	Settlers Bay Drive Extension to S. Hayfield Drive	Connect these two routes to allow for secondary access from the Settlers Bay Development to Fairview Loop Road via South Hayfield Drive.	Connectivity and Safety	X
10c	Vine Road Improvements - Hollywood Boulevard to Parks Highway	Project will rehabilitate the MSB owned portion of Vine Road to an improved four-lane facility, including drainage, repaving, lighting, pedestrian facilities, and safety improvements as necessary.	Congestion Relief, Connectivity, Safety	X
22b	Knik Goose Bay Road - Settlers Bay to South Alix Drive Widen to 4 Lanes Construction		Congestion Relief	X
23b	Parks Highway Alternative Corridor - Segment I: Parks Highway/Seward Meridian Parkway to Knik-Goose Bay Road: Construction		Congestion Relief	X
26	Palmer-Wasilla Highway: Seward Meridian Parkway to Fred Meyers Widen to 5 lanes	Add two additional travel lanes and widen Cottonwood Creek Bridge to five lanes.	Congestion Relief	X
28	Big Lake Road - North Shore Drive to Parks Highway Reconstruction	Reconstruct Big Lake Road to a four-lane facility with pedestrian amenities	Congestion Relief	X
30	Palmer-Wasilla Highway Extension Reconstruction	Expand to a five-lane facility between the Parks Highway and Knik-Goose Bay Road.	Congestion Relief Capacity	X

31	Parks Highway Alternative Corridor Segment 2: Knik-Goose Bay Road to Vine Road: Design, ROW, Utilities, Construction		Congestion Relief	X
M18	Lucille Street - Parks Highway to Spruce (City of Wasilla) 4 Lane Upgrade	Upgrade Lucille Street to a four-lane urban section with drainage, intersection improvements, and pedestrian amenities (distance of 1.25 miles).	Congestion Relief	X
ILL	Expand the Glenn Highway from Eklutna to the Glenn/Parks Interchange to six lanes			X
ILL	Upgrade Trunk Road Interchange to accommodate westbound left turn movements			X
ILL	Pave Hatcher Pass Road, MP 18 to 20			X
ILL	Widen Knik-Goose Bay Road from Centaur to Settlers Bay Drive to six lanes			X
ILL	Widen Knik-Goose Bay Road from Alix Drive to Point MacKenzie Road to four lanes			X
ILL	Expand the Parks Highway from the Glenn/Parks Interchange to Seward Meridian Parkway to six lanes			X
ILL	Reconstruction of Pittman Road			X
ILL	West Carmel Drive Reconstruction			X
ILL	Knik Arm Crossing Frontage Roads at Port MacKenzie Access			X
ILL	Bogard/Seldon Roads Corridor - 4-Lane Upgrade from New Trunk to Bogard/Seldon Intersection			X
ILL	Seward Meridian - South Extension to Fairview Loop			X
ILL	New Big Lake Collector Road - North Shore to West Susitna Parkway			X
ILL	Foothills Drive Reconstruction			X
ILL	Oilwell Road Upgrade - Petersville Road to Moose Creek Bridge			X
ILL	Sylvan Road to Hollywood Upgrade and Extension South to Hollywood Drive			X
ILL	South Big Lake Road Town Center Realignment			X
ILL	Seldon Road Extension - Pittman Road to Parks Highway			X
ILL	Point MacKenzie Road - Port MacKenzie to Ayshire Rehabilitation			X
In Progress				
2	Glenn Highway - Erosion Protection MP 63 and MP 64	Provide erosion protection at locations along the Glenn Highway between Sutton and Chikaloon where the road is susceptible to erosion and failure under normal flow conditions in the braided sections of the Matanuska River.	Safety, Asset Management	Ongoing
4	Knik-Goose Bay Road Widening - Vine Road to Settlers Bay Drive	Knik-Goose Bay Road Safety Corridor project development activities for the safety corridor, including the rehabilitation of Knik-Goose Bay Road between Vine Road and Settlers Bay Drive. This is a State funded project, separate from, but coordinated with, the Federally funded project on Knik-Goose Bay Road from Centaur Avenue to Vine Road.	Congestion Relief	In Design

9	Seward Meridian Parkway	Reconstruct Seward Meridian Parkway between the Palmer-Wasilla Highway and Bogard Road to a four-lane arterial with a pedestrian trail. Extend the Seward Meridian Parkway from Bogard Road to Seldon Road as a two-lane arterial with pedestrian facilities.	Congestion Relief	Project is currently in construction by ADOT&PF and will be transferred back to the borough when complete. This project scope only included the SMP from Bogard Road to Seldon Road as a two lane arterial (whereas the current project is constructing a four-lane all the way to Seldon). Seems to be a duplicate of 9b on Page 68.
10a	Vine Road Improvements - Knik-Goose Bay Road to Hollywood Boulevard	Project will rehabilitate the State owned portion of Vine Road to an improved 2-lane facility, including drainage, repaving, lighting, pedestrian facilities, and safety improvements as necessary.	Congestion Relief	In Design Check with ADOT&PF - This project may now include a new roundabout at the intersection of Hollywood and Vine. Technically the roundabout is a separate project; HSIP: Vine Rd at Hollywood Rd <u>Intersection Improvements</u>
12	Wasilla Fishhook Road/Main Street (Yenlo Couplet)	Create a North-South Couplet to improve traffic movement in these directions in downtown Wasilla. Main Street and Knik-Goose Bay Road will be the southbound leg and Talkeetna and Yenlo will be the northbound leg.	Safety	Going to bid for construction in FFY26
13a	DOT&PF MSB Intersection Improvement Program	Assess and construct traffic signal or roundabouts at intersections that meet need. Locations to be considered over the entire life of the LRTP include, but are not limited to: Hollywood/S. Big Lake, Hollywood/Vine, Spruce/Lucille, Peck/Wasilla Fishhook, Seldon/Church, Seldon/Caribou, Glenn/Palmer Fishhook, Bogard/Engstrom/Green Forest	Safety	Check with Chris Bentz at ADOT&PF to determine which of the listed improvements are in design or construction Not aware of an areawide program like this, nor would it be HSIP if there were one. There are various HISP individual intersection project in the works- HSIP: Trunk Rd and Palmer Fishhook Rd Roundabout (construction this season), HSIP: Vine Rd and Hollywood Intersection Improvements (Design), HSIP: Wasilla-Fishhook and Spruce/Peck Roundabout (Design), <u>HSIP: Bogard Rd at Engstrom Rd/Green Forest Dr Intersection Improvements</u>
14a	Glenn Highway MP 53-56 Reconstruction - Moose Creek Canyon	Major reconstruction of the Glenn Highway through the Moose Creek Canyon. The highway will be straightened and a new 800-foot bridge spanning Moose Creek will be reconstructed. Right of way.	Asset Management	Scope of this project has significantly changed. The 800' bridge design was put on the shelf as it became too expensive to build given all the add-ons requested by some of the stakeholders. Chris Bentz at ADOT&PF can provide the reduced scope now in place. <u>Yes, new project starting in design.</u>
M1	South Trunk Road Extension Phase 2	Complete extension from Parks Highway to Nelson Road, including bridge over the Alaska Railroad and replacing the bridge over Wasilla Creek.	Congestion Relief	The extension of Trunk Road to Nelson was completed by the MSB. The replacement of the bridge over Wasilla Creek as Adam mentioned is a CTP project currently in design. Trunk to Nelson was done by MSB as Brad notes. There is a PhIII (CTP) project to <u>replace the bridge that is in design with DOT.</u>
M2	Hermon Road Reconstruction and Extension - Parks Highway to Palmer-Wasilla Highway	Upgrade existing roadway to four lanes and new four-lane construction to provide an additional north-south corridor in the Wasilla Commercial District (distance of 0.8 mile).	Congestion Relief	in design CTP
M4a	Seldon Road Upgrade - Wasilla Fishhook to Snow Goose	First phase of the project to reconstruct Seldon Road, between Wasilla Fishhook and Lucille Street, to minor arterial highway standards. This section of Seldon road has pavement grade, sight distance, drainage, and embankment issues. Includes pedestrian facilities.	Capacity Improvement	Design intended to start FFY25 CTP
M5	Engstrom Road Congestion Relief	assess various alternatives to relieve congestion on Engstrom Road and provide a second access to Trunk Road and or Palmer Fishhook Road	Congestion Relief, Safety	In recon engineering TIP21
M6	Engstrom North Extension to Tex Al	Construct an upgraded two-lane major collector from the northern terminus of Engstrom Road to its intersection with Tex Al Drive	Congestion Relief, Safety	In design TIP24

M7	Tex Al Road Upgrade and Extension	Construct an upgraded two-lane major collector from Wasilla Fishhook Road to its existing terminus. Extend Tex Al Drive east to Palmer Fishhook Road.	Congestion Relief, Safety	In design TIP21
9b	Seward Meridian Parkway – Palmer-Wasilla Highway to Seldon Road	Reconstruct Seward Meridian Parkway between the Palmer-Wasilla Highway and Bogard Road to a four-lane arterial with a pedestrian trail. Extend the Seward Meridian Parkway from Bogard Road to Seldon Road as a two-lane arterial with pedestrian facilities.	Congestion Relief	CTP project. ADOT&PF designs and constructs and then turns road back over to the MSB.
10b	Vine Road Improvements - Knik-Goose Bay Road to Hollywood Boulevard	Project will rehabilitate the State owned portion of Vine Road to an improved 2-lane facility, including drainage, repaving, lighting, pedestrian facilities, and safety improvements as necessary.	Congestion Relief	Design
11b	Wasilla Fishhook Road/Main Street (Yenlo Couplet)	Construct the North-South Couplet to improve traffic movement in these directions in downtown Wasilla. Main Street and Knik-Goose Bay Road will be the southbound leg and Talkeetna and Yenlo will be the northbound leg.	Congestion Relief	Construction FFY26
14b	Glenn Highway MP 53–56 Reconstruction - Moose Creek Canyon	Major reconstruction of the Glenn Highway through the Moose Creek Canyon. The highway will be straightened and a new 800-foot bridge spanning Moose Creek will be constructed.	Asset Management	Design
M4b	Upgrade Seldon Road from Snow Goose to Lucille Street	Phase 2 of the reconstruction of Seldon Road between Wasilla Fishhook and Lucille Street to major collector or higher standards. This section of Seldon Road has grade, sight distance, drainage, embankment, and failing pavement issues.	Capacity and Congestion Relief	Design starting FFY25. CTP
M8	Fern Street	Upgrade Fern Street between Knik-Goose Bay Road and Fairview Loop Road, creating an upgraded north-south collector route.	Congestion Relief and Connectivity	Design TIP 21
M9	Seldon Road - Beverly Lake Road to Pittman Road	This project completes the Bogard-Seldon corridor from the Glenn Highway to Pittman Road.	Capacity and Safety	CTP project. ADOT&PF designs and constructs then returns road to MSB. In design
M11	Museum Drive Extension - West to Vine Road	Provides local frontage road connections to the south side of the Parks Highway	Congestion Relief and Safety	Design is complete. Waiting for match for ROW and construction phase. TIP 23 50% funded
M12	Hemmer Northern Extension to Bogard Road East Extension	Extend Hemmer Road north to Bogard Road to provide a more direct connection. The distance less than 1/4 mile, right of way is needed.	Connectivity	CTP project. ADOT&PF designs and constructs then returns road to MSB. Design CTP
27	South Big Lake Road - North Shore Drive to Hollywood Road Rehabilitation	Rehabilitate Big Lake Road from North Shore Drive through Big Lake Town Center to Hollywood Road with appropriate pedestrian amenities.	Asset Management	Pavement preservation in design
29	Bogard Road Between Seldon and Trunk	Widen to four lanes to accommodate increased traffic with pedestrian facilities.	Congestion Relief Capacity	There are two CTP and two HSIP project in this segment to make safety and capacity improvements. Scope is limited to HSIP and CTP funding limits and scope, which will be less than a 4 lane. In DOT design. However a longer term project may also be warranted for long range planning. Smaller scope project in design
M16	Lucille Street - Spruce to Seldon (MSB) 4-Lane Upgrade	Upgrade Lucille Street to a four-lane rural section with drainage, intersection improvements, and pedestrian amenities (distance of 1.0 mile).	Congestion Relief	Design. Not sure if upgrading to 4 lane TIP 21. In Design. Design does not include 4 lane upgrade. Turn lane at elementary school and upgrade to pathway in design. Pavement rehabilitation between Spruce and just south of Seldon.

M17	Valley Pathways School Access Improvement	Construct a new road from Valley Pathways at the end of France Road east to intersect with the signalized intersection at the Palmer-Wasilla Highway and Hemmer Road.	Congestion Relief	In Design (TIP21). Hemmer Road Extension South.
ILL	Johnson Road Upgrade and Extension to Knik-Goose Bay Road			X Johnson Road upgrade from Parks Hwy to Hollywood in Design (TIP24)
ILL	Point MacKenzie Road - Knik-Goose Bay Road to Ayshire Reconstruction upgraded two-lane facility			TIP 21, smaller scope MP 0-3 in construction now. MP 3-7.5 in Design, no construction funding identified.
ILL	West Susitna Parkway Extension to Fish Creek Agricultural Area			Design
ILL	West Susitna Access Development Program			Design
ILL	Burma Road Construction - Upgrade and Realign Burma Road from Point MacKenzie Road to West Susitna Parkway			TIP23 50% funding TIP24 Small scope for select safety improvements.
Completed				
1a	Glenn Highway MP 34–42 Reconstruction (Parks to Arctic Renovation, 4-Lane)	Upgrade the NHS Glenn Highway to a four-lane arterial with frontage roads where appropriate from the Glenn-Parks Interchange through Palmer to the Arctic/Old Glenn Highway intersection.	Congestion Relief	
3	Knik-Goose Bay Road	Widen Knik-Goose Bay Road to a divided four-lane facility from Centaur Avenue to Vine Road, a distance of 6.44 miles. Scope includes separate bike and pedestrian facilities and safety improvements, including rumble strips and combined access points. Project will be built in multiple phases.	Congestion Relief	
6	Parks Highway MP 43.5–48.3 - Lucus Road to Pittman Road	Widen Parks Highway to four lanes, with attendant traffic and safety improvements, between Wasilla and Pittman Road	Congestion Relief	
7a	Parks Highway MP 48.8–52.3 - Pittman Road to Big Lake Road Reconstruction	Widen Parks Highway to four lanes, with attendant safety improvements, between Pittman Road and Big Lake Cutoff	Congestion Relief	
12	Palmer-Wasilla Highway	Near term HSIP project to address immediate traffic and safety issues along this Highway Safety Corridor by establishing a center turn lane to improve traffic flow.	Safety	
17b	Parks Highway Bridge Replacement - Montana and Sheep Creek	The new bridges will have top widths that match the roadway width at the time of construction. Pedestrian facilities will be addressed.	Asset Management, Safety	
1b	Glenn Highway MP 34–42 Reconstruction (Parks to Arctic Renovation, 4-Lane)	Complete the upgrade the NHS Glenn Highway to a four-lane arterial with frontage roads where appropriate from the Glenn-Parks Interchange through Palmer to the Arctic/Old Glenn Highway intersection/	Congestion Relief	
7b	Parks Highway MP 48.8–52.3 - Pittman Road to Big Lake Road Reconstruction	Widen Parks Highway to 4 lanes, with attendant safety improvements, between Pittman Road and Big Lake Cutoff	Congestion Relief	

13b	DOT&PF MSB Intersection Improvement Program	Assess and construct traffic signal or roundabouts at intersections that meet need. Locations to be considered over the entire life of the LRTP include, but are not limited to: Hollywood/S. Big Lake, Hollywood/Vine, Spruce/Lucille, Peck/Wasilla Fishhook, Seldon/Church, Seldon/Caribou, Glenn/Palmer Fishhook, Bogard/Engstrom/Green Forest	Safety	
17b	Parks Highway Bridge Replacement - Montana and Sheep Creek	The new bridges will have top widths that match the roadway width at the time of construction. Pedestrian facilities will be addressed.	Asset Management, Safety	
	Ongoing DOT&PF Asset Management and HSIP Programs	Annual funding for future asset management and HSIP projects estimated at \$4.0 million annually.	Asset Management and Safety	
M13	Katherine Drive Connection to Trunk Road	This project will connect Mid-Town Estates to Trunk Road at the already constructed median break and turn pockets on Trunk Road.	Connectivity and Safety	
	Ongoing DOT&PF Asset Management and HSIP Programs	Annual funding for future asset management and HSIP projects estimated at \$8.5 million annually.	Asset Management and Safety	
M15	Felton Road Extension - Arctic/Bogard to Palmer-Wasilla Highway	Two-lane extension to provide north-south access from the Palmer-Wasilla Highway to Arctic/Bogard and Palmer High School.	Congestion Relief	
ILL	Ayshire Road to Little Su Landing Improvements			X This may have been completed several years ago. Check with MSB O&M Division.
ILL	Smith Road Reconstruction and Pedestrian Pathway			TIP21 reconstructed and added pathway on Smith Road Extension. No Pathway or reconstruction on Smith Road.



Matanuska-Susitna Borough Bicycle and Pedestrian Plan (BPP) – Adopted September 26, 2023

Recommended Projects

Table 1. BPP Recommended Projects within MPO Boundary

Recommendation	Description	Timeframe	Purpose	Funding Mechanism
12. Palmer to Sutton pathway along the Matanuska River	Reconstruct the existing railroad bed into a pathway. Stabilize slopes that are subject to erosion.	Long-term	Safety, Mobility	
13. Inner and Outer Springer Loops shoulder widening	Widen the shoulders on both sides of these roads to 5'.	Near-term	Safety, Mobility	
14. Evergreen Ave/Airport Road pathway	Construct a pathway along Evergreen Avenue and Palmer Airport Road, creating a connection from Gulkana Street to Arctic Avenue. Designed and planned to be constructed.	Near-term	Connectivity, Mobility	
15. Palmer East/West Abandoned rail line pathway	Turn the abandoned railroad between Thuma St and Inner Springer Loop into a bike/pedestrian trail. Proposed by public comment and approved by Steering Committee.	Long-term	Connectivity, Mobility	
16. S Gulkana Pathway extension north	Create a path along S Gulkana St from E Fireweed Ave to the existing path near the Dr. Myron F. Babb Arboretum. Proposed by public comment and approved by Steering Committee.	Long-term	Connectivity, Mobility	
17. South Gulkana Street crossings	Provide pedestrian crossing facilities at South Gulkana Street intersections with East Dahlia Avenue and East Elmwood Avenue.	Mid-term	Safety, Mobility	HSIP, SS4A grants
18. Arctic Avenue at Gulkana Street crossing	Provide a pedestrian crossing at this unsignalized intersection.	Near-term	Safety, Mobility	HSIP, SS4A grants



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
19. Arctic Avenue bike lanes	Provide bike lanes on both sides of Arctic Avenue between Glenn Highway and South Airport Road.	Mid-term	Safety, Mobility	HSIP, SS4A grants
20. Valley Way Intersection Crosswalks	Create crosswalks/connections between the pathway along S. Valley Way and the other side of the road at Cottonwood Ave, Dogwood Ave, Blueberry Ave, and Dahlia Ave. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
21. S Colony Way Pathway	Add a path along S Colony Way connecting the path at the intersection of the Glenn Highway/East Harold Street (where E Harold St turns into S Colony Way) to the Palmer Visitor Information Center. Proposed by public comment and approved by Steering Committee.	Mid-term	Connectivity, Mobility	SS4A grants
22. Arctic Avenue at Valley Way crossing	Provide a pedestrian crossing of Arctic Avenue at the intersection with Valley Way.	Near-term	Safety, Mobility	HSIP, SS4A grants
23. North Valley Way pathway	Pave and maintain the pathway within the Alaska Railroad right-of-way along North Valley Way to the Matanuska River.	Mid-term	Mobility	
24. Colony Way to Amoosement Park Pathway	Create a sidewalk along W Fireweed Ave, Cobb St, and W Fern Ave to connect S Colony Way to the Amoosement Park. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
25. Arctic Avenue to Auklet pathway connection	Create a Path connection from Arctic Avenue to Auklet along the Glenn Highway. Construct a new sidewalk on the south side of Auklet Avenue that crosses the railroad corridor and Valley Way and continues to Gulkana Street. Proposed by public comment and approved by Steering Committee.	Mid-term	Safety, Connectivity, Mobility	SS4A grants
26. Glenn Highway Pathway South of Palmer	Add a separated path along the Glenn Highway from South Inner Springer Loop to the Matanuska Lake State Rec Area. Project is already funded and designed.	Near-term	Safety, Connectivity, Mobility	N/A



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
27. Glenn Highway path	Provide a separated path along Glenn Highway from the northwest corner of Bogard & Glenn Highway to Palmer-Fishhook Road.	Mid-term	Safety, Connectivity, Mobility	SS4A grants
28. Felton Street pathway	Develop a pathway along Felton Street north of the Palmer-Wasilla Highway to Bogard Road. The project is nearly completed.	Near-term	Safety, Connectivity, Mobility	N/A
29. Maple Springs Pathway	Create a sidewalk on Maple Springs Way. Proposed by public comment and approved by Steering Committee.	Mid-term	Safety, Mobility	SS4A grants
30. North Hemmer Road pathway	Develop a pathway along Hemmer Road north of the Palmer-Wasilla Highway to Bogard Road. This project is already in the design phase as part of the extension/repaving of North Hemmer Road.	Near-term	Safety, Connectivity, Mobility	
31. Palmer-Fishhook Road Separated Path	Provide a separated pathway from the Glenn Highway to Little Susitna River Bridge linking to the heavily used Trunk Road pathway. This is a project in the 2021 Transportation System Package.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
32. South Hemmer Road pathway	Develop a pathway along Hemmer Road south of the Palmer-Wasilla Highway to the Valley Pathways School. This project is already in the design phase as part of the extension of South Hemmer Road.	Near-term	Safety, Connectivity, Mobility	
33. South Hemmer Road extension	Construct a parking lot on the borough-owned parcel west of the Valley Pathways School and extend South Hemmer Road to provide access to the Crevasse Moraine trail system.	Near-term	Mobility, Connectivity, Congestion Relief	
34. Snowgoose pathway extension South	Create a pathway from E Bogard Rd to N Palmer-Fishhook Rd following N Arabian Ln, E Scott Rd, and N Snowgoose Rd. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
35. 49th State Street separated path	Construct a separated pathway along 49th State Street between Bogard Road and Palmer-Wasilla Highway to connect with separated paths on both of those roadways.	Near-term	Safety, Connectivity, Mobility	HSIP, SS4A grants



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
36. Future Hospital Access Road Pathway	Construct a path along future road that will provide alternative access to Matsu Regional Hospital, near the Glenn Highway Park Highway Interchange. Proposed by public comment and supported by the OSHP.	Mid-term	Connectivity, Mobility, Congestion Relief	
37. Colony Middle School	Construct an 800-foot paved, lighted multi-use path from the cul-de-sac on Broadway Dr. to the sidewalk on the south side of the school. Construct 1,600 feet of paved, lighted multi-use path along the south side of Colony School Dr. Construct a 2,400-foot paved, lighted multi-use path along east side of N. 49th State St. from Ortner Loop to Colony School Dr. Construct crosswalk at intersection of Colony School Dr. and N. 49th State St.	Near-term	Safety, Connectivity, Mobility	2021 MSB Transportation System Package
38. Pioneer Peak Elementary	Construct 600 feet of paved, lighted multi-use path along east side of Old Trunk Rd. from the Palmer-Wasilla Hwy. to the school entrance. Construct 750 feet of sidewalk along school entrance Rd. from Old Trunk Rd. to existing school sidewalk. Construct a new bus only entrance and exit on the north side of the school from the proposed Trunk Road Connector; include pedestrian facilities to connect with the recommendation below. Construct a multi-use path on the south side of the proposed Trunk Road Connector between the new school entrance and New Trunk Rd.; include a pedestrian facility for crossing New Trunk Rd. with access to the subdivision to the east.	Near-term	Safety, Connectivity, Mobility	SS4A grants
39. Stringfield Road pathway	Convert Old Trunk Road/Stringfield Road to a pathway along Wasilla Creek from Katherine Road to Bogard Road.	Mid-term	Mobility	SS4A, HSIP
40. Machetanz Elementary	Install 1 mile of paved, multiuse path on the east side of Nelson Rd. from the north end of S. Withers Loop south to the school. Install sidewalks along S. Paddock Dr. and E. Fetlock Dr. Add lighting along 400 feet of the path behind the school; surface the path with asphalt. Construct left	Near-term	Safety, Connectivity, Mobility	2021 MSB Transportation System Package



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
	turn pocket for Nelson Road southbound traffic into drop-off zone. Construct right turn lane for Nelson Road westbound traffic into drop-off zone. Provide more frequent messaging to parents regarding the do's and don'ts of student drop-off/pick-up.			
41. Engstrom Road Pathway	Widen shoulders on Engstrom from Bogard to Hart Lake Loop. Proposed by public comment and approved by Steering Committee.	Long-term	Safety	SS4A grants
42. Finger Lakes Elementary	Expand parent drop off area; install 20 additional parking spot. Connect E. Fir Rd. to E. Eek St. (approximately 400 feet of Rd.way). Install 1,000 feet of lighting along the south side of E. Eek St. from E. Westview Cir. to N. Earl Dr. Install 1,700 feet of lighting along the east side of N. Earl Dr. from Bogard Rd. to E. Eek St.	Near-term	Safety, Connectivity, Mobility	SS4A grants
43. Tex-Al Drive path	Add a separated pathway the length of Tex-Al Drive, including the new connecting segment proposed in the 2021 Transportation System Package.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
45. Seward Meridian Parkway crossing treatment	Provide a pedestrian crossing at the intersection with East Blue Lupine Drive to connect the separated path on Blue Lupine to the Seward Meridian pathway.	Mid-term	Safety, Connectivity, Mobility	SS4A grants, HSIP
46. Seward Meridian Road path	Provide a separated path along Seward Meridian between Palmer-Wasilla Highway and Seldon Road. The project is already funded and designed through the Seward Meridian Parkway Road Improvement Project.	Near-term	Safety, Connectivity, Mobility	N/A
47. Crosswalk for access to Fronteras Spanish Immersion Charter School	Provide bike and pedestrian access to the Fronteras Spanish Immersion Charter School on the east side of Seward Meridian as part of the planned Seward Meridian upgrade. Proposed by public comment and approved by Steering Committee.	Mid-term	Safety, Connectivity, Mobility	SS4A grants; HSIP



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
48. Teeland Middle	Construct 1.6 miles of paved, lit multi-use path along the south side of E Seldon Rd. from Wasilla Fishhook Rd. to Tait Dr. Reconfigure the vehicle entrances and exits to allow only one-way traffic. Install a mid-block crossing on Seldon Rd. near Anoka Pl., including pedestrian-activated RRFB and pavement markings.	Near-term	Safety, Connectivity, Mobility	SS4A grants
49. Bogard Road separated path	Provide a dedicated pathway on this busy road between Trunk Road and Lucille.	Near-term	Safety, Mobility	SS4A grants
50. Shaw Elementary – Foxtrot Avenue Extension	Extend Foxtrot Avenue from Paradise Lane to N Sierra St. Improve intersection with Paradise Lane and N. Wasilla Fishhook Rd.	Near-term		
51. Wasilla-Fishhook Road	Provide a separated pathway along Wasilla-Fishhook Road from Seldon Road to Palmer-Fishhook Road.	Mid-term	Safety, Mobility	SS4A grants, HSIP
52. Hermon Road Upgrade	Pathway along Herman Road. Planned and in design with DOT – includes pedestrian/bicycle amenities.	Near-term	Safety, Mobility	
53. Bogard Road separated path	Provide a separated pathway on this busy road between the Bogard Road roundabout to Peck Street.	Near-term	Safety, Mobility	SS4A grants, HSIP
54. Larson Elementary	Add 1,400 feet of paved, lighted multi-use path along west side of Larson Elementary Rd. from E. Seldon Rd. to the school. Widen to 8 feet and add lighting to bike path on west side of school. Construct 1.6 miles of paved, lighted multi-use path on the south side of Seldon Rd. from Wasilla Fishhook Rd. to Tait Dr. (same recommendation as for Teeland Middle School). Add mid-block crossing on Seldon Rd. at Winona St. Add mid-block crossing on Seldon Rd. at Anoka Pl. Add flashing 20 mph school zone signs on Seldon Rd.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
55. Crossing improvements at Parks Highway and Palmer-Wasilla Highway	Improve the pedestrian crossing facilities at this intersection. Additional study is needed, but potential solutions may include pedestrian refuge islands or leading signal intervals.	Near-term	Safety, Connectivity, Mobility	SS4A grants, HSIP



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
56. Fairview Loop path	Extend the separated pathway along Fairview Loop from S Knik-Goose Bay Road to South Abby Boulevard.	Mid-term	Safety, Connectivity, Mobility	SS4A grants, HSIP
57. Fern Street path	Provide a connection between KGB Road and Fairview Loop in this fast-growing portion of the borough. This is a project in the 2021 Transportation System Package.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
58. Wasilla Middle School	Terrace and landscape the wooded area south of school to improve visibility; this may be accommodated with the new library project. Construct 2,200-foot paved, lighted multi-use path along the south side of Bogard Rd. from Wasilla Fishhook Rd. to N. Crusey St. Add lighting to existing path southwest of school and along E. Swanson Ave. Construct 250-foot multi-use path connecting easternmost school sidewalk to sidewalk along N. Crusey St.	Near-term	Safety, Connectivity, Mobility	SS4A grants
59. Iditarod Elementary	Construct a paved, lighted multi-use path between west end of East Carpenter Circle and Wasilla High School parking lot. Construct a sidewalk along eastern edge of Wasilla High parking lot and connect to existing pedestrian improvements. Construct a sidewalk along the south side of East Kalli Circle aligned with the existing ladder-style crosswalk on North Wasilla Fishhook Rd. Reconstruct existing ladder-style crosswalk located on the south side of East Carpenter Circle crossing over North Wasilla Fishhook Road to East Kalli Circle using inlaid methyl methacrylate markings. Install a ladder-style crosswalk on East Carpenter Circle connecting existing multi-use pathway on east side of North Wasilla Fishhook Rd. Adopt "The Little Sign Company" policy for parents picking up students. Policy allows teacher verification with parents at a distance	Near-term	Safety, Connectivity, Mobility	SS4A grants



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
	within the drop-off/pick-up zone and has increased peak pick-up by up to *10 minutes http://www.carvisorsign.com/			
60. Crossing treatment at Wasilla-Fishhook, Kalli Circle, and Carpenter Circle	Provide an enhanced pedestrian crossing treatment at this busy intersection.	Near-term	Safety, Mobility	SS4A grants, HSIP
61. Tanaina Elementary	Construct 4,900-foot paved multi-use path along the north side of Mulchatna Dr. from Lucille St. to Hematite Dr. Add mid-block crossing on Lucille St. at Mulchatna Dr. Install lighting along 1 mile of existing path on Lucille St. from E. Seldon Rd. to W. Spruce Ave. Construct 1 mile of paved, lighted multi-use path along the south side of Seldon Rd. from N. Wards Dr. to Lucille St. Reduce the grade of the path near parent entrance/exit driveway to be level with the Rd. to improve sight distance. Expand the parent drop-off/pick-up area to the north; construct a sidewalk along the north side of the expanded drop-off area.	Near-term	Safety, Connectivity, Mobility	SS4A grants
62. Lucille Street north extension	Add a path to along Lucille Road to connect Schrock Road and Seldon Road. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
63. Shrock Road pathway	Create a path on Shrock Rd from Seldon Rd to Church Rd. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
64. Snowshoe Elementary	Construct a paved, multi-use path along the south side of Fairview Loop between Hayfield Rd. and Well Site Rd. Install a mid-block crossing over Fairview Loop at the intersection with Danielle Dr.; include pedestrianactivated RRFB and appropriate pavement striping	Near-term	Safety, Connectivity, Mobility	SS4A grants



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
65. Church Road separated path	Provide a connection north from the Church Road separated path that ends at Spruce Avenue to Schrock Road. This project is part of the 2021-22 MSB Capital Improvement Plan.	Mid-term	Safety, Connectivity, Mobility	CIP
67. Settlers Bay area trail connections	Connect Hayfield Road Scout Ridge Loop Trail and Cottonwood Creek Wetlands Trail.	Long-term	Mobility, Connectivity	SS4A grants
68. S Knik-Goose Bay Rd Crossing	Create a bike and pedestrian crossing on S Knik-Goose Bay Rd at Pinnacle Peak Dr to connect the south side of the street to the path on the north side. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants; HSIP
71. Knik Elementary	See DOT SRTS Audit.	Near-term	Safety, Connectivity, Mobility	SS4A grants
72. Vine Road separated path	Construct a separated path along the full length of Vine Road from KGB Road to Parks Highway. This project is part of the 2021-22 MSB Capital Improvement Plan.	Mid-term	Safety, Connectivity, Mobility	CIP
76. Knik-Goose Bay Road separated path	Construct a separated path along KGB Road from South Settlers Bay Road to Malemute Run.	Mid-term	Safety, Mobility, Connectivity	SS4A grants, HSIP
77. Dena'ina Elementary	Install street lights at all major approaches and intersection within a 1 mile radius of the school sites. Provide school zone flashing lights and signage. Install 2,460 LF of paved multi-use path on Redington Drive and south on Knick Knack Mud Shack. Install 2,340 LF of paved multi-use path on the west side of Alix Drive to W. Trimotor Street. Install 3,475 LF of paved multi-use path on the north side of Knik Knack Mud Shack Road. Install 2,640 LF of paved multi-use path on the north side of Clay Chapman Road.	Near-term	Safety, Connectivity, Mobility	SS4A grants

Notes: Steering Committee = BPP Steering Committee. Near-term = 0-5 years; Mid-term = 6-10 years; Long-term = more than 10 years



Source: MSB 2023, p. 37-45; MSB 2014; MSB 2017.

Recommended Policies

Table 2. BPP Recommended Policies

Recommendation	Description	Timeframe	Purpose	Funding Mechanism
Facility design standards	Develop standard drawings and specifications for bicycle and pedestrian facilities. Write legislation for adoption by Assembly defining guidelines for pedestrian facilities based on road classification.	Near-term	Safety, Asset Management	N/A
Complete Streets policy	Craft a Complete Streets policy that includes all users.	Near-term	Safety, Connectivity, Mobility	N/A
Snow-clearing policy	Adopt a snow-removal policy for nonmotorized infrastructure across the borough and across jurisdictions.	Near-term	Safety, Asset Management	N/A
Maintenance policy	Adopt a general maintenance policy for nonmotorized infrastructure across the borough and across jurisdictions for debris removal, sweeping, and pavement patching.	Near-term	Mobility, Asset Management	N/A
Subdivision regulations	Revise MSB Code to include pedestrian infrastructure when subdivisions are created; require safe route to school when building or subdividing within 1/2 mile from a school; distinguish between urban and rural contexts.	Near-term	Safety, Connectivity, Mobility	N/A
Vision Zero program	Coordinate the adoption of the international Vision Zero program.	Near-term	Safety	SS4A grants
Include bike and pedestrian plans in the TIP	At least 20% of the MSB TIP and MVP TIP should be bike and pedestrian projects.	Near-term	Mobility	N/A

Notes: Near-term = 0-5 years

Source: MSB 2023, p. 36-37



Recommended Programs

Table 3. BPP Recommended Programs

Recommendation	Description	Purpose	Funding Mechanism
Convene a nonmotorized task force.	Form a task force of mobility advocates that represent walking, biking, transit, the mobility impaired, seniors, and other groups to advise local agencies on mobility issues. Cost: N/A	Mobility	N/A
Conduct annual bicycle/pedestrian counts at key locations across the MSB.	Using a network of volunteers, conduct annual counts at major intersections and along significant transportation corridors. Cost: N/A	Asset Management	N/A
Conduct a level of service assessment for bicyclists and pedestrians.	Using the Highway Capacity Manual's methods, determine the level of service for major transportation corridors for both pedestrians and cyclists. Cost: \$25K	Mobility	TIP
Publish a bicycle and pedestrian map.	Develop and publish a simple, foldout map that depicts bicycle and pedestrian facilities. Cost: \$7.5K	Mobility, Connectivity	SS4A grants
Conduct an ADA assessment in core areas.	Perform a reconnaissance study of curb ramps, curb slopes, detectable warnings, clear spaces, and other operable parts to determine compliance with ADA requirements in the core areas of the MSB. Cost: \$25K	Safety, Connectivity	SS4A grants
Conduct a user conflict study.	Evaluate user conflicts on bike and pedestrian paths and develop a guide for minimizing user conflict on bike and pedestrian paths. Cost: N/A	Safety, Mobility	N/A
Develop a wayfinding plan.	Prepare a comprehensive wayfinding plan for core areas of the MSB that includes look and feel standards, pedestrian- and vehicle-scale signage, standard specifications, and locations for wayfinding elements. Cost: \$75K	Connectivity, Mobility	SS4A grants
Conduct a greenbelt pathway reconnaissance and feasibility study.	Assess the feasibility of creating a greenbelt pathway in the core urban areas of the borough to identify locations, costs, environmental issues, and property ownership. Cost: \$100K	Connectivity, Mobility	TIP
Develop an interpretive bicycle and pedestrian path.	Create a pathway connecting historic transportation routes. Include interpretive and wayfinding signs. Cost: N/A	Connectivity, Mobility	N/A



Notes: No timeframe provided.

Source: MSB 2023, p.47-48

Comprehensive Safety Action Plan (CSAP) – Adopted April 2025

Recommended Projects

Table 4. CSAP Recommended Projects within MPO Boundary

Recommendation	Description	Timeframe	Purpose	Funding Mechanism
#1 Parks Highway Corridor (Church Road to Seward Meridian Parkway)				
Parks Highway and Palmer Wasilla Highway Near-Term Priority	Review options to close & consolidate access points at the intersection of the Parks Highway and Palmer Wasilla Highway. Estimated Cost: N/A	Near-Term	Safety, Access Control	N/A
Systemic Intersection Improvements	Systemic intersection improvements at signals area-wide, but with priority given to this corridor to implement retroreflective signal backplates, accessible pedestrian signals, and leading pedestrian intervals. Pedestrian refuges were considered separately and may not be eligible under the HSIP program. Estimated cost: \$180,000	Short-Term	Safety, Mobility	HSIP
Corridor Access Management Plan	Supplemental plan for a corridor access management plan for this corridor that includes traffic analysis and comprehensive public engagement with area businesses and residents. Some solutions can be implemented immediately once analysis is completed, such as median closures, and would likely be eligible under DOT&PF's HSIP. Supplemental plans are eligible for SS4A grants. Estimated plan cost: \$2.5M	Short-Term	Safety, Access Control, Mobility	HSIP, SS4A grants
#2 Safe, Equitable Walking Routes to School (Area Wide)				
Safe Routes to School Plan	Supplemental plan to sustain and build the SRTS program for a three-year period. Estimated cost for plan: \$350,000	Short-Term	Safety, Mobility	SS4A, TIP



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
Equitable Walking Routes to Schools in Disadvantaged Areas	Implement projects at the following school sites (see below). Estimated cost: \$8M	Short-term	Safety, Connectivity, Mobility	SS4A, TIP
Wasilla Middle and High Schools	Construct separated path on both sides of Bogard between N Crusey and Wasilla-Fishhook. Add new pathways from Bogard Road to the north border of Iditarod Elementary property, and along the north border of Wasilla High School that connects south to the football field.	See above	See above	See above
Burchell High School	Add a crosswalk at Nicola Avenue and Deskas Street. Add path on east side of Deskas Street and on Nicola Avenue between Church Road and Lucas Road.	See above	See above	See above
Iditarod Elementary	Construct a sidewalk or separated path on Kalli Circle, Glen Circle, Kara Circle-, Danna Avenue, and Aspen Avenue. Add crosswalk and evaluate need for Rectangular Rapid Flashing Beacon on Wasilla-Fishhook.	See above	See above	See above
Tanaina Elementary	Add crossing and flashers at Mulchatna Drive and Lucille Street. Add sidewalk on Mulchatna Drive from Lucille Street to Raven's Flight Drive.	See above	See above	See above
Teeland Middle School	Add sidewalk on E. Tambert Drive.	See above	See above	See above
Knik and Goose Bay Elementaries	Add path on north side of Hollywood Road between Vine Road and Edelweiss Drive. Improve crossings at school entrance.	See above	See above	See above
Shaw Elementary	Add separated path between N. Charley Road and Wasilla-Fishhook Road, in conjunction with the TIP project for school site safety improvements at Shaw Elementary.	See above	See above	See above
Larson Elementary/Teeland Middle School	Construct a separated path on Seldon Road between Wasilla-Fishhook Road and Seward Meridian Parkway. Evaluate crossings with RRFBs at Larson Elementary and at Anoka Place (consider posted speed of Seldon, possibly in conjunction with Project #11, E. Seldon Road Improvements). Estimated cost: \$1.5M	Mid-term	Safety, Connectivity, Mobility	SS4A grants, TIP
#3 Separated Pathway Regulatory Signs (Area Wide)				



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
NO MOTOR VEHICLES Signs	Install regulatory (NO MOTOR VEHICLES) signs along separated pathways at various entry points, such as at intersections with side streets. Estimated cost: \$160,000	Short-term	Safety	
#4 Westpoint Drive & Crusey Street Pedestrian Improvements				
New Crosswalks and Add Beacon	Stripe crosswalks at both legs of Westpoint Drive and Crusey Street. Install a crosswalk at Lakeshore Drive and at Swanson Avenue and evaluate warrants for a Rectangular Rapid Flashing Beacon at one or both. Estimated cost: \$330,000 assumes two locations for the beacons.	Short-term	Safety, Mobility	HSIP
Consider Road Diet	Consider a road diet on Crusey Street and the need for a continuous left turn lane; re-use this space for bike lanes and/or a center median with a pedestrian refuge. Estimated cost: \$300,000	Mid-term	Safety, Mobility	HSIP, SS4A grant
New Sidewalk	Construct a sidewalk on the south side of Westpoint Drive from Crusey Street to the Carrs parking lot. Estimated cost: \$450,000	Mid-term	Safety, Mobility	HSIP
#5 Bogard Road Intersection Improvements and Separated Path (Seldon Road to Peck Street OR Seldon Road to Wasilla-Fishhook)				
Corridor Access Management Plan	Supplemental plan for access management needs between Seldon Road and Wasilla-Fishhook Road. Estimated cost for plan: \$500,000	Short-term	Safety, Access Control	HSIP, SS4A grants
Intersection Improvements	Right- and left-turn lanes at Tait Drive and at Copper Creek Road, with added lighting. Estimated cost: \$2.2M	Mid-term	Safety, Mobility	HSIP, SS4A grants
Add Separated Pathway	Separated path from Seldon to Peck or Wasilla-Fishhook. The Wasilla-Fishhook end has path recommendations tied to Wasilla Middle School which are considered separately under school area projects. Estimated cost: \$2.8M	Mid-term	Safety, Connectivity, Mobility	HSIP, SS4A
Roundabout	Modern single-lane roundabout at Bogard and Seldon. Estimated cost: \$6M	Mid-term	Safety, Traffic Calming	HSIP
#6 Vine Road Safety Improvements				



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
Vine Road Safety Improvements	Widen shoulders between Hollywood Road and Parks Highway, or construct a separated pathway on the west side of Vine Road as a continuation of the proposed Vine Road: KGB to Hollywood Road project. Estimated cost: \$4M	Mid-term	Safety, Mobility	HSIP
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. If Vine Road is a near-term candidate for pavement preservation, consider striping with 11-ft lanes, and using wider edge lines. Estimated cost: None	N/A	Safety	HSIP
Consider Trail Space for ATV Users	N/A	N/A	Safety, Mobility	N/A
#7 Seldon Road and Church Road Intersection Improvements				
Low-Cost Safety Toolkit Recommendation	Convert intersection to four-way stop sign controlled, and add transverse rumble strips. Estimated cost: \$20k	Short-term	Safety, Traffic Calming	HSIP
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. In the upcoming (2026) planned pavement preservation project for Church Road, consider striping with 11-ft lanes, and using wider edge lines. These would have minimal to no cost in the context of a larger paving project.	Short-term	Safety	HSIP
Seldon Road and Church Road Intersection Improvements	Roundabout and add intersection lighting. Accommodate crosswalks on the south side of the intersection to connect pathways. Estimated cost: \$6M	Mid-term	Safety, Mobility	HSIP, SS4A
#8 Arctic Avenue Bicycle and Pedestrian Improvements (Glenn Highway to Palmer Airport Road)				
Supplemental Corridor Plan	Supplemental plan for access management and non-motorized facility needs from Glenn Highway to Clark-Wolverine Road, or other eastern boundary as determined with DOT&PF and the City of Palmer. Estimated cost for plan: \$500,000	Short-term	Access Control, Mobility	HSIP, SS4A grants
Bike Lanes and/or Widened Pathway	Stripe bicycle lanes in existing shoulder like the corridor west of Glenn Highway, as recommended in MSB's Bicycle and Pedestrian Plan. Width of bicycle lane available through re-striping only may	Short-term	Safety, Mobility	HSIP



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
	not be desirable long term, so this may be an interim measure until wider shared-use facilities can be constructed. Estimated cost: \$75,000			
Separated Path and Pedestrian Crossing	Construct separated path or sidewalk on north side between Gulkana Street and Palmer Airport Road. Improve existing crosswalk (enhanced signing, striping) and evaluate warrants for a beacon at Academy Charter School. Install crosswalk at Valley Way. Estimated cost: \$650,000	Short-term	Safety, Connectivity, Mobility	HSIP, TIP, SS4A
#9. Hollywood Road Safety Improvements (Big Lake Road to Vine Road)				
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. In upcoming pavement preservation project for Hollywood Road (2026), stripe with 11-ft lanes, and using wider edge lines.	Short-Term	Safety, Traffic Calming	HSIP
Add Turn Lanes and Lighting	Construct right- and left-turn lanes and lighting at Sylvan Lane and Johnsons Road. Note that only Sylvan Lane is within MPO boundary. Estimated cost: \$1.7M	Mid-term	Safety, Mobility	HSIP, SS4A grants
Add a Separated Path or Add Shoulders	Construct separated path (south side) from Connie Lane to Big Lake Road or widen shoulders. If a separated path is constructed, evaluate a speed limit reduction out of consideration for users crossing the roadway to use the path. Note that MPO boundary ends at S Eider Circle, east of Big Lake Road. Estimated cost: \$8M (assumes higher cost path).	Long-term	Safety, Mobility, Connectivity	
Consider Trail Space for ATV users	N/A	N/A	N/A	N/A
#10 Clapp Street Safety Improvements (Curtis Menard Sports Center to Laurie Avenue)				
Enhanced Curve Delineation and Brush Clearing	Enhance curve delineation and clear brush around curves near Mack Drive. Estimated cost: \$80,000	Short-term	Safety	HSIP
Add Turn Lanes	Construct right- and left-turn lanes at Mack Drive and Laurie Avenue. Both right- and left-turn lanes may not be necessary. Estimated cost: \$1.6M	Mid-term	Safety, Mobility	HSIP



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
Increased Lighting	Add continuous lighting between Curtis Menard Sports Center and Laurie Avenue. Estimated cost: \$800,000	Mid-term	Safety	HSIP, SS4A grants
#11 E. Seldon Road Safety Improvements (Windy Bottom Road to Lucille Street & Wasilla-Fishhook Road to Bogard Road)				
Seldon and Church Intersection Improvements, Add Left Turn Lanes, Add Separated Pathway and Lighting	Initiate a project to reconstruct Seldon Road between Bogard Road and Wasilla-Fishhook Road, and from Lucille Street to Church Road. Construct left-turn lanes at Schrock Road, Tait Drive, and Northgate Place, as recommended in the Bogard-Seldon Corridor Access Management Plan. Add lighting and a separated pathway between Wasilla-Fishhook Road and Bogard Road. Estimated cost: \$50M (based on other DOT&PF STIP project total costs for Seldon Road)	Short-term	Safety, Mobility	TIP, SS4A grants
#12 Swanson Avenue Complete Street (Parks Highway to Crusey Street)				
Enhanced Crosswalks, Remove Two-Way Center Turn Lane, and Retain Shoulder/Bike Lane	Make a Complete Street through re-striping. If acceptable for traffic operations, remove the center two-way left-turn lane and use the remaining width for striping bicycle lanes. The pending Main Street couplet project downtown will be implementing one-way cycle tracks, which would complement bike lanes on Swanson Avenue. Re-stripe and sign all stop-controlled intersections between Tommy Moe Way and Yenlo Street. Estimated cost: \$260,000	Short-term	Safety, Mobility, Connectivity	SS4A, HSIP
Install 6-Foot Sidewalks,	Widen sidewalks to six feet to match the portions of the Swanson Avenue sidewalks that will be this width on each side of Main Street and Yenlo Street after the Main Street couplet project. If this can be accomplished without new right-of-way acquisition, this change should be moved to the short term. Estimated costs: \$2.3M	Mid-term	Safety, Connectivity	HSIP
#13 Green Forest Drive Safety Improvements				
Add an Attached Path Making this a	Include an attached (curbed) pathway (if feasible within the right-of-way) in current TIP project to upgrade this road. Right-of-way is constrained on this road and partial acquisitions may be	Short-term	Safety, Mobility,	TIP



Recommendation	Description	Timeframe	Purpose	Funding Mechanism
Complete Street, Roundabout	impractical due to minimum lot size requirements. Add a mini roundabout at E Frances Lane for improved circulation and traffic calming. Estimated cost: \$7.2M, inclusive of planned TIP upgrades which are estimated at \$6.2M.		Traffic Calming	
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. In current TIP project, consider striping with 10 or 11-ft lanes, and using wider edge lines.	Short-term	Safety, Traffic Calming	HSIP, TIP
#14 49th State Street Separated Path				
Add a Separated Path, New Crosswalk, Add Beacon, and Consider Speed Reduction	Continue to develop the proposed separated path project. Evaluate changing posted speed limit of 45 mph and crosswalk/ Rectangular Rapid Flashing Beacon warrants at the southern school driveway access to Colony High School. Estimated cost: \$2.8M	Short-term	Safety, Mobility	TIP
#16 Local Road Speed Management Plan (Area Wide)				
Local Road Speed Management Plan	Create a supplemental plan to evaluate public interest in local road traffic calming potential countermeasures such as mini roundabouts, speed humps, speed tables and more. Keep any specific maintenance considerations in mind. Complete this plan in conjunction with a policy recommendation for evaluating when roads warrant traffic calming. Potential routes for inclusion in this project include, but are not limited to: Serendipity Loop, Lakeview Loop, Cottonwood Loop, Hart Lake Loop, Charley Drive, Melanie Drive, Vaunda Drive. Estimated plan cost: \$350,000	Short-term	Safety, Mobility, Traffic Calming	HSIP, SS4A

Notes: Project #15 is not within the MPO boundary. SRTS = Safe Routes to Schools; Short-term = 0-5 years; Mid-term = 5-10 years; Long-term = 10-15 years

Source: MSB 2025, p. 76-109



Recommended Policies

Table 5. CSAP Recommended Policies and Practices

Policy ID	Policy/Practice	Purpose	Funding Mechanism
SP1	Establish a Safety Action Plan (Safe Streets MSB) Implementation working group.	Safety	SS4A grants
SP2	Implement Safe Streets MSB (or Vision Zero) campaigns and build and maintain a regional Safe Streets MSB (or Vision Zero) webpage.	Safety	SS4A grants
SP3	Create and distribute educational materials to complement development of an MSB Complete Streets policy that aligns with the MVP Complete Streets Policy.	Safety, Connectivity, Mobility	SS4A grants
SP4	Work with local community partners to create and distribute seasonal safety messaging on how to be safe on the roadway during winter and low light conditions.	Safety	N/A
SP5	Combine countermeasure deployment with promotional activities (press releases, promotional signage, media interviews).	Safety	N/A
SP6	Explore a change in state law to reduce the legal blood alcohol content (BAC) for impaired driving.	Safety	N/A
SP7	Implement a submittal checklist for developers and/or roadway design project reviews prior to project approval.	Safety	N/A
SP8	Host safety walking tours annually for elected officials and the public to demonstrate safety needs and navigating locations where improvements have been implemented.	Safety	N/A
SP9	Create a policy to establish consistent messaging for school zone safety throughout the MSB.	Safety	N/A
SP10	Work with local partners to develop a safety campaign that encourages compassion in young people to advocate for safe driving behaviors.	Safety	N/A
SP11	Work with local agencies and policy makers to create economic investment incentives for new development that adds walkable facilities, smaller lot sizes, increased density, and greenspace.	Safety, Connectivity, Mobility	N/A
SP12	Work with the MSB School District to expand offerings of driver's education for students. Explore opportunities to defray costs through grants or local sponsorships.	Safety	SS4A grants



Policy ID	Policy/Practice	Purpose	Funding Mechanism
SP13	Explore purpose and feasibility of a local ATV and snowmachine safety program, working with local dealerships and trail rider groups. Focus on education and outreach for safe and legal ATV and snowmachine operations.	Safety, Mobility	SS4A grants
SV1	Evaluate the MSB's vehicle fleet, and when replacement vehicles are due, give consideration for the smallest vehicle size suitable for the task.	Safety	N/A
SV2	Child car seat education and workshops.	Safety	SS4A grants
SV3	Adult car fitting education and workshops (e.g., proper mirror adjustment, ergonomics, and other safe practices in vehicles).	Safety	SS4A grants
SV4	Income-based programs and potential incentives for vehicle owners that address vehicle maintenance issues such as operable headlights and blinkers, brakes and brake lights, and tires with proper all-season tread.	Safety	SS4A grants
SV5	When purchasing replacement vehicles for MSB vehicle fleet, consider vehicles with more safety features and automations such as lane assist, backup cameras, and other hazard warnings.	Safety	N/A
SS1	Explore implementing automated speed enforcement or pilot project.	Safety	SS4A grants
SS2	Review/implement speed management policies for setting speed limits.	Safety	N/A
SS3	Assess the appropriateness of speed and functionality of local and state roads in the MSB through the development of an MSB Complete Streets Plan and future MSB transportation plan updates.	Safety	SS4A grants
SS4	Develop a consistent speed zone policy for schools within the MSB Expanded Core Area.	Safety	N/A
SS5	Work with local enforcement agencies to advocate for increased funding, staffing, and equipment to strengthen policing capabilities throughout the MSB.	Safety	N/A
SS6	Work with local enforcement agencies to educate policy makers and advocate for stronger laws and stricter fines and penalties to improve accountability for speeding and traffic violations.	Safety	N/A
SR1	Develop an MSB Complete Streets Plan.	Safety	SS4A grants
SR2	Update street design guidelines, standards, and borough code to support Complete Streets policies and Safe System principles.	Safety	SS4A grants



Policy ID	Policy/Practice	Purpose	Funding Mechanism
SR3	Prioritize and pursue implementation funding for the projects recommended in the MSB CSAP. Refresh the safety priority analysis at least every three years to ensure continued relevancy.	Safety	N/A
SR4	Install low-cost safety countermeasures at priority locations identified in the MSB CSAP and throughout the region.	Safety	SS4A grants
SR5	Share the countermeasures and toolbox solutions identified in the MSB CSAP with applicable implementors (e.g., developers).	Safety	N/A
SR6	Apply for federal grant funding, such as the SS4A program, to leverage traditional funding sources for safety demonstration and implementation efforts.	Safety	N/A
SR7	Create policy to promote safe street design for developers of new subdivisions within the MSB, with a focus on when non-motorized facilities are required.	Safety	N/A
SR8	Create policy to require impact fees and Traffic Impact Analyses for new subdivisions.	Safety	SS4A grants
SR9	Initiate design guidance and/or policy to reduce minimum thresholds for right- or left-turn lanes for roadway designers and developers.	Safety	SS4A grants
SR10	Develop guidelines for evaluating implementation of a road diet, in coordination with the Complete Streets policy and Complete Streets plan.	Safety	SS4A grants
SR11	Create policy and coordinate with pending Alaska Traffic Manual updates to establish consistent features within school zones including speed zones, signs and markings, and lighting practices.	Safety	SS4A grants
SR12	Create policy to establish consistent all-season maintenance practices for transportation facilities within one mile walking distance of a school including sidewalks, multi-use pathways, and bus stops.	Safety, Asset Management	N/A
SR13	Prioritize the safety of all road users during winter maintenance through MSB agency coordination and evaluate mechanisms and resources to streamline maintenance processes, such as interagency agreements.	Safety, Asset Management	N/A
SR14	Develop a working group to identify the key challenges and roadblocks and provide solutions associated with maintaining streets, sidewalks, and bicycle facilities year-round, but especially during a snow or weather event.	Safety, Connectivity, Asset Management	N/A



Policy ID	Policy/Practice	Purpose	Funding Mechanism
SR15	Reinstate an MSB HSIP program, update HSIP Handbook and advocate for dedicated funding to HSIP projects as a separate component of capital improvement or TIP projects.	Safety	SS4A grants, HSIP
SR16	Encourage efficient resource allocation through consolidation of Road Service Areas.	Safety	N/A
PCC1	Facilitate training sessions for law enforcement agencies on traffic safety during crash response and on comprehensive crash reporting.	Safety	N/A
PCC2	Collaborate with health organizations and non-profits to engage in treatment options for people involved in drug and alcohol related crashes.	Safety	N/A
PCC3	Improve ambulance availability and response times.	Safety	N/A

Notes: SP = Safe People; SV = Safe Vehicles; SS = Safe Speeds; SR = Safe Roads; PCC = Post Crash Care

Source: MSB 2025, p. 63-65



Matanuska-Susitna Borough Official Streets and Highway Plan (OS&HP) – Adopted November 2022

Recommended Projects

The purpose of the following projects is to construct roadways to create a road network that emphasizes connectivity, safety, and cost-effectiveness (MSB 2022). The roads are each given a functional class, summarized in the 2022 OS&HP Plan (p. 13), as follows:

Functional classes is a road planning tool that helps define the road's design needs by identifying the expectations of the drivers on the road segment. The OS&HP establishes the functional classification of the road, new and existing, which is key to linking design criteria to functional needs. The MSB OS&HP applies a functional classification system recommended by FHWA and is consistent with existing MSB policy and design guidance and that of the DOT&PF. The FHWA functional classification system used in the MSB OS&HP identifies roads in the following categories:

- Interstate Highway
- Major/Minor Arterial Roads
- Major/Minor Collector Roads
- Local Roads

Table 6 lists the unconstructed roads within the MPO boundary that are recommended in the OSHP. Please note that some road segments did not have MSB road names identified. Names were added based on the nearest road and/or potential road connections and tagged with HDR for easy identification.

Table 6. Unconstructed OS&HP Recommended Projects within MPO Boundary

Object ID	Road Name	Function Class	Funding Mechanism
1	W PARK AVE	Local Road (NC)	
2	N SADDLE HORSE DR	Local Road (NC)	
3	E NEW HOPE ST	Minor Collector (NC)	
4	S Foothills Blvd	Local Road (NC)	
5	N ENGSTROM RD	Major Collector (NC)	
6	S DANIELLE ST	Local Road (NC)	
7	E BROME AVE	Local Road (NC)	
8	E YENTNA DR	Minor Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
9	E BELK DR	Local Road (NC)	
10	S LAYBOURN DR	Major Collector (NC)	
11	W SEIMS ST	Local Road (NC)	
12	S TALKEETNA ST	Major Arterial (NC)	
13	S Country Dr	Major Collector (NC)	
14	N GREYLING ST	Local Road (NC)	
15	E SCOTT RD	Minor Collector (NC)	
16	E COLD BAY DR	Local Road (NC)	
17	S EASY ST	Local Road (NC)	
18	N HEMMER RD	Major Collector (NC)	
19	S WEEPING BIRCH ST	Local Road (NC)	
20	E KATHERINE DR	Minor Collector (NC)	
21	N COVINGTON ST	Major Collector (NC)	
22	N CHUGACH ST	Local Road (NC)	
23	E TYLER DR	Local Road (NC)	
24	E Bluff Vista Cir	Minor Collector (NC)	
25	N OLD TRUNK RD	Minor Collector (NC)	
26	N COVINGTON ST	Major Collector (NC)	
27	N Old Trunk Rd	Minor Collector (NC)	
28	W ADVENTURER BLVD	Local Road (NC)	
29	S CHARLES ST	Local Road (NC)	
30	E SPRUCE AVE	Minor Collector (NC)	
31	E KELTONS KNOB CIR	Local Road (NC)	
32	E MARGE CIR	Local Road (NC)	
33	E SNOW HILL AVE	Minor Collector (NC)	
34	S LUCAS WAY	Local Road (NC)	
35	E COMMERCIAL DR	Local Road (NC)	
36	S JUNKEL PL	Local Road (NC)	
37	W CHOKE CHERRY AVE	Local Road (NC)	
38	E SNOW HILL AVE	Minor Collector (NC)	
39	S JAMES ST	Local Road (NC)	
40	E LEOTA ST	Minor Collector (NC)	
41	S WELL SITE RD	Local Road (NC)	
42	W CUT LEAF BIRCH AVE	Local Road (NC)	
43	S WEEPING BIRCH ST	Major Collector (NC)	
44	S BLUNCK ST	Major Collector (NC)	
45	W LEVAN AVE	Local Road (NC)	
46	S ILIAMNA ST	Local Road (NC)	
47	E SCOTT RD	Minor Collector (NC)	
48	W LAURIE AVE	Local Road (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
49	N TAZLINA DR	Minor Collector (NC)	
50	S CANOE LAKE ACCS	Local Road (NC)	
51	N Galloway Dr	Minor Collector (NC)	
52	N DOLLY VARDEN DR	Local Road (NC)	
53	W STACY ST	Local Road (NC)	
54	E Palmer Wasilla Hwy	Minor Collector (NC)	
55	S CATARACT ST	Local Road (NC)	
56	E FERN AVE	Local Road (NC)	
57	N CLAYTONS ST	Local Road (NC)	
58	W CUT LEAF BIRCH AVE	Local Road (NC)	
59	E FORGET ME NOT DR	Local Road (NC)	
60	S Foothills Blvd	Major Collector (NC)	
61	N RAINBOW ST	Local Road (NC)	
62	E BELK DR	Local Road (NC)	
63	N BURLWOOD CIR	Local Road (NC)	
64	S GEORGES DR	Local Road (NC)	
65	E DONNA ST	Local Road (NC)	
66	E WARBABY DR	Local Road (NC)	
67	S GREEN BIRCH LN	Local Road (NC)	
68	E TOLLER CT	Local Road (NC)	
69	W SILVERLEAF DR	Local Road (NC)	
70	S DIOMEDE ST	Local Road (NC)	
71	S WEEPING BIRCH ST	Local Road (NC)	
72	S Weeping Birch St	Major Collector (NC)	
73	W GALWAY DR	Local Road (NC)	
74	E MARSH RD	Major Collector (NC)	
75	E GROSHAN LOOP	Local Road (NC)	
76	E RADON DR	Local Road (NC)	
77	S HATCHER ST	Local Road (NC)	
78	S EKLUTNA ST	Local Road (NC)	
79	W SITKA SPRUCE AVE	Local Road (NC)	
80	W RIFFLE ST	Local Road (NC)	
81	E NIKOLE CIR	Local Road (NC)	
82	W MOUNTAIN ASH AVE	Local Road (NC)	
83	S BEAVER ST	Local Road (NC)	
84	W TILlicum AVE	Local Road (NC)	
85	N DARTMOOR ST	Local Road (NC)	
86	S EKLUTNA ST	Local Road (NC)	
87	W CHOKE CHERRY AVE	Local Road (NC)	
88	W Van Gorder Dr	Minor Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
89	N E W ERVIN ST	Minor Collector (NC)	
90	S WEeping BIRCH ST	Minor Collector (NC)	
91	N GREYLING ST	Local Road (NC)	
92	S COVE ST	Local Road (NC)	
93	S FULMAR ST	Local Road (NC)	
94	W CUT LEAF BIRCH AVE	Local Road (NC)	
95	S JAMES ST	Local Road (NC)	
96	N GREYLING ST	Local Road (NC)	
97	W GARDNER CIR	Local Road (NC)	
98	N WENDELL WAY	Local Road (NC)	
99	W CHOKE CHERRY AVE	Local Road (NC)	
100	S FESTIVAL WAY	Local Road (NC)	
101	E CHINOOK AVE	Local Road (NC)	
102	E LEOTA ST	Minor Collector (NC)	
103	E BEAVER AVE	Local Road (NC)	
104	N DARTMOOR ST	Local Road (NC)	
105	E CHALET CT	Local Road (NC)	
106	W RAGAMUFFIN AVE	Local Road (NC)	
107	S SILVER SPRUCE ST	Local Road (NC)	
108	S SILVER SPRUCE ST	Local Road (NC)	
109	E BROME AVE	Local Road (NC)	
110	N ALVINS ALLEY	Local Road (NC)	
111	E HEAVENLY VISTA DR	Local Road (NC)	
112	W SITKA SPRUCE AVE	Local Road (NC)	
113	S SILVER SPRUCE ST	Local Road (NC)	
114	E RUBYMAE CIR	Local Road (NC)	
115	S PROGENY CIR	Local Road (NC)	
116	S Vanamanita Ln	Minor Collector (NC)	
117	W MIDDLE RIDGE AVE	Minor Collector (NC)	
118	N DENALI ST	Local Road (NC)	
119	N SEWARD MERIDIAN PKY	Minor Arterial (NC)	
120	N SUZANNA ST	Minor Collector (NC)	
121	W MOUNTAIN ASH AVE	Local Road (NC)	
122	W MIDDLE RIDGE AVE	Minor Collector (NC)	
123	S KAMKOFF DR	Local Road (NC)	
124	S PROGENY CIR	Local Road (NC)	
125	N EXPERIMENTAL DR	Local Road (NC)	
126	S Timberland Loop	Minor Collector (NC)	
127	W JACK PINE AVE	Local Road (NC)	
128	E CENTAUR AVE	Local Road (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
129	S JAMES ST	Local Road (NC)	
130	S WEeping BIRCH ST	Minor Collector (NC)	
131	E WINDRIDGE AVE	Minor Collector (NC)	
132	W MINNIE WAY	Local Road (NC)	
133	W RIFFLE ST	Local Road (NC)	
134	S Denali St	Minor Collector (NC)	
135	N GOOSEBERRY CIR	Local Road (NC)	
136	E FOUR SEASONS DR	Local Road (NC)	
137	S JAMES ST	Local Road (NC)	
138	E ALFREDS DR	Local Road (NC)	
139	S LAYBOURN DR	Major Collector (NC)	
140	N BONANZA ST	Local Road (NC)	
141	S Caryshea St	Local Road (NC)	
142	E RADON DR	Local Road (NC)	
143	N VAN HEES CIR	Local Road (NC)	
144	W JACK PINE AVE	Local Road (NC)	
145	E LAMAR R RD	Minor Collector (NC)	
146	S SILVER SPRUCE ST	Local Road (NC)	
147	W MOUNTAIN ASH AVE	Local Road (NC)	
148	N ENGSTROM RD	Major Collector (NC)	
149	W Binnacle Dr	Minor Collector (NC)	
150	E LOBELIA AVE	Local Road (NC)	
151	E ZERO AVE	Local Road (NC)	
152	S HAY ST	Local Road (NC)	
153	W RIFFLE ST	Local Road (NC)	
154	S EAGLE EYE CIR	Local Road (NC)	
155	S DIMOND ST	Local Road (NC)	
156	S EASY ST	Local Road (NC)	
157	S CHARLES ST	Local Road (NC)	
158	N BROOK ST	Local Road (NC)	
159	S BEAVER ST	Local Road (NC)	
160	N HUNTRESS LN	Local Road (NC)	
161	E INDEPENDENCE AVE	Minor Collector (NC)	
162	S RUBACABA ST	Minor Collector (NC)	
163	N ALVINS ALLEY	Local Road (NC)	
164	N BONANZA ST	Local Road (NC)	
165	S VOLT PL	Local Road (NC)	
166	N WALT PIPPEL DR	Local Road (NC)	
167	E CARTER CIR	Local Road (NC)	
168	N LANG ST	Local Road (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
169	N RIMAC ST	Local Road (NC)	
170	E Burlwood Dr	Minor Collector (NC)	
171	N JAMES STEVEN DR	Local Road (NC)	
172	S SOARING PL	Minor Collector (NC)	
173	S STARFIRE RD	Local Road (NC)	
174	W JACK PINE AVE	Local Road (NC)	
175	E SNOW HILL AVE	Minor Collector (NC)	
176	N CHUGACH ST	Local Road (NC)	
177	E PARADISE LN	Minor Collector (NC)	
178	E MCDOWELL RD	Local Road (NC)	
179	E FERN AVE	Local Road (NC)	
180	S CATARACT ST	Local Road (NC)	
181	S SILVER SPRUCE ST	Local Road (NC)	
182	S SETTLERS BAY DR	Minor Collector (NC)	
183	N DOLLY VARDEN DR	Local Road (NC)	
184	E SPRUCE AVE	Minor Collector (NC)	
185	S BADGER RD	Local Road (NC)	
186	S Endeavor St	Minor Collector (NC)	
187	N STUMP RD	Local Road (NC)	
188	N DARTMOOR ST	Local Road (NC)	
189	S Glenn Hwy	Major Collector (NC)	
190	W Van Gorder Dr	Minor Collector (NC)	
191	W RAGAMUFFIN AVE	Local Road (NC)	
192	S WEEPING BIRCH ST	Minor Collector (NC)	
193	W Arlie Rd	Minor Collector (NC)	
194	E SPIKE CIR	Local Road (NC)	
195	W STACY ST	Minor Collector (NC)	
196	S Felton St	Major Collector (NC)	
197	E NEW HOPE ST	Minor Collector (NC)	
198	W RAGAMUFFIN AVE	Local Road (NC)	
199	N Galloway Dr	Minor Collector (NC)	
200	E SPRUCE AVE	Minor Collector (NC)	
201	S COVE ST	Local Road (NC)	
202	E SPRUCE HEN DR	Local Road (NC)	
203	N WILDERNESS DR	Local Road (NC)	
204	E LEOTA ST	Minor Collector (NC)	
205	S Talkeetna St	Major Arterial (NC)	
206	N Engstrom Rd	Major Collector (NC)	
207	N Ss Waldron Cir	Minor Collector (NC)	
208	E GERANIUM AVE	Local Road (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
209	W GALWAY DR	Local Road (NC)	
210	E ZERO AVE	Local Road (NC)	
211	W EDLUND CT	Local Road (NC)	
212	S JAMES ST	Local Road (NC)	
213	E Pike Ave	Minor Collector (NC)	
214	E SETTLEMENT AVE	Major Collector (NC)	
215	N Ss Waldron Cir	Minor Collector (NC)	
216	W ADVENTURER BLVD	Local Road (NC)	
217	E Tern Dr	Major Collector (NC)	
218	W GALWAY DR	Local Road (NC)	
219	S EKLUTNA ST	Local Road (NC)	
220	S SILVER SPRUCE ST	Local Road (NC)	
221	N DOLLY VARDEN DR	Local Road (NC)	
222	W SITKA SPRUCE AVE	Local Road (NC)	
223	S DENALI ST	Local Road (NC)	
224	S COBB ST	Local Road (NC)	
225	N ST HERMAN ST	Local Road (NC)	
226	W HAPPY LITTLE RD	Local Road (NC)	
227	S JAMES ST	Local Road (NC)	
228	E THOMAS RD	Local Road (NC)	
229	S RUBACABA ST	Minor Collector (NC)	
230	E RABBIT CIR	Local Road (NC)	
231	N HEMMER RD	Major Collector (NC)	
232	S EKLUTNA ST	Local Road (NC)	
233	S VOLT PL	Local Road (NC)	
234	S VOLT PL	Local Road (NC)	
235	W GALWAY DR	Local Road (NC)	
236	E MARIAH DR	Local Road (NC)	
237	E SUSITNA AVE	Local Road (NC)	
238	E Scott Rd	Minor Collector (NC)	
239	E Eminent Domain Cir	Minor Collector (NC)	
240	E Scott Rd	Minor Collector (NC)	
241	N 49th State St	Minor Collector (NC)	
242	W Josh Dr	Major Collector (NC)	
243	E MARSH RD	Minor Collector (NC)	
244	E Marsh Rd	Major Collector (NC)	
245	E Marsh Rd	Major Collector (NC)	
246	N Hemmer Rd	Major Collector (NC)	
247	W Bogard Rd	Major Collector (NC)	
248	E Maple Springs Way	Major Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
249	E Helen Dr	Major Collector (NC)	
250	E Kingdom Ave	Major Collector (NC)	
251	E Drift Ln	Major Collector (NC)	
252	S Blunck St	Major Collector (NC)	
253	E Manna Dr	Minor Collector (NC)	
254	N COVINGTON RD (HDR)	Major Collector (NC)	
255	N New Hope Farm Rd	Minor Collector (NC)	
256	N Wasilla Fishhook Rd	Major Collector (NC)	
257	N Engstrom Rd	Major Collector (NC)	
258	E Tex Al Dr	Major Collector (NC)	
259	E Highlander Cir	Minor Collector (NC)	
260	E Splendid View Dr	Minor Collector (NC)	
261	E Splendid View Dr	Minor Collector (NC)	
262	E Farm Meadow Ave	Minor Collector (NC)	
263	E Aspen Ridge Rd	Minor Collector (NC)	
264	E Aspen Ridge Rd	Minor Collector (NC)	
265	W Museum Dr	Minor Collector (NC)	
266	N Engstrom Rd	Minor Collector (NC)	
267	N Engstrom Rd	Minor Collector (NC)	
268	N Snicker Ave	Minor Collector (NC)	
269	N Palmer Fishhook Rd	Minor Collector (NC)	
270	E Alyeska Dr	Minor Collector (NC)	
271	N Snicker Ave	Minor Collector (NC)	
272	N Bear St	Minor Collector (NC)	
273	E Hart Lake Loop	Minor Collector (NC)	
274	E Paradise Ln	Minor Collector (NC)	
275	N Charley Dr	Minor Collector (NC)	
276	E Sun Crest Dr	Minor Collector (NC)	
277	E Charwood Ln	Minor Collector (NC)	
278	E Paradise Ln	Minor Collector (NC)	
279	N Grouse Loop	Minor Collector (NC)	
280	N Engstrom Rd	Major Collector (NC)	
281	E Bogard Rd	Minor Collector (NC)	
282	N Seward Meridian Pky	Minor Arterial (NC)	
283	E Old Matanuska Rd	Major Collector (NC)	
284	S Adele Cir	Minor Arterial (NC)	
285	S Adele Cir	Minor Arterial (NC)	
286	E Spruce Ave	Minor Collector (NC)	
287	E Bluff Vista Cir	Minor Collector (NC)	
288	N Travelair Dr	Minor Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
289	E LAKE AVE (HDR)	Minor Collector (NC)	
290	E Porcupine Trl	Minor Collector (NC)	
291	E Porcupine Trl	Minor Collector (NC)	
292	S TALKEETNA ST (HDR)	Major Arterial (NC)	
293	E Parks Hwy	Major Arterial (NC)	
294	N Yenlo St	Major Arterial (NC)	
295	E Old Matanuska Rd	Major Collector (NC)	
296	E GLENWOOD AVE (HDR)	Minor Collector (NC)	
297	S Country Dr	Minor Collector (NC)	
298	S SYLVAN LN (HDR)	Major Collector (NC)	
299	W JAKES RD (HDR)	Major Collector (NC)	
300	S Sylvan Ln	Major Collector (NC)	
301	W Jakes Rd	Major Collector (NC)	
302	W Williams Rd	Minor Collector (NC)	
303	S Foothills Blvd	Major Collector (NC)	
304	W Summers Dr	Minor Collector (NC)	
305	S Foothills Blvd	Major Collector (NC)	
306	W Sweet Birch Ave	Major Collector (NC)	
307	W Sweet Birch Cir	Major Collector (NC)	
308	S Laybourn Dr	Major Collector (NC)	
309	S Endeavor St	Major Collector (NC)	
310	W Summers Dr	Minor Collector (NC)	
311	N Bull Moose Dr	Minor Collector (NC)	
312	W Wilmington Dr	Minor Collector (NC)	
313	N WARDS RD short (HDR)	Minor Collector (NC)	
314	N Wasilla Fishhook Rd	Minor Collector (NC)	
315	N WARDS RD long (HDR)	Minor Collector (NC)	
316	W Chesapeake Ave	Minor Collector (NC)	
317	E Ridgeview Dr	Minor Collector (NC)	
318	E Polar Bear Dr	Minor Collector (NC)	
319	E Carney Rd	Major Collector (NC)	
320	N Tanis Rd	Minor Collector (NC)	
321	E Farm Meadow Ave	Minor Collector (NC)	
322	N WILDWOOD DR cross (HDR)	Major Collector (NC)	
323	E Cobblestone Dr	Major Collector (NC)	
324	E Needham Ave	Major Collector (NC)	
325	N Wasilla Fishhook Rd	Major Collector (NC)	
326	E Paradise Ln	Minor Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
327	W BURLWOOD DR connect (HDR)	Minor Collector (NC)	
328	E Ridgeview Dr	Minor Collector (NC)	
329	W SPRUCE AVE (HDR)	Major Collector (NC)	
330	N Church Rd	Major Collector (NC)	
331	N STANDLY RD (HDR)	Major Collector (NC)	
332	N Stanley Rd	Major Collector (NC)	
333	W Arlie Rd	Minor Collector (NC)	
334	E Eek St	Minor Collector (NC)	
335	E Fireweed Dr	Minor Collector (NC)	
336	E Westview Cir	Minor Collector (NC)	
337	W Chesapeake Ave	Minor Collector (NC)	
338	W Alvins Alley	Minor Collector (NC)	
339	E Bradley Lake Ave	Minor Collector (NC)	
340	S Glenn Hwy	Minor Collector (NC)	
341	N Trunk Rd	Minor Collector (NC)	
342	N Trunk Rd	Minor Collector (NC)	
343	E Nelson Rd	Major Collector (NC)	
344	N Old Homestead Rd	Minor Collector (NC)	
345	N Trunk Rd	Minor Collector (NC)	
346	E Settlement Ave	Major Collector (NC)	
347	N Wasilla Fishhook Rd	Major Collector (NC)	
348	N Tenney St	Minor Collector (NC)	
349	N Tenney St	Minor Collector (NC)	
350	N Bishop Dr	Minor Collector (NC)	
351	N Wasilla Fishhook Rd	Minor Collector (NC)	
352	N Charley Dr	Minor Collector (NC)	
353	S Roberts St	Minor Collector (NC)	
354	S Glenn Hwy	Minor Collector (NC)	
355	S Eagle Eye Cir	Minor Collector (NC)	
356	W Leota St	Minor Collector (NC)	
357	S Knik Goose Bay Rd	Minor Collector (NC)	
358	W Douglas Ln	Minor Collector (NC)	
359	W Lupine Ln	Minor Collector (NC)	
360	W UPSTREAM DR (HDR)	Major Collector (NC)	
361	S Woodworth Loop	Minor Collector (NC)	
362	E Chanlyut Cir	Major Collector (NC)	
363	N Loma Prieta Dr	Major Collector (NC)	
364	N Loma Prieta Dr	Major Collector (NC)	
365	N James Steven Dr	Major Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
366	N Helen Dr	Major Collector (NC)	
367	S BLUNCK ST (HDR)	Major Collector (NC)	
368	N Helen Dr	Major Collector (NC)	
369	E Old Matanuska Rd	Major Collector (NC)	
370	West Nelson Rd	Major Collector (NC)	
371	E Fairview Loop	Minor Collector (NC)	
372	E Fairview Loop	Major Collector (NC)	
289	E LAKE AVE (HDR)	Minor Collector (NC)	
290	E Porcupine Trl	Minor Collector (NC)	
291	E Porcupine Trl	Minor Collector (NC)	
292	S TALKEETNA ST (HDR)	Major Arterial (NC)	
293	E Parks Hwy	Major Arterial (NC)	
294	N Yenlo St	Major Arterial (NC)	
295	E Old Matanuska Rd	Major Collector (NC)	
296	E GLENWOOD AVE (HDR)	Minor Collector (NC)	
297	S Country Dr	Minor Collector (NC)	
298	S SYLVAN LN (HDR)	Major Collector (NC)	
299	W JAKES RD (HDR)	Major Collector (NC)	
300	S Sylvan Ln	Major Collector (NC)	
301	W Jakes Rd	Major Collector (NC)	
302	W Williams Rd	Minor Collector (NC)	
303	S Foothills Blvd	Major Collector (NC)	
304	W Summers Dr	Minor Collector (NC)	
305	S Foothills Blvd	Major Collector (NC)	
306	W Sweet Birch Ave	Major Collector (NC)	
307	W Sweet Birch Cir	Major Collector (NC)	
308	S Laybourn Dr	Major Collector (NC)	
309	S Endeavor St	Major Collector (NC)	
310	W Summers Dr	Minor Collector (NC)	
311	N Bull Moose Dr	Minor Collector (NC)	
312	W Wilmington Dr	Minor Collector (NC)	
313	N WARDS RD short (HDR)	Minor Collector (NC)	
314	N Wasilla Fishhook Rd	Minor Collector (NC)	
315	N WARDS RD long (HDR)	Minor Collector (NC)	
316	W Chesapeake Ave	Minor Collector (NC)	
317	E Ridgeview Dr	Minor Collector (NC)	
318	E Polar Bear Dr	Minor Collector (NC)	
319	E Carney Rd	Major Collector (NC)	
320	N Tanis Rd	Minor Collector (NC)	
321	E Farm Meadow Ave	Minor Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
322	N WILDWOOD DR cross (HDR)	Major Collector (NC)	
323	E Cobblestone Dr	Major Collector (NC)	
324	E Needham Ave	Major Collector (NC)	
325	N Wasilla Fishhook Rd	Major Collector (NC)	
326	E Paradise Ln	Minor Collector (NC)	
327	W BURLWOOD DR connect (HDR)	Minor Collector (NC)	
328	E Ridgeview Dr	Minor Collector (NC)	
329	W SPRUCE AVE (HDR)	Major Collector (NC)	
330	N Church Rd	Major Collector (NC)	
331	N STANDLY RD (HDR)	Major Collector (NC)	
332	N Stanley Rd	Major Collector (NC)	
333	W Arlie Rd	Minor Collector (NC)	
334	E Eek St	Minor Collector (NC)	
335	E Fireweed Dr	Minor Collector (NC)	
336	E Westview Cir	Minor Collector (NC)	
337	W Chesapeake Ave	Minor Collector (NC)	
338	W Alvins Alley	Minor Collector (NC)	
339	E Bradley Lake Ave	Minor Collector (NC)	
340	S Glenn Hwy	Minor Collector (NC)	
341	N Trunk Rd	Minor Collector (NC)	
342	N Trunk Rd	Minor Collector (NC)	
343	E Nelson Rd	Major Collector (NC)	
344	N Old Homestead Rd	Minor Collector (NC)	
345	N Trunk Rd	Minor Collector (NC)	
346	E Settlement Ave	Major Collector (NC)	
347	N Wasilla Fishhook Rd	Major Collector (NC)	
348	N Tenney St	Minor Collector (NC)	
349	N Tenney St	Minor Collector (NC)	
350	N Bishop Dr	Minor Collector (NC)	
351	N Wasilla Fishhook Rd	Minor Collector (NC)	
352	N Charley Dr	Minor Collector (NC)	
353	S Roberts St	Minor Collector (NC)	
354	S Glenn Hwy	Minor Collector (NC)	
355	S Eagle Eye Cir	Minor Collector (NC)	
356	W Leota St	Minor Collector (NC)	
357	S Knik Goose Bay Rd	Minor Collector (NC)	
358	W Douglas Ln	Minor Collector (NC)	
359	W Lupine Ln	Minor Collector (NC)	



Object ID	Road Name	Function Class	Funding Mechanism
360	W UPSTREAM DR (HDR)	Major Collector (NC)	
361	S Woodworth Loop	Minor Collector (NC)	
362	E Chanlyut Cir	Major Collector (NC)	
363	N Loma Prieta Dr	Major Collector (NC)	
364	N Loma Prieta Dr	Major Collector (NC)	
365	N James Steven Dr	Major Collector (NC)	
366	N Helen Dr	Major Collector (NC)	
367	S BLUNCK ST (HDR)	Major Collector (NC)	
368	N Helen Dr	Major Collector (NC)	
369	E Old Matanuska Rd	Major Collector (NC)	
370	West Nelson Rd	Major Collector (NC)	
371	E Fairview Loop	Minor Collector (NC)	
372	E Fairview Loop	Major Collector (NC)	
354	S Glenn Hwy	Minor Collector (NC)	
355	S Eagle Eye Cir	Minor Collector (NC)	
356	W Leota St	Minor Collector (NC)	
357	S Knik Goose Bay Rd	Minor Collector (NC)	
358	W Douglas Ln	Minor Collector (NC)	
359	W Lupine Ln	Minor Collector (NC)	
360	W UPSTREAM DR (HDR)	Major Collector (NC)	
361	S Woodworth Loop	Minor Collector (NC)	
362	E Chanlyut Cir	Major Collector (NC)	
363	N Loma Prieta Dr	Major Collector (NC)	
364	N Loma Prieta Dr	Major Collector (NC)	
365	N James Steven Dr	Major Collector (NC)	
366	N Helen Dr	Major Collector (NC)	
367	S BLUNCK ST (HDR)	Major Collector (NC)	
368	N Helen Dr	Major Collector (NC)	
369	E Old Matanuska Rd	Major Collector (NC)	
370	West Nelson Rd	Major Collector (NC)	
371	E Fairview Loop	Minor Collector (NC)	
372	E Fairview Loop	Major Collector (NC)	

Notes: Road names tagged with "HDR" were future roads recommended for construction that had no MSB name due to not being connected to any existing roads; names were given according to the nearest road and/or potential road connection.

NC = Not Constructed.

Source: MSB 2022

Primary intersections are those intersections that are part of Minor Arterial-classified roads or higher, where future access control and consolidation efforts



should be prioritized for side street connections (MSB 2022). Access control planning is important as traffic volumes grow.

Table 7. OS&HP Identified Primary Intersections

Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
1	S Vanamanita Ln	W Hollywood Rd	
2	W Hollywood Rd	S Ez St	
3	W Hollywood Rd	S Sylvan Ln	
4	W Hollywood Rd	W Hollywood Rd	
5	E Fairview Loop	S Davis Rd	
6	S Cotten Dr	E Fairview Loop	
7	E Fairview Loop	E Fairview Loop	
8	W Fairview Loop	S Fern St	
9	E Old Matanuska Rd	E Fairview Loop	
10	S Abby Blvd	E Fairview Loop	
11	E Fireweed Rd	E Fairview Loop	
12	W Jack Fish Rd	W Fairview Loop	
13	W Fairview Loop	S Weeping Birch St	
14	S MacKay St	W Fairview Loop	
15	W Fairview Loop	S Harness St	
16	W Lupine Ln	S Hayfield Rd	
17	W Riverdell Dr	W Fairview Loop	
18	W Fairview Loop	W Top of The World Cir	
19	W Fairview Loop	W Marble Way	
20	W Carl Dr	W Fairview Loop	
21	W Fairview Loop	S Canter Cir	
22	W Fairview Loop	S Danielle St	
23	N Trunk Rd	N Old Homestead Rd	
24	E Polar Bear Dr	N Wasilla Fishhook Rd	
25	E Palmer Wasilla Hwy	N Skip Cir	
26	E Palmer Wasilla Hwy	N Old Trunk Rd	
27	S Vine Rd	W Jakes Rd	
28	E Ruth Dr	S Seward Meridian Pky	
29	N Glenn Hwy	W Pioneer Pky	
30	N Glenn Hwy	E Scott Rd	
31	S Knik Goose Bay Rd	W Adventurer Blvd	
32	N Glenn Hwy	N Glenn Hwy	
33	S Glenn Hwy	E Palmer Wasilla Hwy	
34	W Boardwalk Dr	W Parks Hwy	
35	N Catalina Dr	E Bogard Rd	
36	S Knik Goose Bay Rd	S Alix Dr	



Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
37	N Lucille St	W Parks Hwy	
38	S Glenn Hwy	E Kepler Dr	
39	S Glenn Hwy	E Harold St	
40	N Wasilla Fishhook Rd	E Aspen Ave	
41	S Hermon Rd	E Whispering Woods Dr	
42	N Brocton Ave	W Seldon Rd	
43	N Wasilla Fishhook Rd	E Timb Cir	
44	S Knik Goose Bay Rd	W Donna Marie Ln	
45	W Bogard Rd	W Bogard Rd	
46	E Palmer Wasilla Hwy	N Luke St	
47	N Church Rd	N Church Rd	
48	E Bogard Rd	N Wasilla Fishhook Rd	
49	E Bogard Rd	E Bogard Rd	
50	S Felton St	W Bogard Rd	
51	E Gold Bullion Blvd	N Palmer Fishhook Rd	
52	E Farm Meadow Ave	N Palmer Fishhook Rd	
53	N Deskas St	W Parks Hwy	
54	E Pamela Dr	N Wasilla Fishhook Rd	
55	N Wasilla Fishhook Rd	E Welch Rd	
56	E Palmer Wasilla Hwy	N 49th State St	
57	E Seldon Rd	N Wasilla Fishhook Rd	
58	S Heritage Farm Rd	S Knik Goose Bay Rd	
59	S Volt Pl	S Knik Goose Bay Rd	
60	W Fairview Loop	S Knik Goose Bay Rd	
61	S Seward Meridian Pky	E Whispering Woods Dr	
62	E Arctic Ave	S Palmer Airport Rd	
63	N Glenn Hwy	E Marsh Rd	
64	E Susitna Ave	S Knik Goose Bay Rd	
65	N Wards Rd	W Seldon Rd	
66	N Monte Vista Dr	E Palmer Wasilla Hwy	
67	S Trunk Rd	S Trunk Rd	
68	N Winona St	E Seldon Rd	
69	E Bogard Rd	N Keith St	
70	N Cottonwood Loop	E Bogard Rd	
71	W Togowoods Dr	S Knik Goose Bay Rd	
72	E College Dr	N Trunk Rd	
73	E Blue Lupine Dr	S Seward Meridian Pky	
74	N Hemmer Rd	E Palmer Wasilla Hwy	
75	N Wasilla Fishhook Rd	N Tanis Rd	
76	E Seldon Rd	N Hematite Dr	



Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
77	E Palmer Wasilla Hwy	E Frontage Rd	
78	N Crusey St	E Parks Hwy	
79	N Pacific Way	W Parks Hwy	
80	S Glenn Hwy	E Rubymae Cir	
81	N Wagon Rd	E Palmer Wasilla Hwy	
82	S Clapp St	S Clapp St	
83	S Knik Goose Bay Rd	S Vine Rd	
84	N Wasilla Fishhook Rd	E Snohomish Ave	
85	N Seward Meridian Pky	E Seldon Rd	
86	E Parks Hwy	E Palmer Wasilla Hwy	
87	S Hermon Rd	E Parks Hwy	
88	E Bogard Rd	N Crusey St	
89	N Acorn St	E Palmer Wasilla Hwy	
90	N Hyer Rd	E Palmer Wasilla Hwy	
91	E Seldon Rd	N Tait Dr	
92	N Wasilla Fishhook Rd	N Parkwood Dr	
93	N Tait Dr	E Bogard Rd	
94	N Glenn Hwy	W Arctic Ave	
95	N Church Rd	W Mystery Ave	
96	S Knik Goose Bay Rd	W Sunset Ave	
97	S Knik Goose Bay Rd	S Bogle Bluff Dr	
98	N Crusey St	E Swanson Ave	
99	N Yenlo St	E Parks Hwy	
100	N Main St	E Swanson Ave	
101	S Knik Goose Bay Rd	S Knik Goose Bay Rd	
102	N Wasilla Fishhook Rd	E Lakeview Rd	
103	E Bogard Rd	E Bogard Rd	
104	N Seward Meridian Pky	E Meridian Park Loop	
105	E Curtis Dr	N Wasilla Fishhook Rd	
106	W Parks Hwy	N Weber Dr	
107	W Fern St	S Knik Goose Bay Rd	
108	E Bogard Rd	N Seward Meridian Pky	
109	N Main St	S Knik Goose Bay Rd	
110	N Palmer Fishhook Rd	N Esther Dr	
111	N Stanley Rd	W Parks Hwy	
112	N Wasilla Fishhook Rd	E Independence Ave	
113	N Seward Meridian Pky	E Tambert Dr	
114	E Arctic Ave	N Gulkana St	
115	N Palmer Fishhook Rd	N Snowgoose Rd	
116	N Ryahs Way	W Seldon Rd	



Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
117	S Talkeetna St	–	
118	E Bogard Rd	N Copper Creek Rd	
119	N Peck St	E Bogard Rd	
120	E Seldon Rd	N Ravens Flight Dr	
121	E Susitna Ave	S Talkeetna St	
122	N Trunk Rd	N Old Trunk Rd	
123	N Trunk Rd	E Palmer Wasilla Hwy	
124	E Seldon Rd	N Woodfield Dr	
125	S Felton St	E Palmer Wasilla Hwy	
126	E Palmer Wasilla Hwy	E Glenwood Ave	
127	S Knik Goose Bay Rd	W Dewlap Cir	
128	N Bear St	E Bogard Rd	
129	N Arabian Ln	W Bogard Rd	
130	S Knik Goose Bay Rd	W Wellington Dr	
131	N Elsinore Ave	E Bogard Rd	
132	S Clapp St	S Clapp St	
133	S Glenn Hwy	E Inner Springer Loop	
134	N Trunk Rd	E Bogard Rd	
135	E Grumman Cir	E Seldon Rd	
136	S Donovan Dr	S Knik Goose Bay Rd	
137	W Spruce Ave	N Church Rd	
138	N Parkwood Dr	E Seldon Rd	
139	N Yenlo St	E Swanson Ave	
140	N Wasilla Fishhook Rd	N King Cove Dr	
141	W Parks Hwy	W Swanson Ave	
142	S Glenn Hwy	E Grandview Rd	
143	N Wasilla Fishhook Rd	E Mulchatna Dr	
144	N Shenandoah Dr	E Palmer Wasilla Hwy	
145	E Palmer Wasilla Hwy	N Arabian	
146	W Hollywood Rd	S Vine Rd	
147	N Church Rd	W Machen Rd	
148	S Vine Rd	W Phenix Ave	
149	E Bogard Rd	N Engstrom Rd	
150	S Knik Goose Bay Rd	S Country Dr	
151	S Knik Goose Bay Rd	E Palmer Wasilla Hwy	
152	N Church Rd	W Parks Hwy	
153	S Valley Way	E Arctic Ave	
154	S Knik Goose Bay Rd	S Foxworth Dr	
155	S Clapp St	S Laybourn Dr	
156	S Clapp St	W Aviation Ave	



Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
157	E Lake View Ave	S Knik Goose Bay Rd	
158	S Knik Goose Bay Rd	W Carmel Rd	
159	E Palmer Wasilla Hwy	S Robert St	
160	S Clapp St	W Middle Ridge Ave	
161	E Palmer Wasilla Hwy	S Ellen St	
162	N Lucille St	W Seldon Rd	
163	S Knik Goose Bay Rd	S Knik Knack Mud Shack Rd	
164	N Palmer Fishhook Rd	N Farm Loop	
165	S Glenn Hwy	W Dogwood Ave	
166	W Bogard Rd	N Hemmer Rd	
167	E Spruce Ave	N Wasilla Fishhook Rd	
168	S Knik Goose Bay Rd	S Soaring Pl	
169	N Trunk Rd	E Katherine Dr	
170	N Wasilla Fishhook Rd	E Unalaska	
171	E Paradise Ln	N Wasilla Fishhook Rd	
172	E Equestrian St	E Palmer Wasilla Hwy	
173	N Seward Meridian Pky	E Palmer Wasilla Hwy	
174	N Wasilla Fishhook Rd	N Watana Dr	
175	W Parks Hwy	N Lucus Rd	
176	N Trunk Rd	N Trunk Rd	
177	E Palmer Wasilla Hwy	E Palmer Wasilla Hwy	

Source: MSB 2022

Recommended Policies

Table 8. OS&HP Recommended Policies

Policy	Purpose	Funding Mechanism
Develop policy stating that OS&HP routes and recommendations be incorporated into all aspects of planning, design, project development, and construction within the MSB.	Safety	N/A
Revise the Subdivision Construction Manual (SCM) to better align with the OS&HP and FHWA AADT thresholds.	Safety, Asset Management	N/A
Adopt ROW standards for each functional classification for use in plat reviews, setback requirements, and road network development.	Safety, Asset Management	N/A
Draft or revise MSB code to require all streets to conform to the OS&HP.	Safety	N/A



Policy	Purpose	Funding Mechanism
Require developers to identify the intended use of the property to better plan for trip generation.	Asset Management	N/A
Require developments to document how traffic will impact the surrounding road network.	Access, Congestion Relief	N/A
Require developments with impacts that result in a change of functional class to the immediately adjacent road network as outlined in the OS&HP, change of intersection location, and/or change in OS&HP present a plan for bringing impacted road to the applicable functional classification.	Safety, Asset Management	N/A
Develop policy and plans for access management.	Access	N/A
Develop a timeline or triggers for implementing zoning and/or adopting road powers.	Asset Management	N/A

Note: No timeframe provided.

Source: MSB 2022, p. 27-28.

Cities of Palmer & Wasilla – Capital Improvement Program Projects

No transportation improvement plans were identified in Palmer or Wasilla. The following details area transportation improvement projects from recent Capital Improvement Programs (CIPs).

Table 9. Palmer Transportation-Related CIP Projects 2025-2029

Project	Year of Initiation/ Execution	Cost Estimate	Funding Mechanism
ADA Sidewalk Match	2017	\$250,000	COP/Grant
Paving Upgrades/ Street Maintenance	As needed	\$500,000	COP
Traffic Safety Planning	2020	\$135,000	COP
Library Sidewalk	2023	\$190,000	COP
Annual Road Paving	2022	\$600,000	COP
General CIP Pathways	2023	\$464,597	COP
Railroad ROW Improvements	2025	\$500,000	COP

Source: Five-Year Capital Improvement Program for the Fiscal Year Beginning January 1, 2025, and Ending December 31, 2025 (City of Palmer 2024a, 2024b).

Table 10. Wasilla Transportation-Related CIP Projects 2026-2030

Project	FY 2026 Proposed	Funding Mechanism
City-Wide ADA Compliance Program	\$100,000	Capital Funds
Street Lighting LED Improvements	\$25,000	Capital Funds



Project	FY 2026 Proposed	Funding Mechanism
Train Depot	\$515,000	Capital Funds
City Street Paving Project	\$1,200,000	Roads Fund
Road Striping	\$150,000	Roads Fund
Parks Traffic & Safety Improvements	\$250,000	Roads Fund
Alaska Railroad Crossing Improvements	\$20,000	Roads Fund
Riley Avenue Pathway	\$150,000	Roads Fund
Glennwood Railroad Crossing Replacement	\$600,000	Roads Fund
Sidewalk Repairs	\$50,000	Curtis D Menard Sports Center Fund

Source: Capital Improvement Plan – FY2026 Overview (City of Wasilla 2025a, 2025b).



References

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- City of Wasilla. 2025a. Wasilla City Council Regular Meeting Agenda, p. 667-672. June 9, 2025. Accessed at <https://cityofwasilla.civicweb.net/document/137145/>.
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- MSB. 2023. Bicycle and Pedestrian Plan. September 26, 2023. Accessed at <https://matsugov.us/docs/general/23444/Final-BPP-Plan.pdf>.
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MVP for Transportation										
Program of Projects Approved 07.16.2024 Updated 4.22.2025										
NID	IRIS	Project Description	Fund Code	Phase	FFY24	FFY25	FFY26	FFY27	Beyond	
34531		MVP Advance Project Definition This project will provide funding for the development of SSEs for projects nominated to the MVP for the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). SSEs are completed by the Alaska DOT&PF staff at the request of MVP.	STBG	Planning		\$ 181,940.00				
			SM			\$ 18,060.00				
			Project Total					\$ -	\$ 200,000.00	\$ -
34251		Inner and Outer Springer Loop Separated Path (TAP Award 2023) This project will construct a paved non-motorized pathway adjacent to one side of Inner Spring Road and Outer Springer Road extending from the Glenn Highway to Cope Industrial Way for a length of 6,000 feet. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.	TAP	Design		\$ 187,744.00				
			3PF	Right-of-Way		\$ 18,636.10				
			3PF							
			3PF	Utilities						
			3PF	Construction						
			3PF							
Project Total					\$ -	\$ 206,380.10	\$ -	\$ -	\$ -	
34342		Bogard Road Safety and Capacity Improvements (Parent) (CTP Award 2023) This project will upgrade Bogard Road between Truck Road and Gummam Circle to an arterial highway standard to address safety and capacity issues. The project will construct pathway and will provide safety and capacity improvements which may include: roundabouts, raised median, widened shoulders, turn lanes, addressing access management issues, improving intersections, as necessary, providing an improved clear zone, drainage, and signage. This project was selected in the 2023 DOT&PF Community Transportation Program (CTP) solicitation. Two separately awarded 2023 CTP projects and two separately awarded HSIP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is Bogard Road from Trunk Road to Gummam Circle.	STBG	Design		\$ 2,274,250.00				
			SM	Right-of-Way		\$ 225,750.00				
			3PF							
			3PF	Utilities						
			3PF	Construction						
			3PF							
Project Total					\$ -	\$ 2,500,000.00	\$ -	\$ -	\$ -	
34532		FFY25 - 27 MVP Improvement Program Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks, and pathways. Work may also include new or upgraded illumination, signing, striping, storm drains, and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. <i>State pays the design match and local governments pay construction match, per agreement.</i>	STBG	Design		\$ 909,700.00				
			SM			\$ 90,300.00				
			SM	Construction						
			STBG							
			3PF							
Project Total					\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	
6234		Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road (TAP Award 2023) Construct a pedestrian/bike pathway along Palmer-Fishhook Road from Trunk Road to Edgerton Parks Road. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.	STBG	Design		\$ -				
			3PF	Right-of-Way		\$ 312,970.00				
			TAP			\$ 595,438.00				
			STBG							
			3PF	Utilities						
			STBG							
			3PF							
			STBG	Construction						
			3PF							
Project Total					\$ -	\$ 908,408.00	\$ -	\$ -	\$ -	
34243		Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive (Parent) (CTP Award 2023) This project will upgrade Seldon Road, between Wasilla-Fishhook and Lucille Street, to an arterial highway with a separate pathway to address geometry, safety and capacity issues. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction (34243 and 34242).	STBG	Design		\$ 2,871,000.00				
			3PF	Utilities		\$ 319,000.00				
			STBG							
			SM	Construction						
			STBG							
			SM							
			3PF							
Project Total					\$ -	\$ 3,190,000.00	\$ -	\$ -	\$ -	
34595		MVP Pavement Management Plan The plan would include automated collection of pavement condition (smoothness, rutting, and cracking) on within the MPA using Road Surface Profiling (RSP) equipment consisting of distance measuring instruments, accelerometers and a Laser Crack Measurement System (LCMS) to provide high definition 3D profiles and 2D images of the road surface. Data collected will be documented in GIS format and in a written report that will prioritize improvement projects.	STBG	Planning		\$ 270,900.00				
			3PF			\$ 29,100.00				
34404		MVP Planning Office Funding for the MVP Planning Office which supports delivery of the MVP's Unified Planning Work Program.	STBG	Planning		\$ 181,940.00				
			3PF		\$ 18,060.00					
Project Total					\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	
34654		MVP Sign Management Plan Devise and implement a system to assess all traffic signs within the Metropolitan Area Boundary on a regular basis and ensure they are maintained and replaced as needed to improve visibility and increase road safety. Use the sign assessment to track sign data and to maintain a minimum retroreflectivity level of all signs to increase their visibility at night.	STBG	Planning		\$ 363,900.00				
			3PF			\$ 36,100.00				
			Project Total					\$ -	\$ 400,000.00	\$ -
34655		MVP Streetlight Intersection Management Plan Conduct an inventory of all the streetlights within the Metropolitan Planning Area boundary and develop a plan for converting the lights to LED. Examine each intersection to determine any additional lighting system work as required for electrical code compliance and proper operation of the LED fixtures. Additional work may include replacement of frayed wiring, grounding of light pole bases, repair of electrical connections, troubleshooting of lighting or load center circuitry and other repairs.	STBG	Planning		\$ 363,900.00				
			3PF			\$ 36,100.00				
			Project Total					\$ -	\$ 400,000.00	\$ -
34302 WY0 0622		Wasilla-Fishhook Road E Seldon to Tex-AI Drive The proposed project will reclaim the existing pavement structure in place, overlay with new pavement, and apply pavement markings to the roadway. Guardrail,roadway shoulder repairs, drainage improvements, sign replacements, and grubbing will be included as necessary. The project is working to extend the service life of Wasilla Fishhook Road, reduce ongoing maintenance costs, and adjust ditch grading and culverts such that the roadway will have proper drainage.	STBG	Construction		\$ 7,641,480.00				
			SM			\$ 758,520.00				
			Project Total					\$ -	\$ 8,400,000.00	\$ -
Funding (Revenue) Summary										
Surface Transportation Program Block Grant Program (includes CRP and CMAQ Flex)					STBG	\$ 8,711,812.00	\$ 17,684,979.00	\$ -	\$ -	
Transportation Alternative Program					TAP	\$ 426,760.00	\$ 866,323.00	\$ -	\$ -	
Advance Construction					AC					
Advance Construction Conversion					ACC					
Total Carryover					Subtotal	\$ 9,138,572.00	\$ 18,551,302.00	\$ -	\$ -	
						\$ (9,138,572.00)				
CRP funds transferred to STBG, \$775,163 and \$1,573,581; transferred FFY24 to FFY25.										
CMAQ Flex funds transferred to STBG, \$727,800 and \$749,634; FFY 24 transferred FFY25.							\$ -	\$ -	\$ -	
STBG funds \$7,208,849 and \$7,425,115 in FFY 24 and 25							\$ -	\$ -	\$ -	
Match Total						\$ -	\$ -	\$ -	\$ -	
Available Funding (Revenue) Total						\$ -	\$ 18,551,302.00	\$ -	\$ -	
Projected Obligations Summary										
Fund Code Description					Fund Code	2024	2025	2026	2027	
Federal Summary										
Surface Transportation Program Block Grant Program (includes CRP and CMAQ Flex)					STBG	\$ -	\$ 15,059,010.00	\$ -	\$ -	
Transportation Alternative Program					TAP	\$ -	\$ 783,182.00	\$ -	\$ -	
						\$ -	\$ -	\$ -	\$ -	
						\$ -	\$ -	\$ -	\$ -	
Federal Subtotal						\$ -	\$ 15,842,192.00	\$ -	\$ -	
Federal Match Summary										
State Match					SM	\$ -	\$ 1,092,630.00	\$ -	\$ -	
Local Government Match (currently all MSB)					3PF	\$ -	\$ 769,966.10	\$ -	\$ -	
Match Subtotal						\$ -	\$ 1,862,596.10	\$ -	\$ -	
Grand Total						\$ -	\$ 17,704,788.10	\$ -	\$ -	
FTA Projects within MSB MPO Planning Boundary										
Need ID	Project Description			Fund Code	Fund Type	FFY24	FFY25	FFY26	FFY27	Beyond
	Urbanized Area Formula Grant - Valley Transit			FTA	5307	\$ 1,845,938.00	\$ 1,282,162.00			
	Transit operating assistance			Match		\$ 1,845,938.00	\$ 1,282,162.00			
Project Total						\$ 3,691,876.00	\$ 2,564,324.00	\$ -	\$ -	
	Urbanized Area Formula - ARRC			FTA	5307	\$ -	\$ -	\$ -	\$ -	
	State of Good Repair rehabilitation and replacement activities			Match	ARRC	\$ -	\$ -	\$ -	\$ -	
Project Total						\$ -	\$ -	\$ -	\$ -	
Enhanced Mobility for Seniors & Individuals with Disabilities					FTA	5310	\$ 128,944.99	\$ 54,136.00		
					Match		\$ 128,944.99	\$ 54,136.00		
Project Total						\$ 257,889.99	\$ 108,272.00	\$ -	\$ -	
State of Good Repair					FTA	5337	\$ 1,325,232.00	\$ 245,589.00		
Provides capital assistance for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair. Eligible for Transit Asset Management Plans.					Match		\$ 1,325,232.00	\$ 245,589.00		
Project Total						\$ 2,650,464.00	\$ 491,178.00	\$ -	\$ -	
Bus and Bus Facilities					FTA	5339	\$ 70,423.73	\$ 40,502.00		
Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.					Match		\$ 70,423.73	\$ 40,502.00		
Project Total						\$ 140,847.46	\$ 81,004.00	\$ -	\$ -	

STBG: Surface Transp. Prog., SM: State Match, 3PF: 3rd Party Funding, CRP - Carbon Reduction Program, TAP - Transportation Alternative Program, CMAQ: Congestion Mitigation and Air Quality - Approved 07.16.2024



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2025

Dear Governor:

Safety is the U.S. Department of Transportation (DOT)'s top priority. While I am encouraged that the estimates of traffic fatalities for 2024 continue a downward trend, by decreasing 3.8 percent from 2023, we still have more work to do to improve safety and mobility on our Nation's highways. In 2024, the estimated number was a stunning 39,345. This is unacceptable. I ask that you join DOT and support our national initiative, Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS), to help improve safety and mobility, eliminate distractions, and keep people and goods moving throughout the United States.

DOT has strong partnerships with your State department of transportation (State DOT) to implement projects and achieve important national priorities, most notably safe mobility. The SAFE ROADS national initiative will focus on the non-freeway arterials within your State, including safety and operation at intersections and along segments, consistent and recognizable traffic control devices including crosswalk and intersection markings, and orderly use of the right-of-way that is kept free from distractions. These routes are where more than half of roadway fatalities in America occur and deserve enhanced attention. The goal of the SAFE ROADS national initiative is to partner with State and local governments to make the entire roadway right-of-way easier to interpret and navigate for all users, including pedestrians, vehicle operators, and automated vehicles alike. We ask that you ensure compliance with Federal statutes and regulations and accelerate the deployment of proven safety and operational solutions to make roads safer across America.

We are getting back to the basics – using data to guide decision-making and prioritize investments that reduce distraction while improving mobility and safety for all road users. Within 60 days, I request that your State DOT, in coordination with your metropolitan planning organizations, use available safety data, analysis, and assessments to develop a list of arterial segments, including intersections, with the highest safety, operational, or compliance concerns that will be addressed by the end of Fiscal Year 2026. Please submit the list of locations to your Federal Highway Administration (FHWA) Division Office.

FHWA will track the progress of this important nationwide initiative and stands ready to support you and your State DOT as you develop your plans. FHWA offers technical resources to assist with road safety audits and assessments in selecting effective safety and operational countermeasures, accelerating implementation of improvements, and complying with Federal standards, such as those for traffic control devices and use of the roadway right-of-way. Please

continue to inform your FHWA Division Office on progress as you take steps to address these locations. I look forward to meeting you at a future opportunity to learn about your success stories and best practices.

With our shared goals of moving people and goods safely and efficiently, we can make the expectation that all Americans make it home safely and on-time a reality.

Sincerely,

A handwritten signature in blue ink, appearing to read "SPDuffy", with a stylized flourish at the end.

Sean P. Duffy

cc:

State Transportation Department Chief Executives