



Representatives:

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

Microsoft Teams meeting

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Phone Conference ID: 533 211 005#

Agenda

Wednesday, February 25th 2026
1:30-3:00 pm

Meeting Location

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

1. Call to Order and Roll Call
 - a. Welcome Deputy Commissioner Katherine Keith as the new representative on MVP's Policy Board for DOT&PF
2. Consent Agenda (**Action Item**)
 - a. Approval of the February 25th, 2026 Agenda
 - b. Approval of the December 17th, 2025, Minutes
3. Staff Report
 - Staff Report and Schedule of Monthly Tasks
 - Quarterly Financial Report
 - Draft Audit Report
4. Technical Committee Action Items, February 10th, 2026 Meeting
 - a. *Motion to recommend that the MVP Policy Board adopt the Alaska DOT&PF performance targets for 2026 (Schaal). Seconded. No objections, no further discussions. Motion is approved unanimously.*
 - b. *5307 split recommendation- the TC directed MVP staff to provide information about ARRC and Valley Transit operations and funding before making a recommendation to the PB. Expected Recommendation in March.*
5. Voices of the Visitors (**Non-Action Items**)
6. Action Items
 - a. Adoption of Alaska DOT&PF 2026 Safety Performance Measure Targets (**Action Item**)
7. Old Business
 - a. MTP Update



- Formal Call for Project Nominations 1.28.2026 – Packet
 - Survey Results & Comment Map Responses
 - b. FFY26-29 STIP Update, Alaska DOT&PF
 - c. Alaska DOT&PF’s Long-Range Transportation Plan (LRTP) Sara Lucey
8. New Business
9. Transit Update
- MSB position on the 5307 split policy and ARRC response
 - Special Transit Public Meeting: March 12th, 5:30-7pm Wasilla Senior Center
 - Virtual Special Transit Public Meeting March 24th, 5:30-7:pm Teams
10. Other Issues
- a. Technical Committee At-large Seat Vacancy
 - Transit Advocate
 - Mobility/Bike and Pedestrian Advocate
11. Informational Items
- a. Approval of FFY 2026 Highway Safety Improvement (HSIP) Funding Plan amendment from the Commissioner
 - b. Mat-Su Transportation Fair February 25th at Raven Hall 3pm-7pm
 - c. Resolution from North Lakes Community Council for Project Nominations
 - d. Letter from North Lakes Community Council about the FTA 5307 funding split
 - e. Alaska Active Transportation Funding Source Guide
 - f. Letter from Commissioner Anderson, Alaska DOT&PF:
Deputy Commissioner Katherine Keith will serve as Acting Central Region Director. In this role, Deputy Commissioner Keith will also serve as DOT&PF’s designated representative to the MVP MPO Policy Board.
12. Policy Board Comments
13. Adjournment

Next Scheduled MPO Policy Board Meeting – March 25th, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT Mat-Su District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



MVP Policy Board Meeting February 25th, 2026

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

Recommended Motion: *Motion to adopt the Alaska DOT&PF performance targets for 2026.*

Motion

Second

Vote

Staff Summary

Performance Targets for FFY26

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

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

Approved DOT Safety Targets for 2026 include:

Less than 59.3 fatalities

Less than 1.074 fatalities per 100 million vehicle miles traveled

Less than 264.7 serious injuries

Less than 4.819 serious injuries per 100 million vehicle miles traveled

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

Additional Goal: zero roadway fatalities by 2050.

How will MVP support Safety Targets in Practice?

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

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



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

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

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

This MOU states that MVP will

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

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

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

The signed MOU is in the packet on Page



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Mike Brown – MSB
Sean Holland - DOT&PF (**Treasurer**)
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Phone Conference ID: 568 381 409#

Minutes

Wednesday, December 17th, 2025
1:30-3:00 pm

Meeting Location

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

1. Call to Order and Roll Call

The meeting was called to order at 1:30 pm.

Members present:

Bob Charles – Knik Tribe
Brian Winnestaffer - Chickaloon Native Village
Edna DeVries, Mayor - MSB
Jim Cooper, Mayor – City of Palmer
Mike Brown - MSB
Chris Bentz – (proxy for Sean Holland) DOT&PF

Members absent:

Glenda Ledford, Mayor – City of Wasilla

Visitors Present:

Adam Bradway – AK DOT&PF
Anjie Goulding – MVP
Ben White – AK DOT&PF
Carrie Cecil – MVP
Kim Sollien – MVP
Pat Cotter – RESPEC
Emily Haynes – FHWA
Randy Warden – FHWA
Alex Strawn – MSB
James Marks

2. Consent Agenda (**Action Item**)
 - a. Approval of the December 17th, 2025, Agenda
 - b. Approval of the November 19th, 2025, Minutes



Motion to approve the consent agenda and minutes (*Winnestaffer*), seconded (*Cooper*). No discussion, no objection. Approved.

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

Kim Sollien provided brief staff report:

Open House:

- Thank you to all of the policy board members who joined us at our December 3 Open House and provided support answered questions.

At-large seats on the Technical Committee

- Currently, there are three at-large seats on the Technical Committee (trucking advocate, public transit advocate, and pedestrian and bicycle mobility advocate)
- Stuart Leidner recently stepped down as bike and ped mobility advocate. MVP staff will be announcing the opening for that seat soon.
- An opening for the public transit seat will also be announced following communications with technical committee as current seat holder has not responded to request for continued involvement.

Engagement with local, regional, tribal entities:

- Per federal regulations, MVP need to engage with local, state, and tribal entities on MTP
- As such, please expect an email asking how/ if you would like a formal presentation. Options include:
 - MVP staff can provide the entire presentation
 - You can provide the presentation and MVP can provide support
 - If you don't want a formal presentation (e.g., Knik has requested info packets in lieu) please let us know so that we can document that as part of our MTP process

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

None.

5. Technical Committee Action Items
 - a. *MTP Vision, Goals, and Objectives Motion to recommend that the Policy Board approve the MTP vision, Goals, and Objectives as presented. Motion by Dan Tucker, seconded, passed without objection*

6. Action Items
 - a. MTP Vision, Goals, and Objectives **Recommended Motion: Motion to approve the MTP vision, Goals, and Objectives as presented.**

Motion to approve as presented (Cooper), seconded (Winnestaffer).

Discussion:



Kim Sollien directed attention to summary of comments received beginning on page 20 of the packet. During the 30-day public comment period, MVP received 8 comments: five directly addressed vision, goals, and objectives and three were more general comments and/ or incomplete. MVP provided direct response to all comments received. MVP staff similarly reviews and, as appropriate, responds to all comments received outside of open comment periods.

Roll call vote:

- Bob Charles – yes
- DeVries – yes
- Winnestaffer – yes
- Brown – yes
- Bentz – yes
- Cooper – yes

Motion is approved.

- b. 26-29 DOT&PF Carbon Reduction Program Consultation: 34464 Fleet Conversion Adam Bradway, Alaska DOT&PF. **Recommended Motion, Motion to approve ADOT&PF usage of \$636,790 of MVP's CRP FFY25 suballocation for Fleet Conversion and requesting a written agreement that the funds be returned to MVP in the form of STBG funding in FFY27.** See TC discussion notes in page 3 of the packet.

Adam Bradway presented the project request for consultation with MPO per federal regulation. Associated documents start on page 26 of the packet. AK DOT&PF would like to program approx. \$636,000 of Carbon Reduction Program funds to support fleet conversion. To date, MVP has not used any of the CRP funds that they received; CRP funds have specific limitations on use. FHWA has requested assurances that vehicles would be used within the MPA boundaries. Technical Committee asked DOT for agreement to offset with STBG in the future to offset the use of these CRP funds now. STBG flex funds have a much wider range of applications and can be used throughout the state. Additionally, it is possible that CRP funds will not be provided in the future pending the expected 2026 reauthorization from Congress. It is possible that FHWA may not authorize this particular use of CRP funds given boundary limitations – further engagement is needed.

Motion to amend movement to approve ADOT&PF usage of \$636,790 of MVP's CRP FFY25 suballocation for Fleet Conversion provided that a written agreement that the funds be returned to MVP in the form of STBG funding in FFY27 be prepared by ADOT&PF. Seconded (Winnestaffer). No further discussion, no objections. Approved.

7. Old Business
 - a. MVP Improvement Program Update on Scope, Schedule, and Budget. ADOT&PF Chris Bentz.

Chris Bentz presented update on projects. Associated documents included as page 27 and 28 of the packet.



- This is an update on the MVP improvement program to set aside up to \$1 mil annually to work on smaller projects that might be completed more expediently. The Policy Board had previously approved a list of 14 projects, mostly repaving with some new paving. Projects were recommended by the City of Wasilla, City of Palmer, and MSB. This read out concerns the design and review of projects. This will inform the scope, schedule, and budget of the projects. Eventually, will need to engage partners to establish match funding.
- The DOT&PF team spent the 2025 field season looking at things required by fed/ state guidelines to ensure all projects meet standards required for use of federal funds – e.g., ADA ramps, utility lines.
 - The team did identify some ramps that need to be improved to ADA but they do not conflict with the ROW so no associated additional costs.
 - On all 14 roads, 40 plus locations where utilities do not meet requirements. In process now of obtaining as-builts and checking with utilities for permits to assign financial responsibility for rectifying the issues.
- DOT&PF expect to do combined review of all projects in spring and early summer, which should be accompanied by better cost estimates.

Jim Cooper asked if curb and gutter are included as part of these projects?

Chris Bentz notes that drainage was excluded as part of this review to expedite the projects. Any curb and gutter issues, the city/ MSB need to be addressed separately. Combining would result in project delays of up to 1-2 additional years.

b. MTP Update

- Interactive Project Map Live
- Formal Call for Projects from agencies date pending mid-late January
- Stakeholder outreach and special meeting schedule- letters sent

Kim Sollien noted:

- We are receiving good engagement through our interactive comment map and to continue to encourage others to use it.
- Have not set a date for formal project nominations. We are waiting on deliverables from Respec on Friday including a project list (what they would recommend to improve network). Hope to present that in January.

Adam Bradway noted that DOT&PF is also working on their project list for the next 25 years in parallel with MVP's MTP process. DOT&PF expects to bring this list to the board at about the same time as MVP's project list. As part of this, DOT&PF will also be reaching out more informally to engage with the cities, MSB, and tribes to discuss DOT's vision for what is expected in the next 25 years.

c. MVP FFY 24&25 Funding Allocations, Carryover, and FFY26 Funding Award

- Letter from ADOT&PF documenting improvements that could be made with the 3C process, STIP involvement, carryover funding,



and usage of MPV's suballocations without consultation- Ben White, Alaska DOT&PF

a. Letter to the Policy Board From ADOT&PF

Ben White presented a summary of the letter, which is the outcome of Technical Committee and Policy Board meetings in October.

- The letter addresses both the past programming variances that led to MVP's funds being used without notification as well as plans for carry over funds in FY26.
- Overall result is that MVP is going to walk away with more funds in FY26 (including TIFIA funds).
- DOT&PF recommendations moving forward:
 - DOT should provide written documentation of how MVP funds are intended to be programmed in advance notice where possible.
 - Add programming of carry over funds as a subject line to MPO quarterly meetings to make sure that everyone's financial programming is being addressed consistently.
 - DOT should prepare an annual report of where the funds went and how they were spent.
- Clarification that federal funds are typically available for 3-years (depending on program). It is DOT&PF practice to program older and harder to spend funds first. This means that FY24 funds programmed may not be replaced with other FY24 funds but funds from FY25, etc. to make the MPO whole.
 - MVP FFY 24,25,26 funding and project documentation Update - Adam Bradway, Alaska DOT&PF
 - a. FFY2026 suballocation documentation from ADOT&PF
 - b. Carry forward the workbook from ADOT&PF
 - c. MVP Program of Projects Accounting (purple highlights =funding projects)
 - d. MVP Accounting of Projects that used our funding

Additional details in support of above agenda topic and discussion.

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

Expecting STIP out around Legislative session (3rd week January) for 45-day public comment.

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

No new updates. It is expected that there would be programming of some funds in STIP towards this initiative.

8. New Business
9. Other Issues
 - a. MTP Video edit request by Alaska DOT&PF



The video has been edited and is back online.

- b. Small Urban Apportionment (split) letter for FY 2024 in the Wasilla - Knik - Fairview - North Lakes (WKFNL) small urban area
- c. Transit update- 5307 Split letter

Kim Sollien initiated discussion with summary of the two letters included in the packet starting on page 72.

- The Small Urban Apportionment letter from the AK DOT&PF Commissioner was a hang up in getting 5307 grant funds to direct recipients for FY24 funds. The letter indicates that a future policy will be developed to allocate funds within small urban areas.
- The Commissioner has requested MVP input on policy for future allocations (i.e., split).
- The ARRC has provided a letter suggestion proposed split.
- The request to the Policy Board then is to provide further direction on what engagement they would like MVP to have in this process and what information they need to facilitate that engagement

Brian Winnestaffer – Chickaloon receives FTA funds through Tribal Transit funds and recognizes that FTA requires close tracking of various transit metrics. It would be good to have some comparison between railroad and Valley Transit numbers since that is how FTA allocates funds.

Mike Brown –

- Did not see the logic in the AARC letter describing the methods of splitting funds in Anchorage as translating well to MVP and FAST; however, the railroad has been receiving these funds for passenger operations for years. To that end, he suggests that there So thinks there may be a better balance between the full amount AARC is asking for and \$0. The MSB is supportive of exploring different options for funding splits. This is no longer as urgent because the immediate need to support Valley Transit is taken care of with the FY24 funds as allocated in the Commissioner’s letter.
- Senses we are not obligated to give them funds, but they do qualify (FTA must be recognizing them in some way or form to be giving them funds).
- If there is a way to connect to services or infrastructure within the boundary, that would make more sense. The MSB would like to work through what other options are out there.
- The other fiscal reality is the match component from the borough. E.g., if they get all the funds and the MSB is unable to meet that match. This is something that will need further discussion and review of MSB financials.

Bob Charles – This is going way back to getting statutory language put in by Ted Stevens. Moving forward, the focus should be on the appropriate split of these funds between the borough and AARC.

Jim Cooper – Raised concerns that AARC is saying they need funds, but they are just continuing to reduce services overall.



Summary of requests from Policy Board:

- Research on ridership data, infrastructure data, etc.
- Research on what other funding sources to support AARC other than 5307?
- A general write up of intent of 5307 funds and what makes this unique

10. Informational Items

- a. Community Outreach & Engagement Analytics Report

Anjie Goulding provided a high level report out on what we are seeing on across our social media and outreach platforms and how we are using these platforms to improve outreach to the community and track engagement.

- FB = 12k plus views, 60 followers
- Insta = 12k plus views, 104 followers

11. Policy Board Comments

Brian Winnestaffer: Suggested that social media could focus on partnership by emphasizing different Technical Committee and Policy Board members/ organizations.

12. Adjournment

The meeting was adjourned at 2:56 pm.

Next Scheduled MPO Policy Board Meeting – January 28th, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT Mat-Su District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



January 2026 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

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

Task 100 B Metropolitan Transportation Plan

- Final review of the RESPEC project list
- Final review of the Existing Conditions Report, Level of Service Report, and Travel Model report
- Review of the MTP public comment map and synthesize themes
- Prepared informational material to support the initiation of the project nomination period
- Updated website, drafted emails and social media to support formal project nomination period and close of public comment period

TIP /Project Scoring Criteria

Complete Streets Policy

- Review of draft Complete Streets Policy and workshopping edits with RESPEC

Task 100 C TransCad Modeling

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

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

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



TASK 100 G Support Services

Budget Management

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

Meetings

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

Staffing

- Conducted interviews for the Communications and Office Manager

Correspondence

Nonprofit Filings and Reports

Organizational Documents

Agency Relationships

Contract Management

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

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

Strategic Planning



Short-Range and Tactical Planning

Long-Range Planning

Training

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

Transit Support

TASK 200 A MSB Public Transit Planning Support

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

TASK 200 B Transit Development Plan

No activity

TASK 300 Asset Management Plans

No activity

TASK 300 A MVP Sign Management Plan

No activity

TASK 300 B MVP Advanced Project Definition

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

TASK 300 C MVP Streetlight and Intersection Management Plan

No activity

TASK 300 D Pavement Asset Management Plan

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



February 2026 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the Policy agenda and packet

Task 100 B Metropolitan Transportation Plan

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

TIP /Project Scoring Criteria

Complete Streets Policy

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

Task 100 C TransCad Modeling

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

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



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

TASK 100 G Support Services

Budget Management

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

Meetings

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

Staffing

Correspondence

- Letter from Commissioner Anderson: Effective upon Director Hollands' retirement, Deputy Commissioner Katherine Keith will serve as Acting Central Region Director. In this role, Deputy Commissioner Keith will also serve as DOT&PF's designated representative to the MVP MPO Policy Board. Per our Bylaws: Vacancies on the Policy Board or any officer positions, including vacancies resulting from (a) an increase in the number of Policy Board members or officer positions, or (b) the death, resignation, or removal of a Policy Board member or officer, shall be appointed by the member organization of the vacant seat as outlined in the Inter-Governmental Operating Agreement and Memorandum of Understanding for Operations of the MVP office.



Nonprofit Filings and Reports

Organizational Documents

- All Conflict of Interest forms for current TC and PB members and staff complete

Agency Relationships

Contract Management

- Worked on a template to use for writing MVP's upcoming Scopes of Work for contracting consistency.

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

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

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Training

- Staff Completed AMPO MTP Deep Dive training

Transit Support

TASK 200 A MSB Public Transit Planning Support

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

TASK 200 B Transit Development Plan

No activity



TASK 300 Asset Management Plans

No activity

TASK 300 A MVP Sign Management Plan

No activity

TASK 300 B MVP Advanced Project Definition

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

TASK 300 C MVP Streetlight and Intersection Management Plan

No activity

TASK 300 D Pavement Asset Management Plan

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



MVP Monthly Schedule of Tasks January 2026-December 2026

January 2026

- Launch Formal Call for Projects
- Present to key stakeholders
- Present RESPEC-developed MTP project list
- Present the Existing Conditions, Level of Service Report, and Model Report for review

February 2026

- Adoption of Alaska DOT&PF Performance Measures
- Presentation of MTP Survey Comment Map Results
- MTP Project Evaluators meeting

March 2026

- transit stakeholder meetings on March 12th and 24th
- Presentation about complete streets/link to federal regulations and plan goals to TC and PB
- TAP Funding MVP Local Control Plan Review
- Develop Carbon Reduction Program Criteria: priorities for MVP-projects need to be awarded under a competitive process
- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development
- Review TIP Funding Policy to the Technical Committee and Policy Board
- Review Projects Nominated
- Score Nominated Projects
- Project Review Committee Special Meeting
- Public engagement to review nominated projects

April 2026

- Host a Bike and Pedestrian stakeholder meeting
- ADOT planning-level cost estimates for projects
- Finalize MTP Project list



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

May 2026

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

June 2026

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

July 2026

- Review Public Comments about the FFY227/28 UPWP
- Review and Approve MTP for 30-day public comment period
- MTP Public Event – final draft project list
- Draft TIP

August 2026

- Review TIP and release for a 30-day public comment period



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

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

September 2026

- Review Draft MTP comment log

October 2026

- Review TIP Comment log
- Present final MTP to TC and PB for approval

November 2026

- Present final TIP to TC and PB for approval

December 2026

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

INTEROFFICE MEMORANDUM

TO: KIM SOLLIEN, EXECUTIVE DIRECTOR, MATSU VALLEY FOR PLANNING FOR TRANSPORTATION
FROM: TOBY SMITH, THE FORAKER GROUP SHARED FINANCIAL SERVICES
SUBJECT: DECEMBER 2025 FINANCIAL STATEMENTS
DATE: FEBRUARY 7, 2025

Overview

Along with this memo you will find the Balance Sheet and related Profit and Loss by Class report for MVP, along with a Profit and Loss report for MVP, from October 1, 2025 through December 31 2025, the first quarter of Fiscal Year 2026. Also included is a Budget versus Actual report for MVP.

BALANCE SHEET

The Balance Sheet is a snapshot of MVP's assets (cash in the bank) and liabilities (monies owed) at a given point in time.

Cash Balance

As of the last day of December 2025, MVP had cash on hand of \$137,095 in the Mat-Su Valley Federal Credit Union checking account and \$29,9341 in the savings account, along with \$548,911 in the money market account.

Accounts and Grants Receivables

Accounts receivables as of December 2025 were \$0.

Deposits

Deposits held as assets include a \$500 payroll deposit paid to the payroll vendor to cover unexpected occurrences or contingencies.

Current liabilities

The current liabilities balance of \$168,984 includes:

- Accounts payable of \$0
- Accrued payroll of \$15,145
- Annual leave liability of \$19,164
- Deferred Revenue of \$134,674
- Other payroll liabilities of \$0

Deferred Revenue consists of cash that has been received by MVP but the posting of the revenue has been deferred (delayed) until the cash is spent. Revenue is recognized as costs are incurred and expenses are paid. The current balance is comprised of the Mat-Su Borough grant. The amount of deferred revenue is the amount of the grant yet to be spent and is considered a liability since the funds must be spent for a specific purpose.

As of the end of December the current ratio (current assets divided by current liabilities) was 4.2 to 1. This means that for every dollar spent, there are 4.2 in the bank or owed to MVP, so the higher the number the better.

Net Assets

As of the end of December 2025, MVP had total net assets of \$549,667.

PROFIT AND LOSS BY CLASS

This page shows the amount of revenue received and expenses paid as of December 31, the third month of Fiscal Year 2026, by class.

BUDGET VS ACTUALS

This page shows the amount of revenue received and expenses paid as of December 31 versus the FY26 annual budget.

Revenue & Support

Three months into the fiscal year, revenues and expenses are anticipated to be 25% realized. Revenues for the fiscal year to date total \$105,574. This represents 11% of the revenue budgeted for the year versus 25% of the fiscal year being completed. Any future grant revenues that are deferred (delayed) will be recognized as expenses are made.

Expenses

Operating expenses through December totaled \$123,807 or 16% of the annual budgeted amount, versus 25% of the fiscal year being completed.

CAPITAL FLOAT

Each partner organization is required to pay membership dues which comprise MVP's capital float, which exists in order to provide a cash balance on hand since grant revenues are reimbursable after costs have been expended. The capital float supports MVP operations until grant receivables are received.

**MatSu Valley Planning for Transportation
Financial Statements
December 31, 2025**



Preliminary - Unaudited

Prepared By:



MatSu Valley Planning for Transportation
Balance Sheet
As of December 31, 2025

	Total
ASSETS	
Current Assets	
Bank Accounts	
1010 MVFCU Main Checking	137,095.06
1015 MVFCU Savings Account	29,941.34
1020 Money Market	548,910.60
Total Bank Accounts	\$ 715,947.00
Accounts Receivable	
1110 Accounts Receivable	0.00
Total Accounts Receivable	\$ 0.00
Other Current Assets	
1250 Deposits	500.00
Undeposited Funds	0.00
Total Other Current Assets	\$ 500.00
Total Current Assets	\$ 716,447.00
Fixed Assets	
1500 Fixed Assets	
1505 Fixed Assets - Computers	2,559.04
1550 Accumulated Depreciation - Computers	-355.42
Total 1500 Fixed Assets	\$ 2,203.62
Total Fixed Assets	\$ 2,203.62
TOTAL ASSETS	\$ 718,650.62
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
2000 Accounts Payable	0.00
Total Accounts Payable	\$ 0.00
Other Current Liabilities	
2100 Payroll Liability	
2105 Accrued Wages and Salaries	15,145.41
2130 Accrued Leave	19,164.32
2150 Other Payroll Liabilities	0.00
Total 2100 Payroll Liability	\$ 34,309.73
2200 Deferred Revenue	
2201 Def Rev Mat-Su Borough	134,674.00
2202 Unearned Revenue	0.00
Total 2200 Deferred Revenue	\$ 134,674.00
Total Other Current Liabilities	\$ 168,983.73
Total Current Liabilities	\$ 168,983.73
Total Liabilities	\$ 168,983.73
Equity	
3000 Opening Balance Equity	0.00
Retained Earnings	567,900.60
Net Income	-18,233.71
Total Equity	\$ 549,666.89
TOTAL LIABILITIES AND EQUITY	\$ 718,650.62

MatSu Valley Planning for Transportation
Profit and Loss by Class
October - December, 2025

	Admin	FFY25-26 Unified Planning Work Program (UPWP)	UPWP Indirect	Total FFY25-26 Unified Planning Work Program (UPWP)	Mat-Su Borough Grant	TOTAL
Income						
4000 Grant Revenue				0.00		0.00
4010 Alaska DOT & PF UPWP		57,609.88		57,609.88		57,609.88
Total 4000 Grant Revenue	\$ 0.00	\$ 57,609.88	\$ 0.00	\$ 57,609.88	\$ 0.00	\$ 57,609.88
4800 Indirect Cost Rate		0.00	47,116.51	47,116.51		47,116.51
4900 Interest Income	847.35			0.00		847.35
Total Income	\$ 847.35	\$ 57,609.88	\$ 47,116.51	\$ 104,726.39	\$ 0.00	\$ 105,573.74
Gross Profit	\$ 847.35	\$ 57,609.88	\$ 47,116.51	\$ 104,726.39	\$ 0.00	\$ 105,573.74
Expenses						
5000 Personnel				0.00		0.00
5010 Salary and Wages		70,879.39		70,879.39		70,879.39
5020 Annual Leave		8,103.89		8,103.89		8,103.89
5100 Payroll Taxes				0.00		0.00
5110 FICA		4,371.78		4,371.78		4,371.78
5120 Medicare		1,022.42		1,022.42		1,022.42
5130 Alaska ESC		467.14		467.14		467.14
Total 5100 Payroll Taxes	\$ 0.00	\$ 5,861.34	\$ 0.00	\$ 5,861.34	\$ 0.00	\$ 5,861.34
5200 Fringe Benefits				0.00		0.00
5210 Workers Comp		208.62		208.62		208.62
5220 Medical/Dental/Vision		11,560.75		11,560.75		11,560.75
5230 Retirement		2,116.77		2,116.77		2,116.77
Total 5200 Fringe Benefits	\$ 0.00	\$ 13,886.14	\$ 0.00	\$ 13,886.14	\$ 0.00	\$ 13,886.14
Total 5000 Personnel	\$ 0.00	\$ 98,730.76	\$ 0.00	\$ 98,730.76	\$ 0.00	\$ 98,730.76
6000 Professional Fees				0.00		0.00
6020 Accounting Fees			1,085.00	1,085.00		1,085.00
Total 6000 Professional Fees	\$ 0.00	\$ 0.00	\$ 1,085.00	\$ 1,085.00	\$ 0.00	\$ 1,085.00
6060 IT Services			2,383.45	2,383.45		2,383.45
6070 Website			1,300.00	1,300.00	0.00	1,300.00
Total 6060 IT Services	\$ 0.00	\$ 0.00	\$ 3,683.45	\$ 3,683.45	\$ 0.00	\$ 3,683.45
6100 Occupancy				0.00		0.00
6130 Telephone		0.00	300.00	300.00		300.00
Total 6100 Occupancy	\$ 0.00	\$ 0.00	\$ 300.00	\$ 300.00	\$ 0.00	\$ 300.00
6200 Meetings			4,969.19	4,969.19		4,969.19
6300 Training and Travel				0.00		0.00
6310 Travel				0.00		0.00
6320 Training and Professional Development			395.00	395.00		395.00
Total 6300 Training and Travel	\$ 0.00	\$ 0.00	\$ 395.00	\$ 395.00	\$ 0.00	\$ 395.00
6400 Insurance			60.00	60.00		60.00
6500 Dues and Subscriptions			20.00	20.00		20.00
6520 Association Membership			300.00	300.00		300.00
Total 6500 Dues and Subscriptions	\$ 0.00	\$ 0.00	\$ 320.00	\$ 320.00	\$ 0.00	\$ 320.00
6700 Printing, Postage and Publication			5,110.78	5,110.78		5,110.78
6800 Advertising & Public Notices		2,714.06	4,500.00	7,214.06		7,214.06
6900 Office Supplies				0.00		0.00
7000 Other				0.00		0.00
6510 Software			684.00	684.00		684.00
7020 Bank Charges & Fees			1,255.21	1,255.21		1,255.21
Total 7000 Other	\$ 0.00	\$ 0.00	\$ 1,939.21	\$ 1,939.21	\$ 0.00	\$ 1,939.21
Total Expenses	\$ 0.00	\$ 101,444.82	\$ 22,362.63	\$ 123,807.45	\$ 0.00	\$ 123,807.45
Net Operating Income	\$ 847.35	-\$ 43,834.94	\$ 24,753.88	-\$ 19,081.06	\$ 0.00	-\$ 18,233.71
Net Income	\$ 847.35	-\$ 43,834.94	\$ 24,753.88	-\$ 19,081.06	\$ 0.00	-\$ 18,233.71

Budget vs. Actuals FY26
October 1, 2025 - December 31, 2025

Distribution account	Total			
	Q1 Actual	FY26 Budget	Over/(Under) budget by	Percent of budget
Income				
4000 Grant Revenue		932,995.01		
4010 Alaska DOT & PF UPWP	57,609.88			
4020 MSB Legislative Grant	0.00			
4050 Capital Float	0.00			
Total for 4000 Grant Revenue	\$57,609.88	\$932,995.01	-\$875,385.13	6.17%
4800 Indirect Cost Rate	47,116.51			
4900 Interest Income	847.35			
Total for Income	\$105,573.74	\$932,995.01	-\$827,421.27	11.32%
Cost of Goods Sold				
Gross Profit	\$105,573.74	\$932,995.01	-\$827,421.27	11.32%
Expenses				
5000 Personnel				
5010 Salary and Wages	70,879.39	368,964.00		
5020 Annual Leave	8,103.89			
5030 Relocation Reimbursement	0.00			
5100 Payroll Taxes				
5110 FICA	4,371.78	22,875.77		
5120 Medicare	1,022.42	5,349.98		
5130 Alaska ESC	467.14	3,689.64		
Total for 5100 Payroll Taxes	\$5,861.34	\$31,915.39	-\$26,054.05	18.37%
5200 Fringe Benefits	0.00	79,816.61		
5210 Workers Comp	208.62	0.00		
5220 Medical/Dental/Vision	11,560.75			
5230 Retirement	2,116.77			
Total for 5200 Fringe Benefits	\$13,886.14	\$79,816.61	-\$65,930.47	17.40%
Total for 5000 Personnel	\$98,730.76	\$480,696.00	-\$381,965.24	20.54%
6000 Professional Fees				
6010 Legal Fees	0.00	18,000.00		
6020 Accounting Fees	1,085.00			
6030 Consultants and Contractual	0.00			
Total for 6000 Professional Fees	\$1,085.00	\$18,000.00	-\$16,915.00	6.03%
6060 IT Services	3,683.45	26,012.00		
6100 Occupancy				
6130 Telephone	300.00	61,000.00		
Total for 6100 Occupancy	\$300.00	\$61,000.00	-\$60,700.00	0.49%
6200 Meetings	4,969.19	8,700.00		
6300 Training and Travel				
6310 Travel	395.00	25,000.00		
6320 Training and Professional Development	0.00			
Total for 6300 Training and Travel	\$395.00	\$25,000.00	-\$24,605.00	1.58%
6400 Insurance	60.00	13,154.00		
6500 Dues and Subscriptions				
6520 Association Membership	300.00	2,369.00		
Total for 6500 Dues and Subscriptions	\$320.00	\$2,369.00	-\$2,049.00	13.51%
6700 Printing, Postage and Publication	5,110.78	7,200.00		
6800 Advertising & Public Notices	7,214.06	52,269.00		
6900 Office Supplies	0.00	10,000.00		
7000 Other				
6510 Software	684.00	50,000.00		
7020 Bank Charges & Fees	1,255.21	3,240.00		
Total for 7000 Other	\$1,939.21	\$53,240.00	-\$51,300.79	3.64%
6050 Annual Audit		22,500.00		
Total for Expenses	\$123,807.45	\$780,140.00	-\$656,332.55	15.87%
Net Operating Income	-\$18,233.71	\$152,855.01		
Other Income				
Other Expenses				
Net Other Income				
Net Income	-\$18,233.71	\$152,855.01		

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Letter to the Governing Board

Year Ended September 30, 2025

PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Letter to the Governing Board

Year Ended September 30, 2025

MONTH XX, 2026

Members of the Governing Board
Mat-Su Valley Planning for Transportation
Wasilla, Alaska

We have audited the financial statements of Mat-Su Valley Planning for Transportation for the year ended September 30, 2025, and have issued our report thereon dated MONTH XX, 2026. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated November 8, 2025. Professional standards also require that we communicate to you the following information related to our audit.

Accounting Policies and Transactions

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Mat-Su Valley Planning for Transportation are described in Note I to the financial statements. All significant transactions have been recognized in the financial statements in the proper period. No new accounting policies were adopted and the application of existing policies was not changed during 2025. We noted no transactions entered into by the Organization during the year for which there is a lack of authoritative guidance or consensus.

Significant Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

Management's estimate of collectability of accounts receivable is calculated on historical losses information, economic conditions, character of the credit risk and reasonable and supportable forecasts. We evaluated the key factors and assumptions used to develop credit losses in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the useful lives and depreciation is based upon the expected useful life of an asset. We evaluated the key factors and assumptions used to determine the useful lives and calculate depreciation expense in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the functional expenses is based upon an allocation of program expenses and general and administration. We evaluated the key factors and assumptions used to develop the allocation of expenses in determining that it is reasonable in relation to the financial statements taken as a whole.

Financial Statement Disclosures

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated MONTH XX, 2026.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Organization's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Internal Control

In planning and performing our audit of the financial statements of the Organization, as of and for the year ended September 30, 2025, in accordance with auditing standards generally accepted in the United States of America, we considered the Organization's internal control over financial reporting (internal control) as a basis for designing our audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Organization's internal control. Accordingly, we do not express an opinion on the effectiveness of the Organization's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the Organization's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Organization's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Accounting Assistance

As part of our engagement we drafted the financial statements of Mat-Su Valley Planning for Transportation from the Organization's accounting records; however, management of the Organization was involved in the drafting process and retains responsibility for the financial statements.

Restriction on Use

This information is intended solely for the use of the governing board and management of Mat-Su Valley Planning for Transportation and is not intended to be, and should not be, used by anyone other than these specified parties.

Sincerely,

Anchorage, Alaska

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Financial Statements
(With Independent Auditor's Report Thereon)

Year Ended September 30, 2025

PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Financial Statements
(With Independent Auditor's Report Thereon)

Year Ended September 30, 2025

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

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Independent Auditor's Report

Members of the Board of Directors
Mat-Su Valley Planning for Transportation
Palmer, Alaska

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Mat-Su Valley Planning for Transportation (a nonprofit organization), which comprise the statement of financial position as of September 30, 2025 and the related statements of activities, functional expenses, and cash flows for the year then ended, and the related notes to the financial statements.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of Mat-Su Valley Planning for Transportation as of September 30, 2025 and the changes in its net assets and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Mat-Su Valley Planning for Transportation and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Mat-Su Valley Planning for Transportation ability to continue as a going concern within one year after the date that the financial statements are available to be issued.

Auditor’s Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor’s report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness Mat-Su Valley Planning for Transportation internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Mat-Su Valley Planning for Transportation’s ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Anchorage, Alaska
MONTH XX, 2026

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Financial Position

September 30, 2025

Assets

Current assets:

Cash and cash equivalents	\$	522,154
Grants receivable		83,867
Total current assets		<u>606,021</u>

Non-current assets:

Property and equipment, net		<u>2,204</u>
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Total assets	\$	<u>608,225</u>
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Liabilities and Net Assets

Current liabilities:

Accounts payable	\$	10,620
Accrued wages and salaries		10,475
Accrued leave		11,060
Unearned revenue		8,169
Total current liabilities		<u>40,324</u>

Net assets without donor restrictions:

Total liabilities and net assets	\$	<u>567,901</u>
		<u>608,225</u>

See accompanying notes to financial statements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Activities

Year Ended September 30, 2025

Net assets without donor restrictions:	
Support and revenue:	
Revenue and support:	
State grants	304,751
Federal sources	174,477
Membership fees	280,970
Interest income	661
Total revenue and support	<u>760,859</u>
Expenses:	
Program services -	
Unified planning work program	127,984
Supporting services -	
Management and general	<u>64,974</u>
Total expenses	<u>192,958</u>
Change in net assets	567,901
Net assets, beginning of year	<u>-</u>
Net assets, end of year	<u>\$ 567,901</u>

See accompanying notes to financial statements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Functional Expenses

Year Ended September 30, 2025

	Program Services		Supporting Services	Total Program and supporting services
	Unified Planning Work Program	Management and General	Management and General	
Payroll and related costs	\$ 100,000		24,777	124,777
Training and travel	9,302		-	9,302
Facility	500		-	500
Advertising and public notices	14,454		-	14,454
Supplies	-		351	351
Meetings	608		-	608
Contract services	3,120		21,624	24,744
Depreciation	-		355	355
Insurance	-		13,253	13,253
Bank charges	-		2,241	2,241
Dues/subscriptions	-		1,915	1,915
Other	-		458	458
	\$ 127,984		64,974	192,958

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Cash Flows

Year Ended September 30, 2025

Cash flows provided (used) by operating activities:	
Change in net assets	\$ 567,901
Adjustments to reconcile change in net assets to net cash provided (used) by operating activities:	
Depreciation	355
(Increase) decrease in assets:	
Grants receivable	(83,867)
Increase (decrease) in liabilities:	
Accounts payable	10,620
Accrued wages and salaries	10,475
Accrued leave	11,060
Unearned revenue	8,169
Net cash provided (used) by operating activities	<u>524,713</u>
 Cash flows provided (used) by investing activities:	
Purchase of property and equipment	<u>(2,559)</u>
 Net change in cash and cash equivalents	522,154
 Cash and cash equivalents, beginning of year	<u>-</u>
 Cash and cash equivalents, end of year	<u>\$ 522,154</u>

See accompanying notes to financial statements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements

September 30, 2025

f(1) **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

Description of Business

Incorporated in 2025, Mat-Su Valley Planning for Transportation is a not-forprofit organization established as the Metropolitan Planning Organization (MPO). Mat-Su Valley Planning for Transportation serves as the Mat-Su Valley, Alaska area long range planning organization for the transportation system in the urbanized area of the Matsu-Valley. Primary funding sources for Mat-Su Valley Planning for Transportation include membership fees, dues, and reimbursement for expenses from the State of Alaska Department of Transportation and Public Facilities. Mat-Su Valley Planning for Transportation also receives membership fees and dues from the Mat-Su Borough, City of Wasilla, City of Palmer, Chickaloon and Kink Tribe.

Basis of Accounting

Mat-Su Valley Planning for Transportation's financial statements are presented on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America. Under this method of accounting, revenues are recognized when earned. Liabilities and expenses are recorded when incurred.

Net assets, revenues, gains, and losses are classified based on the existence or absence of donor or grantor imposed restrictions. Accordingly, net assets and changes therein are classified and reported as follows:

Net Assets Without Donor Restrictions – Net assets available for use in general operations and not subject to donor (or certain grantor) restrictions. The governing board has designated, from net assets without donor restrictions, net assets for an operating reserve.

Net Assets With Donor Restrictions – Net assets subject to donor- (or certain grantor-) imposed restrictions. Some donor-imposed restrictions are temporary in nature, such as those that will be met by the passage of time or other events specified by the donor. Other donor-imposed restrictions are perpetual in nature, where the donor stipulates that resources be maintained in perpetuity. Gifts of long-lived assets and gifts of cash restricted for the acquisition of long-lived assets are recognized as revenue when the assets are placed in service. Donor-imposed restrictions are released when a restriction expires, that is, when the stipulated time has elapsed, when the stipulated purpose for which the resource was restricted has been fulfilled, or both.

Use of Estimates

Management of the Organization uses estimates and assumptions in preparing these financial statements in accordance with accounting principles generally accepted in the United States of America. Those estimates and assumptions affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities, and the reported revenues and expenses. Actual results could vary from the estimates that are used.

PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

Allocation of Costs

The costs of providing various programs and other activities have been summarized on a functional basis on the face of the financial statements. Accordingly, certain costs have been allocated among the program services and supporting activities benefited. This required the allocation of costs among the various program services and supporting services is based on estimates made by management.

Description of Program Services and Supporting Services

The following program services and supporting services are included in the accompanying financial statements:

Program Services – Accounts for the activities associated with the administration and operation of the Unified Planning Work Program (Transportation Projects).

Supporting Activities:

Management and General – Accounts for all the activities of the Organization that are not directly identifiable with the programs noted above. These costs account for the activities associated with managing the Organization and the above programs.

Allocation of Functional Expenses

The financial statements report certain categories of expenses that are attributed to more than one program or supporting function. Therefore, expenses require allocation on a reasonable basis that is consistently applied. The expenses that are allocated include salaries and wages, and contract services

Cash and Cash Equivalents

For purposes of the Statements of Cash Flows, the Organization considers all highly liquid investments with maturity of three months or less when purchased to be cash equivalents.

Accounts Receivable, and Allowance for Credit Losses

Accounts and grants receivable are stated at the amount management expects to collect from outstanding balances. The estimation of losses considers prior charge-offs and recoveries against the allowance for credit losses as well as the historical loss information, economic conditions, character of the credit risk and reasonable and supportable forecasts. There was no allowance for credit losses as of September 30, 2025 as all grants receivable are deemed to be fully collectible.

Property and Equipment

Purchased assets are recorded at cost or estimated cost when original cost is not available. Contributed assets are recorded at the estimated fair value at the date of receipt. Furniture and equipment purchases are reported as expenses when used for reimbursement from granting agencies and capitalized for financial statement purposes if the assets are greater than \$1,000 with a useful life greater than one year. These assets are depreciated over their useful lives using the straight-line method. Useful lives of assets vary from 3 years for equipment to 40 years for buildings and building improvements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

Unearned Revenue

Unearned revenue represents amounts for which asset recognition criteria have been met, but for which revenue recognition criteria have not been met.

Fair Value of Financial Instruments

The fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction into principal, or the most advantageous, market at the measurement date under current market conditions regardless of whether the price is directly observable or estimated using another valuation technique. Fair values are based on quoted market prices when available.

The following financial instruments are recorded at fair value or at amounts that approximate fair value: (1) cash and cash equivalents, including restricted cash and funded reserves (2) receivables, net, (3) certain other current assets, (4) accounts payable and (5) other current liabilities. The carrying amounts reported in the Statements of Financial Position for the above financial instruments closely approximates their fair value due to the short-term nature of these assets and liabilities.

Revenue Recognition

Grant Revenues

All of the Organization's revenue is derived from cost-reimbursable state grants and contracts, which are conditional upon certain performance requirements and/or the incurrence of allowable qualifying expenses and have a right of return. Amounts received prior to incurring qualifying expenses are reported as refundable advances on the Statements of Financial Position.

Membership Dues

Membership dues are typically paid at the beginning of the membership term and are non-refundable. Under ASC 606, Revenue from Contracts with Customers, membership dues are evaluated to determine which components represent distinct performance obligations. The Organization has concluded that the membership benefits collectively represent a single performance obligation satisfied ratably over the membership period, as members receive access to benefits throughout the year and no individual benefit is considered separately material. Accordingly, membership dues are recognized as revenue on a straight-line basis over the 12-month membership term, regardless of when cash is received. Amounts collected in advance of the membership period are recorded as Deferred Revenue on the Statement of Financial Position. At December 31, 2025 unearned revenue related to membership dues was \$8,169.

Income Taxes

Mat-Su Valley Planning for is a nonprofit corporation exempt from income taxation under Section 501(c)(3) of the Internal Revenue Code.

Although the Organization is exempt from federal income taxes, any income derived from unrelated business activities is subject to the requirement of filing Federal Income Tax Form 990-T and a tax liability may be determined on these activities. The Organization had no income derived from unrelated business activities as of September 30, 2025.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

The Organization classifies all interest and penalties related to tax contingencies as income tax expense. As of September 30, 2025, there is no accrued interest or penalties. As of September 30, 2025 there were no uncertain tax positions or unrecognized tax benefits for which management believes it is reasonably possible that the total amounts of tax contingencies will significantly increase or decrease within 12 months of the reporting date. The Organization files tax returns in the US Federal Jurisdiction and the State of Alaska. As of 2025, the tax years that remain subject to examination begins with 2025. The Organization is not under examination by the internal revenue service for any open tax years.

(2) **DEPOSITS WITH FINANCIAL INSTITUTIONS**

The Organization maintains a checking, savings and money market accounts with Matanuska Valley Federal Credit Union of Alaska. FDIC insures these accounts up to \$250,000. Currently, the Organization has no policy that dictates deposits be collateralized for amounts in excess of FDIC coverage. At September 30, 2025, the Organization’s uninsured bank balances total \$271,654. Management believes the banking institution where it has its deposits is secure and has accepted the risks associated with their deposits.

(3) **LIQUIDITY AND AVAILABILITY**

Financial assets available for general expenditure, that is, without donor or other restrictions limiting their use, within one year of the Statement of Financial Position date, comprise the following:

Cash and cash equivalents	\$	522,154
Grants receivable		<u>83,867</u>
	\$	<u>606,021</u>

(4) **PROPERTY AND EQUIPMENT**

The following is a summary of property and equipment at September 30:

		<u>2025</u>
Equipments	\$	2,559
Accumulated depreciation		<u>(355)</u>
Net property and equipment	\$	<u>2,204</u>

Depreciation expense was \$355 for the year ended September 30, 2025

(5) **EMPLOYEE BENEFIT PLAN**

Mat-Su Valley Planning for Transportation provides 401(k) Retirement Savings Plan for employees with two parts.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

First, beginning at the start of their employment with the organization, an employee may contribute a portion of their salary to their 401(k) account up to the maximum amount contributable under IRS regulations. They are entitled to the entirety of their contribution upon separation.

Second, beginning at the start of their employment, with the employees first paycheck, MVP for Transportation shall contribute an equivalent of 3% of an employee's gross wages to their 401(k) account. The Policy Board shall review the amount of the employer contribution annually.

For the years ended September 30, 2025, the Organization's contribution to this plan was \$2,270.

(6) CONTINGENCIES

The Organization receives grants, which are subject to audit and adjustments by the grantor agencies. Any disallowed claims, including amounts already collected, would become a liability of the Organization; however, the Organization does not anticipate any disallowed costs.

In the normal course of business, liabilities for loss contingencies arising from claims, assessments, litigation, fines, and penalties and other sources are recorded when it is probable that a liability has been incurred and the amount can be reasonably estimated. Legal costs incurred in connection with loss contingencies are expensed as incurred.

(7) CONCENTRATION OF SUPPORT

During the year ended September 30, 2025, 40% of revenue was derived from state grants, 23% was derived from federal grants and 37% was derived from membership fees.

A significant reduction in the level of these sources of support and revenue, if this were to occur, may have an adverse effect on the Organization's programs and activities.

(8) SUBSEQUENT EVENTS

The Organization has evaluated subsequent events through MONTH XX, 2026, the date on which the financial statements were available to be issued. No items were deemed necessary for disclosure.



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

MEMORANDUM

TO: Ryan Anderson, P.E.
Commissioner

DATE: June 30, 2025

THRU: Katherine Keith ^{Initial} KK
Deputy Commissioner

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

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

SUBJECT: 2026 HSIP Safety
Performance Measure
Target Recommendations

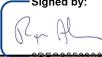
The Performance Measure Target work group, comprised of regional planning staff, regional and statewide traffic & safety staff, and representatives of Alaska's three Municipal Planning Organizations have completed their review of external factors, trend analysis, conformance to federal regulations¹,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

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

*HMVMT – hundred million vehicles miles traveled

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

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

Approved:  Signed by:
Ryan Anderson, P.E. Commissioner

Date: 7/23/2025

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

Performance Planning Target Setting Procedures

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

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

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

(i) When one MPO serves an urbanized area;

(ii) When more than one MPO serves an urbanized area; and

(iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.

(2) These provisions shall be documented either:

(i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or

(ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

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

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

1) Sharing of transportation performance data

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

2) Selection of performance targets

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

3) Reporting of performance targets and data

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

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

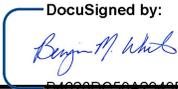
4. The MPO will identify within the TIP those projects which support the performance targets in accordance with 23 CFR § 450.326.
- c. DOT&PF will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in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

4) Collection of data

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

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

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

X  DocuSigned by:
Ben White 7/3/2025
B4020D050A2049D...
(Sign and Date)

Ben White
Urban Planning Chief

Fairbanks Area Surface Transportation:

X  DocuSigned by:
Jackson Fox 6/30/2025
A55F0C7052A8476...
(Sign and Date)

Jackson Fox
FAST Executive Director

**Anchorage Metropolitan Transportation
Solutions:**

X  Signed by:
Aaron Jongenelen 6/30/2025
0522458D202D407...
(Sign and Date)

Aaron Jongenelen
AMATS Executive Director

**MatSu Valley Planning For
Transportation:**

X  Signed by:
Kim Sollien 7/1/2025
807072706EF346F...
(Sign and Date)

Kim Sollien
MVP Executive Director

MEMORANDUM OF UNDERSTANDING (MOU)

BETWEEN

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

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

I concur with this Memorandum of Understanding

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

X DocuSigned by:
Benjamin M. White 7/3/2025
B4620DC58A2343B

(Sign and Date)

Ben White
Urban Planning Chief

Fairbanks Area Surface Transportation:

X DocuSigned by:
Jackson Fox 6/30/2025
A65FBC796BA8476...

(Sign and Date)

Jackson Fox
FAST Executive Director

**Anchorage Metropolitan Transportation
Solutions:**

X Signed by:
Aaron Jongenelen 6/30/2025
8522453D202D437

(Sign and Date)

Aaron Jongenelen
AMATS Executive Director

**MatSu Valley Planning For
Transportation:**

X Signed by:
Kim Sollien 7/1/2025
80707279CEF34CF...

(Sign and Date)

Kim Sollien
MVP Executive Director

Certificate Of Completion

Envelope Id: ED101142-81E7-4281-8910-CE45994F8154

Status: Completed

Subject: Performance Measures MOU

Source Envelope:

Document Pages: 6

Signatures: 8

Envelope Originator:

Certificate Pages: 4

Initials: 0

Adam Bradway

AutoNav: Enabled

PO Box 110206

Envelopeld Stamping: Disabled

Juneau, AK 99811

Time Zone: (UTC-09:00) Alaska

adam.bradway@alaska.gov

IP Address: 158.145.14.54

Record Tracking

Status: Original

Holder: Adam Bradway

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adam.bradway@alaska.gov

Security Appliance Status: Connected

Pool: StateLocal

Storage Appliance Status: Connected

Pool: State of Alaska

Location: Docusign

Signer Events

Aaron Jongenelen

aaron.jongenelen@anchorageak.gov

Security Level: Email, Account Authentication
(None)

Signature

Signed by:

Aaron Jongenelen

8522453D202D437...

Sent: 6/30/2025 10:49:58 AM

Viewed: 6/30/2025 11:45:45 AM

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Signature Adoption: Pre-selected Style

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Company Name: State of Alaska

Ben White

ben.white@alaska.gov

State of Alaska

Security Level: Email, Account Authentication
(None)

DocuSigned by:

Ben White

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ID: ea557601-5d82-47fc-aa1f-efaa9e0fe99c

Company Name: State of Alaska

Jackson Fox

jackson.fox@fastplanning.us

Executive Director

Security Level: Email, Account Authentication
(None)

DocuSigned by:

Jackson Fox

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Company Name: State of Alaska

Signer Events	Signature	Timestamp
Kim Sollien kim.sollien@mvpmpo.com Security Level: Email, Account Authentication (None)	Signed by: Kim Sollien <small>80707279CEF34CF...</small> Signature Adoption: Pre-selected Style Using IP Address: 63.135.67.195	Sent: 6/30/2025 10:49:59 AM Viewed: 7/1/2025 2:21:48 PM Signed: 7/1/2025 2:22:44 PM

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 Company Name: State of Alaska

In Person Signer Events	Signature	Timestamp
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Editor Delivery Events	Status	Timestamp
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Agent Delivery Events	Status	Timestamp
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Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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Adam Bradway adam.bradway@alaska.gov State of Alaska Security Level: Email, Account Authentication (None)	<div style="border: 2px solid blue; padding: 5px; display: inline-block;">COPIED</div>	Sent: 6/30/2025 10:49:59 AM Resent: 7/3/2025 12:24:35 PM
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 Company Name: State of Alaska

Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Completed	Security Checked	7/3/2025 12:24:33 PM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure
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ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

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

Consent to Electronically Undertake the TRANSACTION

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

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

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

Withdrawing Consent

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

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

Paper Option for Undertaking the TRANSACTION

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

Copies of TRANSACTION Records

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

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

Required Hardware and Software

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

How to Contact the State of Alaska

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

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

doa.commissioner@alaska.gov
Subject: DocuSign

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



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Metropolitan Transportation Plan

Formal Project Nomination Process Information



**January
2026**

Introduction

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

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

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

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



What's Included in this packet?

Attachment 1

Vision, Goals, and Objectives

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

Attachment 2

Nomination Form Questions

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

Attachment 3

Project Evaluation Scoring Guide

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

Key Information

When:

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

Where:

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

[Project Nomination Form](#)

Who:

Anyone may submit a project for consideration.



What:

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

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

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

Questions?

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

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



Attachment 1

Vision, Goals & Objectives



Vision

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

Goals

Objectives

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

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

Improve transportation safety for all modes

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

Leverage all available funding resources

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

Maintain the system in a state of good repair

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

Create opportunities for more diverse transportation options

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

Shorten commute times and improve mobility

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

Build a resilient transportation network

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



Attachment 2



MVP MTP Project Nomination Questions

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

All project nominations must be submitted using the online form:
<https://survey123.arcgis.com/share/687f471e7665469aa9bb6b2e51fe2b8b?portalUrl=https://msb.maps.arcgis.com>

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

Project Location

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

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

Submitter Information

Organization Name (Individual/ Agency/ Organization/Unaffiliated):
Contact Name:
Contact Phone:
Contact Email:



Project Information

Project Name:

Project Type:

(Check all that apply project)

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

Project Description (narrative):

Funding and Project Readiness

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

Land Use Integration

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

Improving Network Safety

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

Supports System Maintenance

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

Supports More Diverse Transportation Options

13. Is the project included in the MSB Bike and Pedestrian plan?
14. Does your project support multi-modal transportation?
 - If yes, please provide details.
15. How does your project support transit facilities? (select one)
 - It would add new or improve transit facilities
 - It would maintain existing transit facilities
 - It would have no effect on transit facilities
16. Does your project reduce user group conflicts?
 - If yes, please provide details.

Supports Network Resiliency and Environmental Considerations

17. Does your project reduce the vulnerability of transportation facilities?
 - If yes, please provide details.
18. Does your project include features to enhance or protect the natural environment?
 - If yes, please provide details.
19. Does your project improve emergency response?
 - If yes, please provide details.

Public Agency Support

20. Has a governing body or local agency formally endorsed the project?
 - If yes, please attach a document¹ of endorsement.

¹ File size limit of 100 mb.



Attachment 3

Metropolitan Transportation Plan (MTP) Project Evaluation and Scoring Methodology

Introduction

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

Objectives of the evaluation process include:

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

Framework for Evaluation

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

Types of evaluation criteria include:

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

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

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

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

Scoring Process Overview

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

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

Evaluation Criteria and Scoring Guidance

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

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

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

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

 How to score:

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

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

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

 How to score:

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

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

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

 How to score:

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

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

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

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

CRITERION 2.1: addresses a high crash location or issue

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

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

Project sponsor does not provide documentation for this criterion.

CRITERION 2.2: identified need in a safety plan

 How to score:

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

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

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

 How to score:

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

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

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

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

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

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

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

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

CRITERION 3.1: project funding has been allocated

 How to score:

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

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

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

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

CRITERION 4.1: improves asset condition

 How to score:

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

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

CRITERION 4.2: improves operations

 How to score:

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

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

CRITERION 4.3: addresses public complaints

 How to score:

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

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

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

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

CRITERION 5.1: project upgrades/adds non-motorized facilities

 How to score:

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

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

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

 How to score:

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

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

CRITERION 5.3: supports transit

 How to score:

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

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

CRITERION 5.4: reduces user group conflicts

 How to score:

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

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

❖ **Goal Area 6:** Shorten commute times & improve mobility

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

CRITERION 6.1: improves level of service (los)

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

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

Project sponsor does not provide any information.

CRITERION 6.2: increases mobility for freight movement

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

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

Project sponsor does not provide any information.

CRITERION 6.3: addresses a gap in the roadway network

 How to score:

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

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

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

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

CRITERION 7.1: improves resiliency of at-risk infrastructure

 /  How to score:

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

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

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

 How to score:

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

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

CRITERION 7.3: provides network redundancy or improves emergency access

 How to score:

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

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

❖ **Additional Criteria**

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

CRITERION 8.1: public support

 How to score:

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

The project sponsor is responsible for providing this documentation.

CRITERION 8.2: population reached



How to score:

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

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

CRITERION 8.3: roadway functional classification



How to score:

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

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

Scoring Matrix Summary

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

Data and Tools

Evaluation relies on both analytical tools and qualitative input.

Documentation and Transparency

All project scores, assumptions, and data sources will be documented. Summary score sheets are made available for review by MPO committees and the public.

Periodic Review and Updates

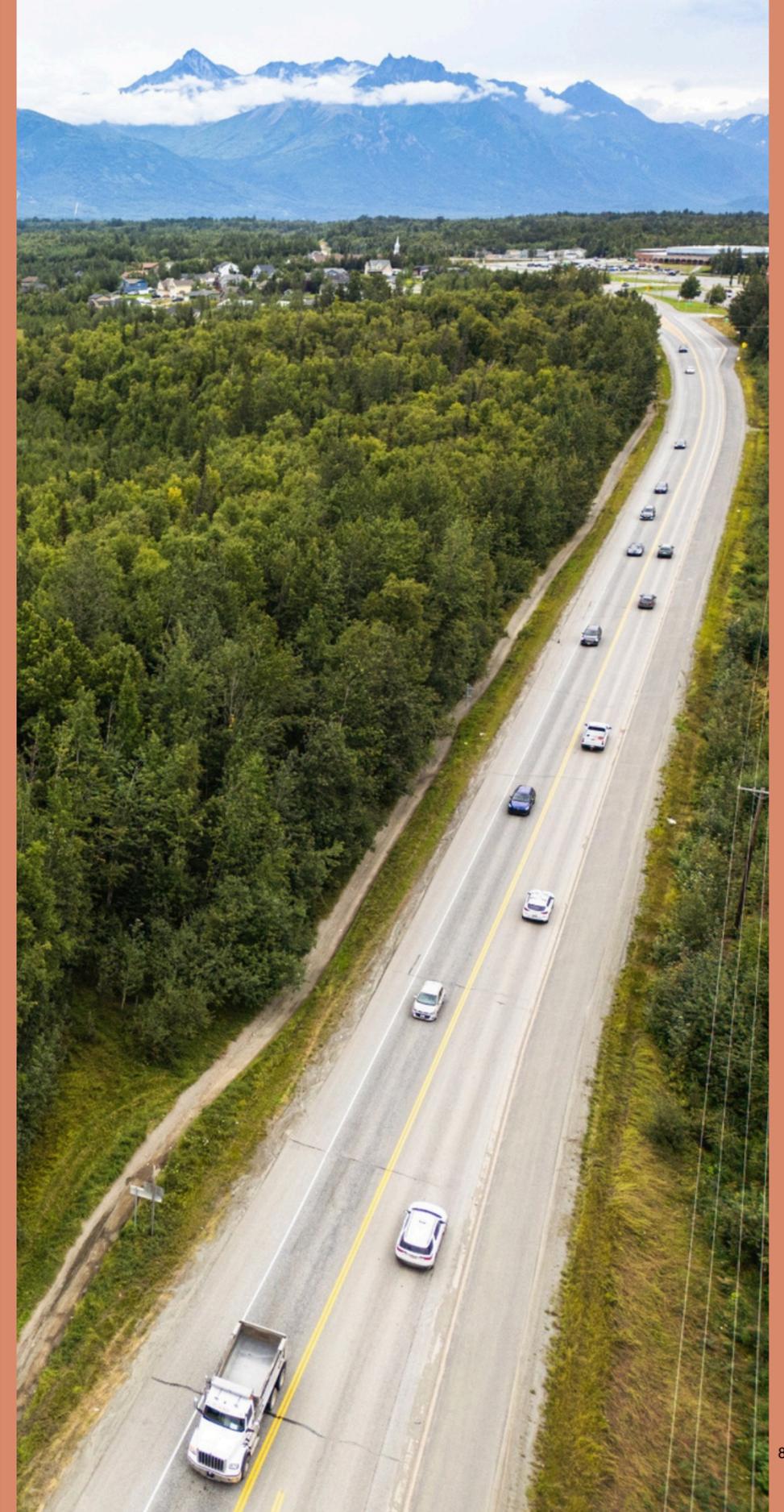
The MPO will periodically review and refine its evaluation criteria and weighting structure to reflect updated regional goals, new data sources, and federal guidance.



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Metropolitan Transportation Plan

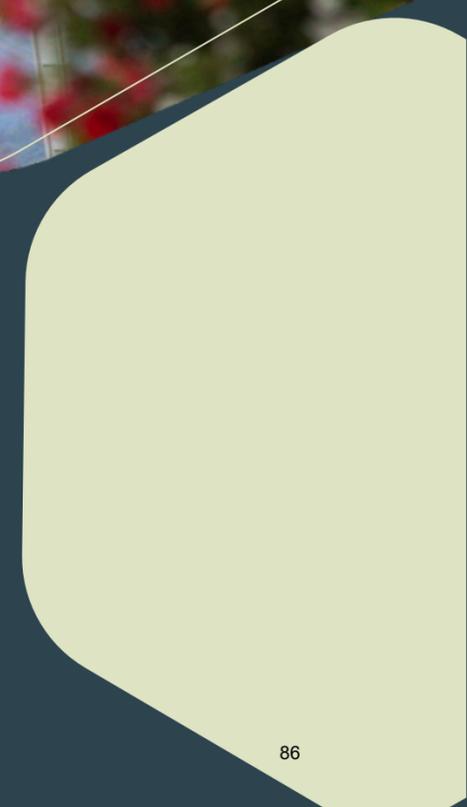
Technical Committee
February 10, 2026



Agenda

01. Overview of Public Survey Results

02. Overview of Public Comment Map Results



01.

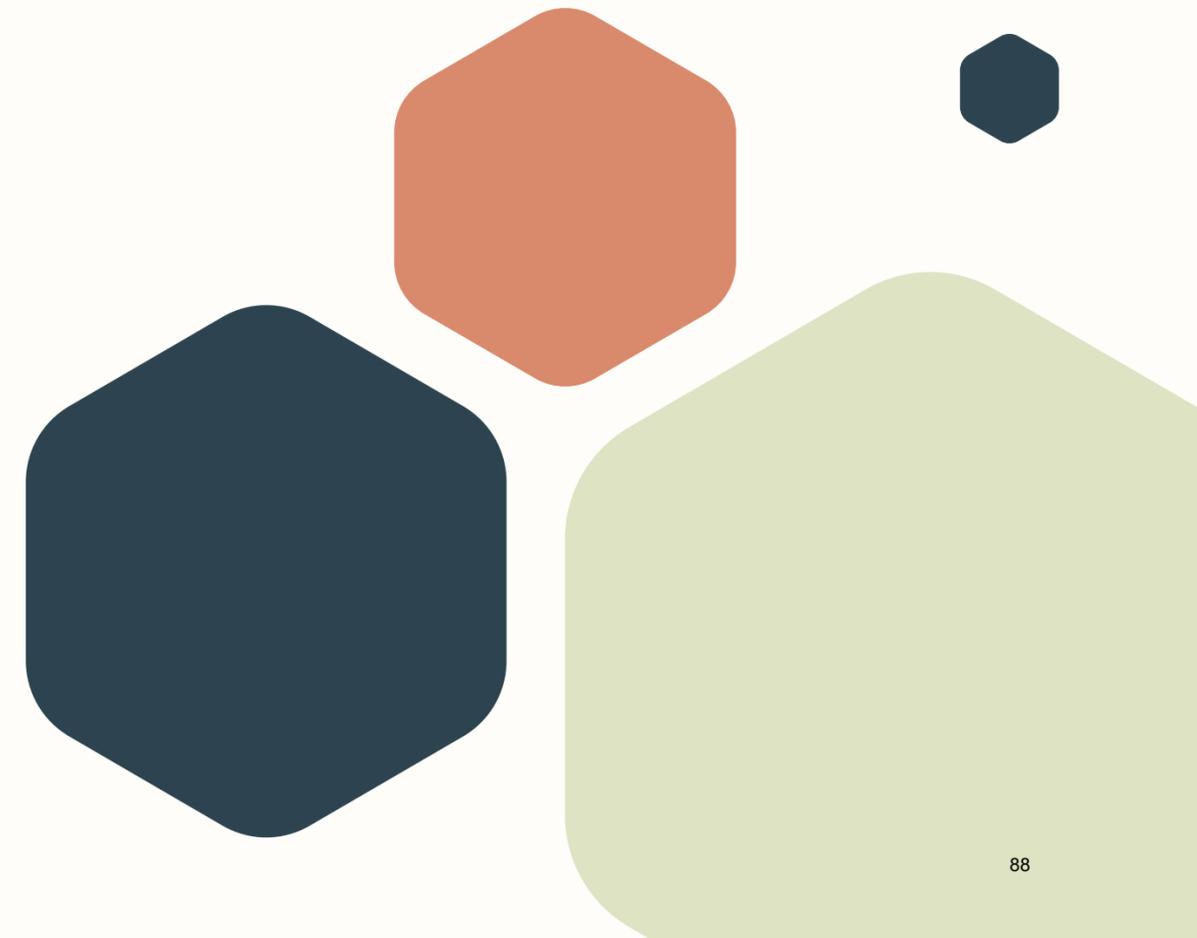
Public Survey

We asked, and residents responded

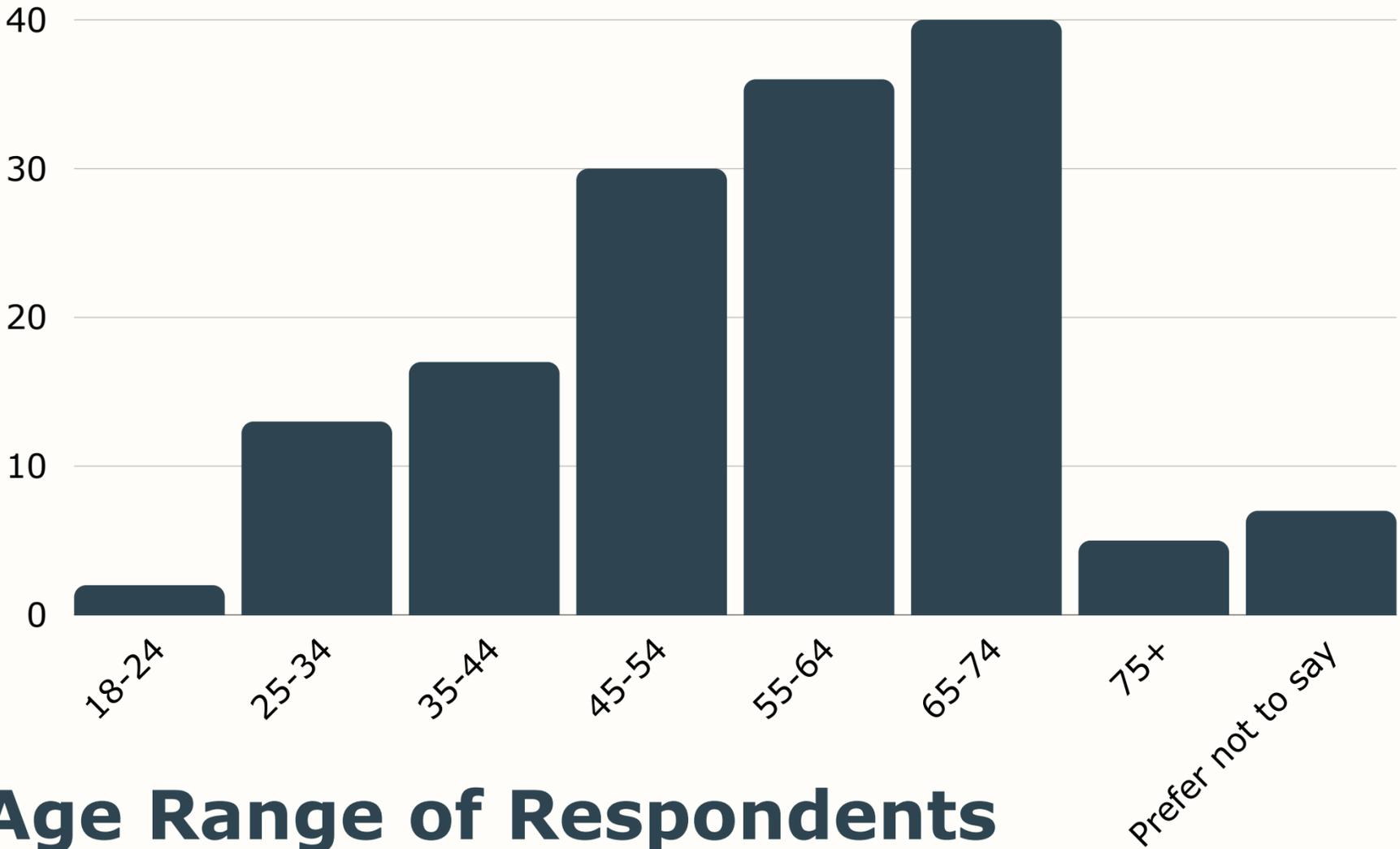


Survey Details

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



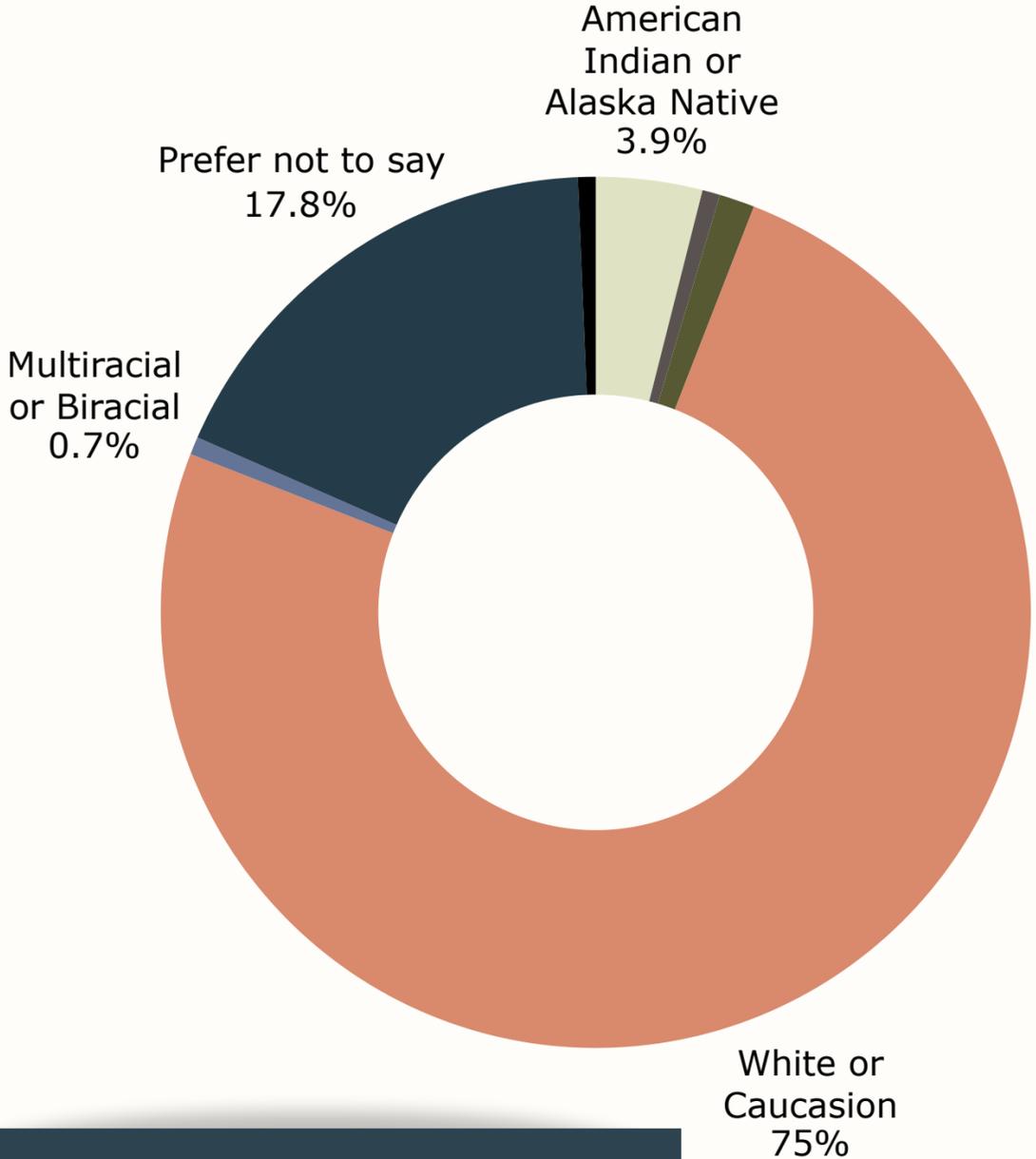
Survey Demographics



Age Range of Respondents

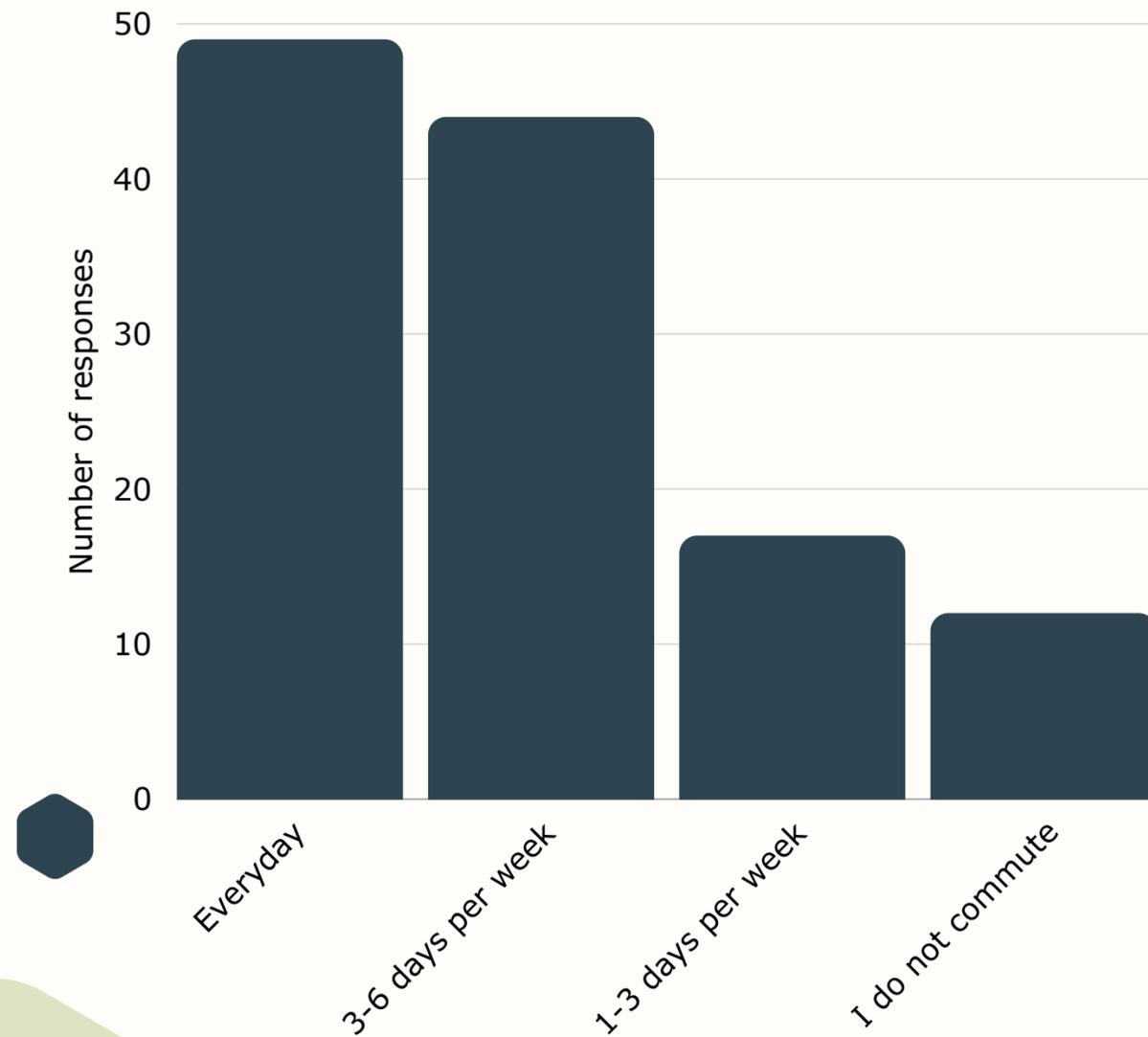
17% of respondents have someone in their household with mobility challenges

Race/Ethnicity of Respondents

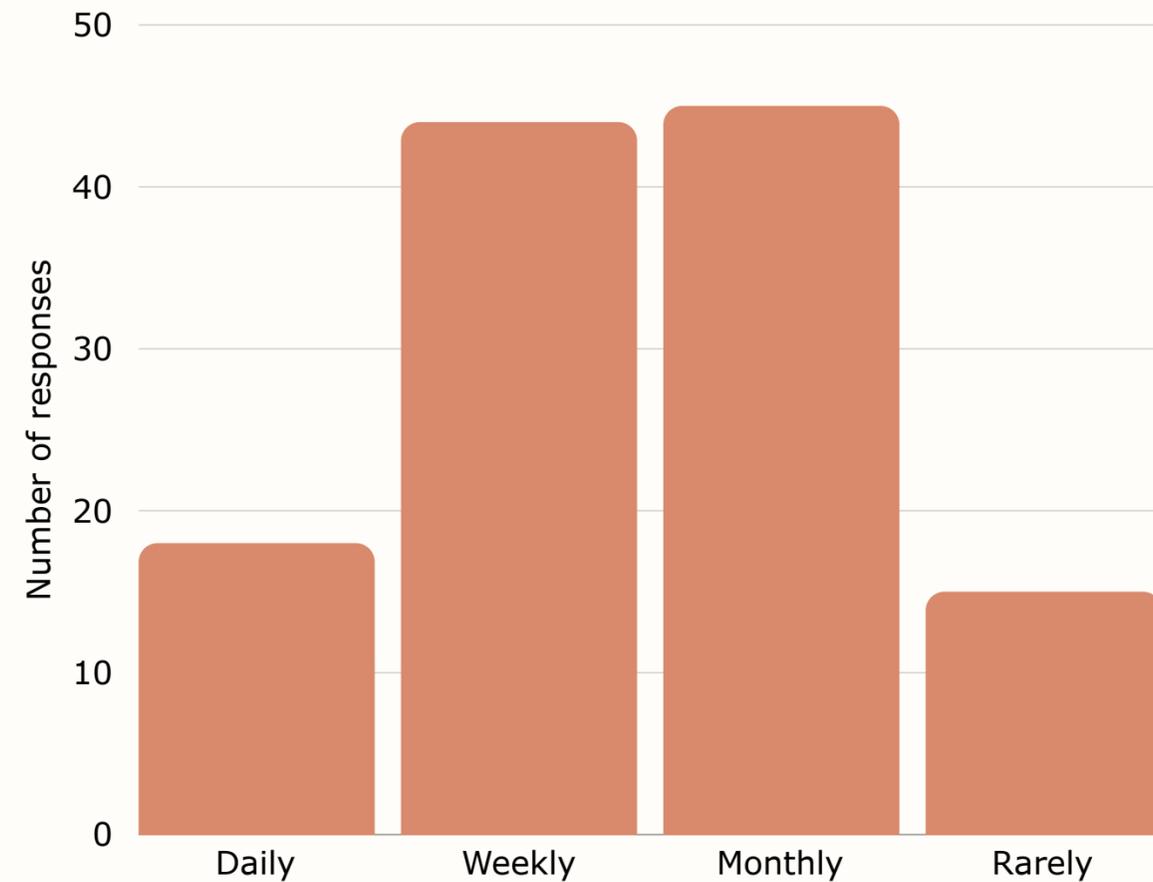


Not labeled in pie chart:
 Hispanic or Latino 1.3%
 Black or African American .7%
 A race or ethnicity not mentioned .7%

Travel Inside the MSB

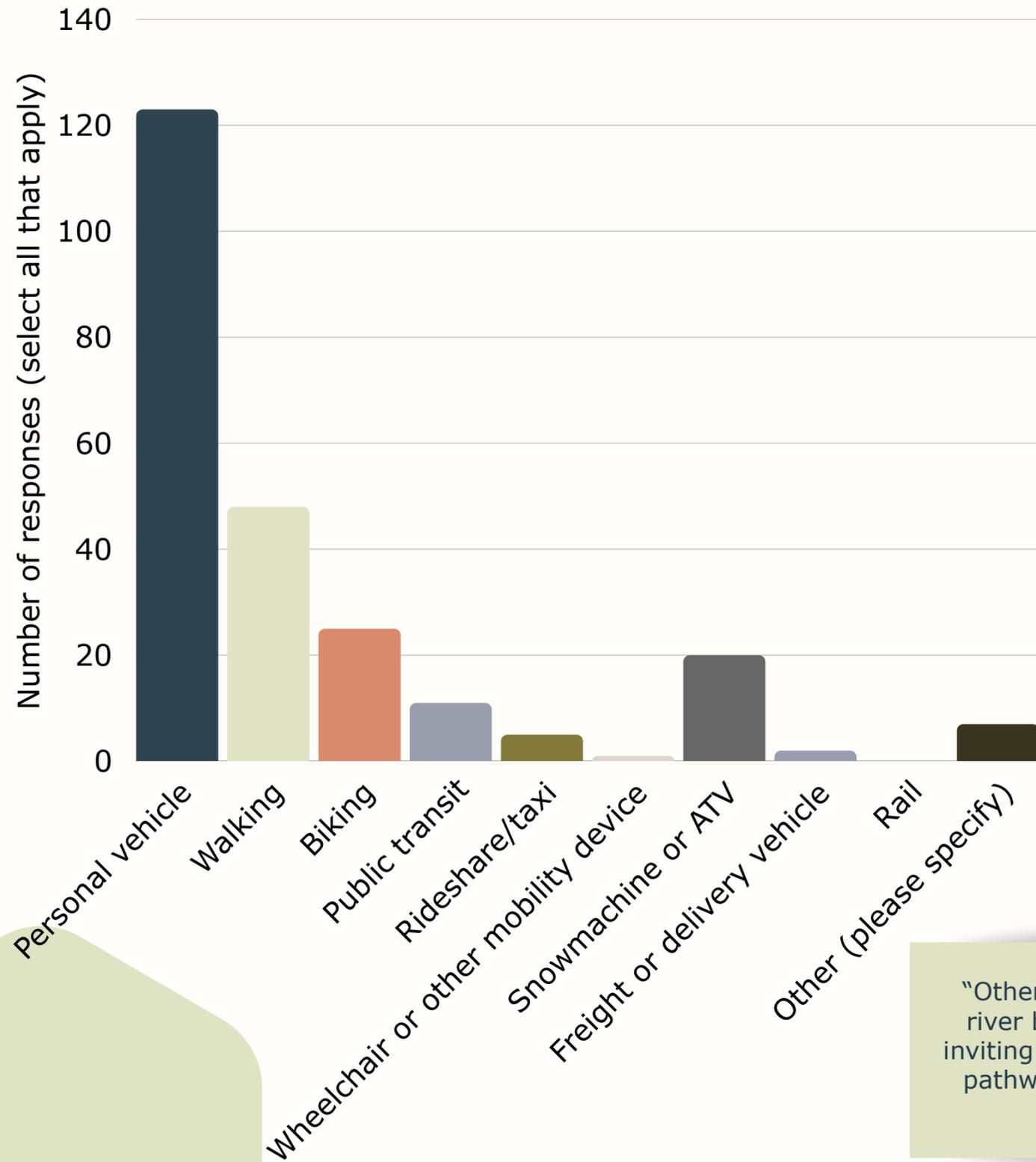


Travel Outside the MSB



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

Chosen Modes



"Other" includes horse, private aircraft, river boat, one wheel, and motorcycle, inviting the MTP to consider how proposed pathways or road widening could affect different user groups.

Perceived Safety by Mode



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

Top Transportation Concerns

Getting around isn't always planned with growth in mind

Lack of walking and biking facilities

Lack of safety

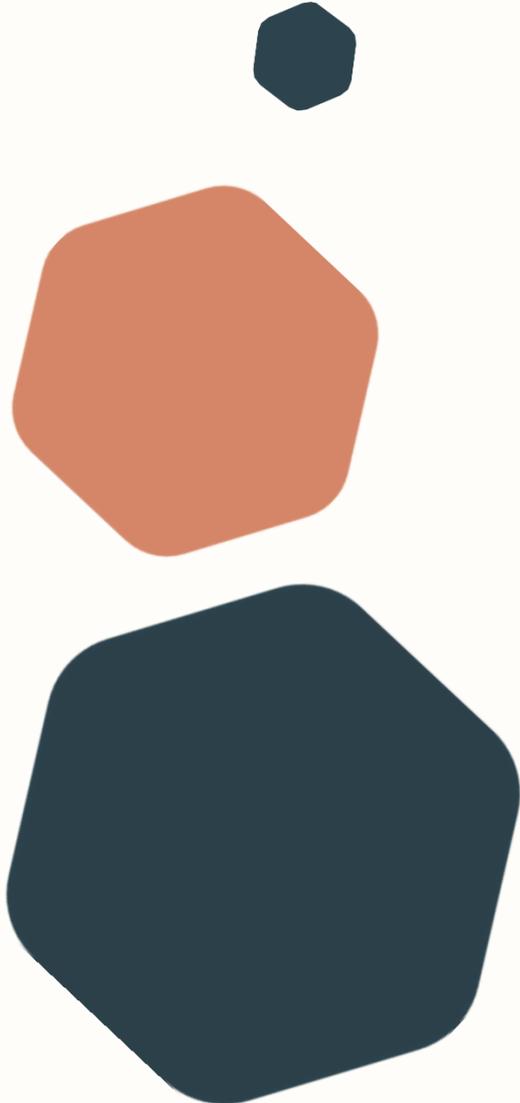
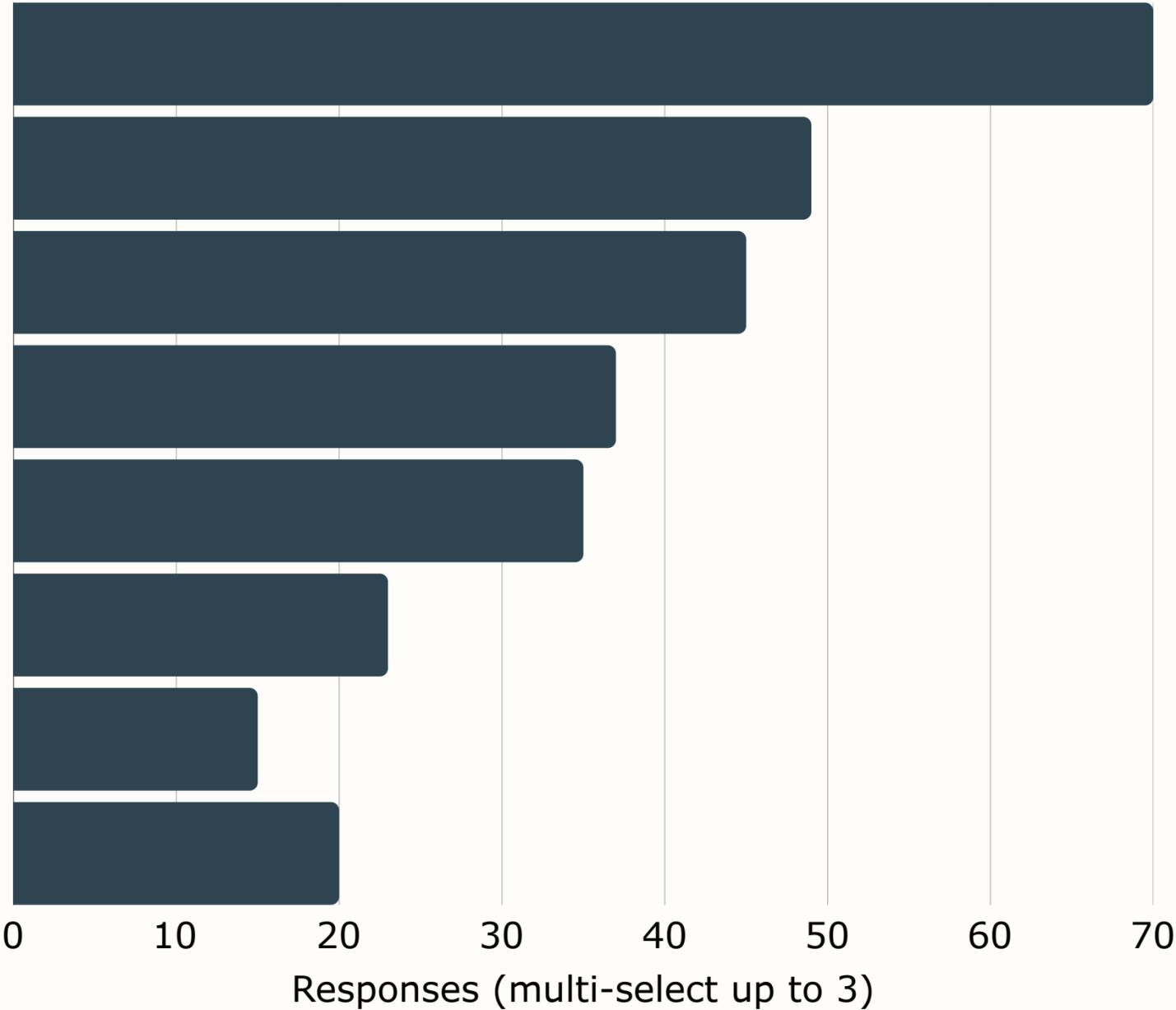
Long commute times

Lack of transit

Insufficient funding availability

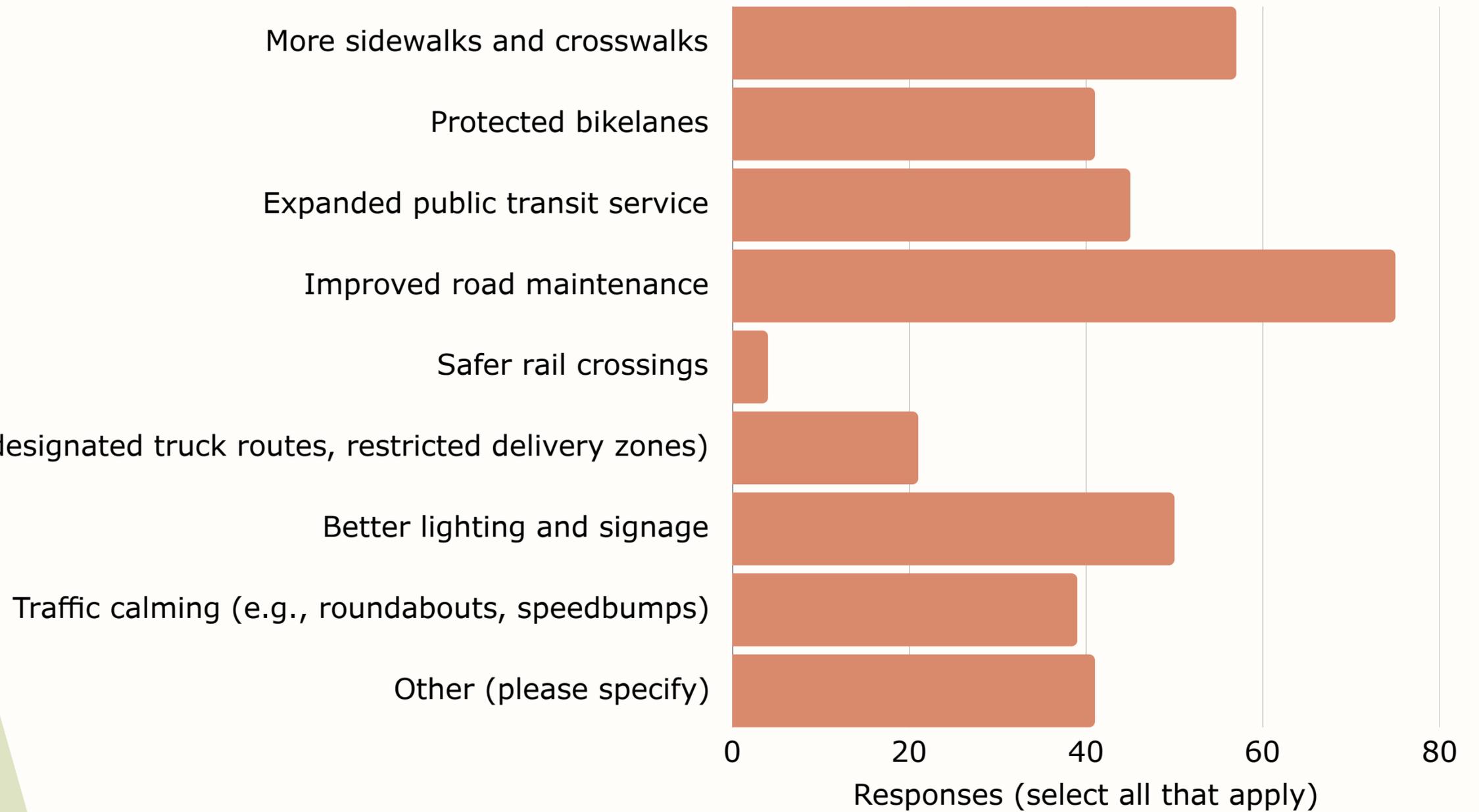
Conflicts between user groups

Other



Top Opportunities to Improve Safety

Freight route separation (e.g., designated truck routes, restricted delivery zones)

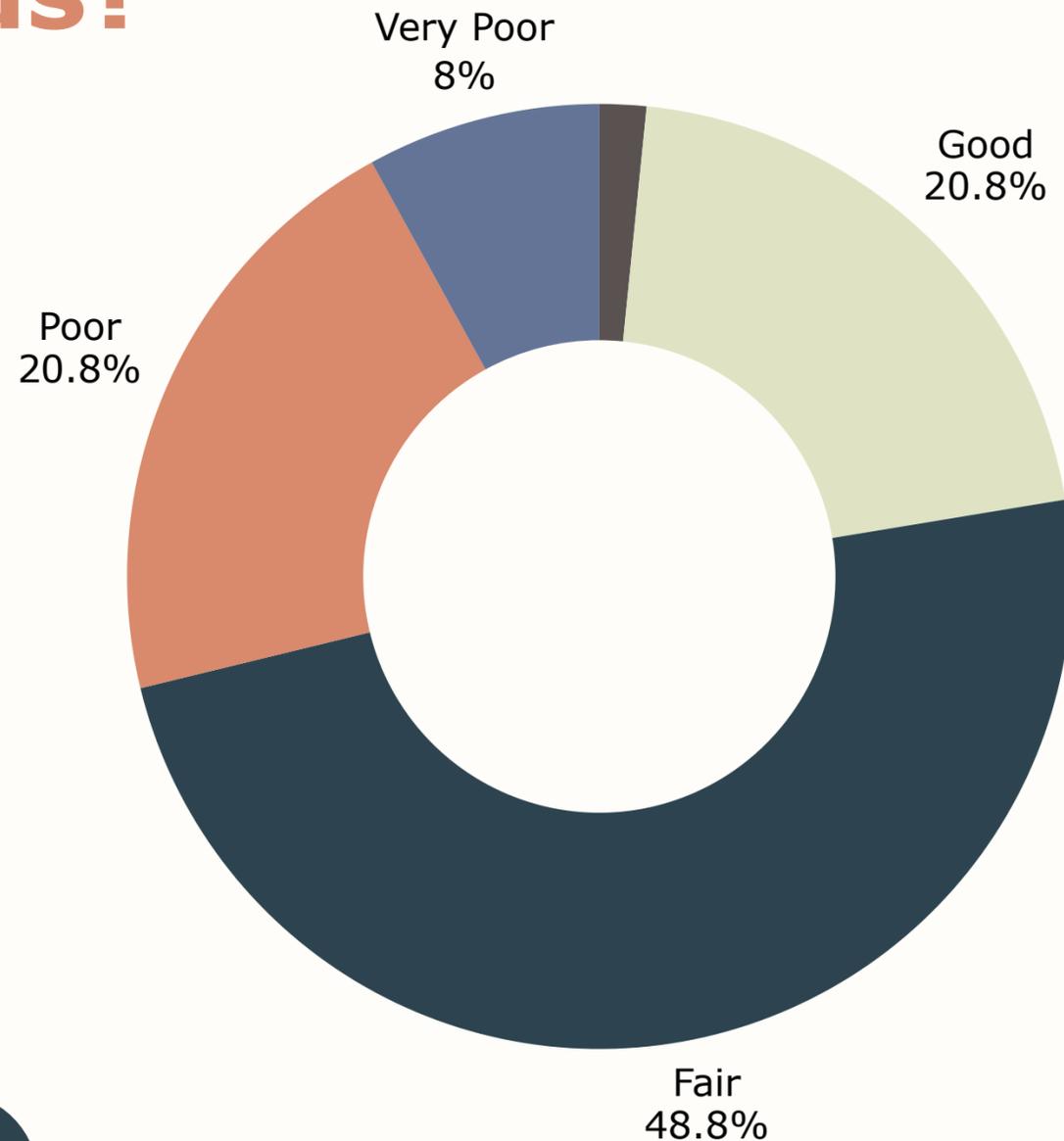


Across questions, **respondents are repeatedly linking safety to maintenance.**

Nominating projects that prioritize maintenance and safety outcomes would likely be well received (e.g. pavement rehab with crosswalk).

Maintenance and Road Conditions

How would you rate the roads?

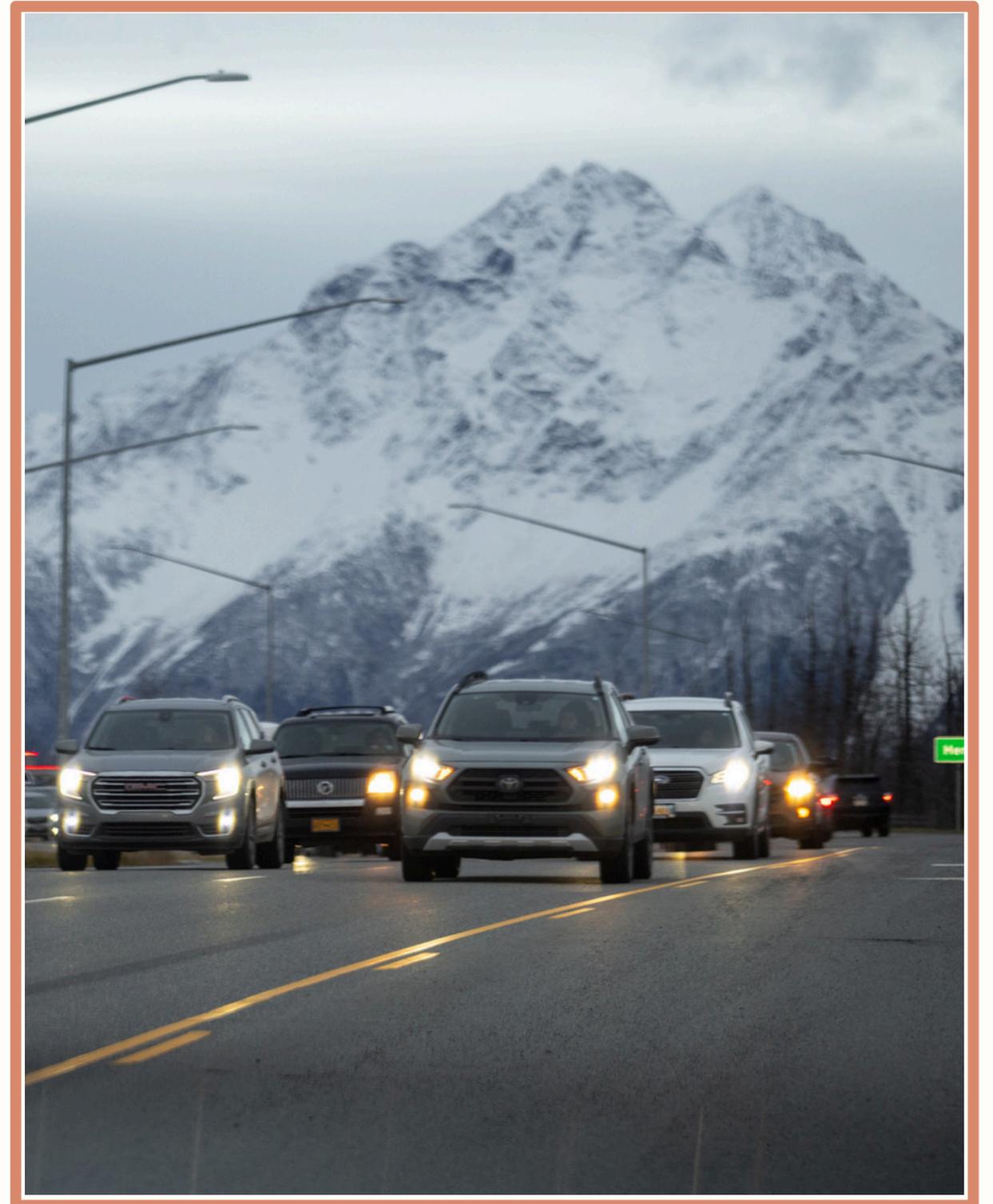


Seasonal Challenges?

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

Priorities for future investments

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



Project and Policy Takeaways

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



02.

Public Comment Map



Comment Map Details

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

Count of Comments by Mode

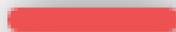
92 Vehicle
29 Pedestrian
12 Bicycle
9 Transit

MPO Public Comment

Point Comment

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

Line Comment

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

Prioritized Corridors



- 1 Parks Highway:** 20 dot, 3 line (includes bypass)
 - Access at Alpine St. and Hermon Rd., Parks interchange, Wasilla bypass, capacity at Main St/KGB, turn lanes
- 2 Bogard Road:** 6 dot, 5 line
 - Lighting, pedestrian school access, turn lanes/safety features, frontage/alignment, transit route
- 3 Palmer Wasilla Highway:** 6 dot, 4 line
 - Parks interchange, lighting, frontage access, connections between Bogard Rd. and PWH, pathways, transit route
- 4 Arctic Avenue:** 9 dot, 2 line
 - Pedestrian safety, school congestion, and safe crossings at Valley Way and Gulkana St.

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

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

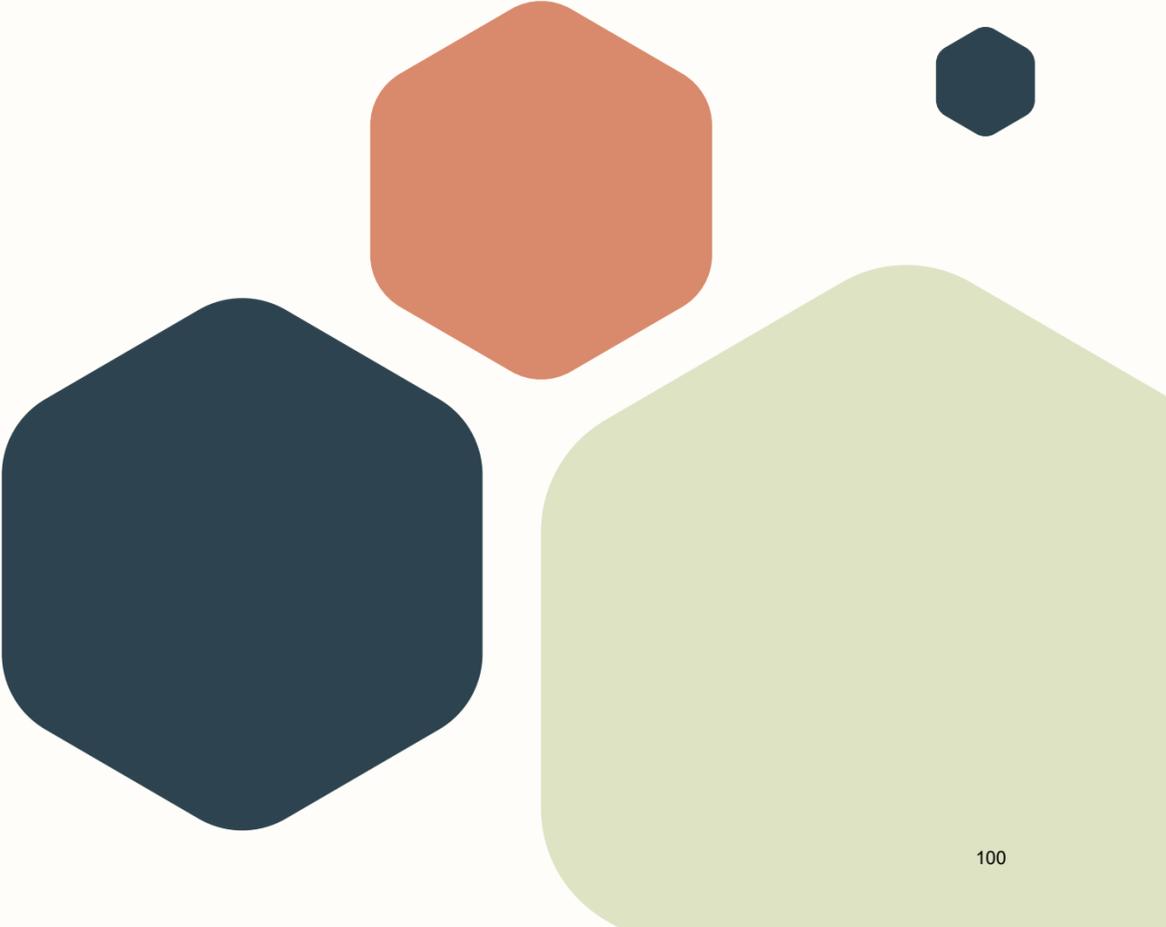
Top scoring point comment:
Traffic light or turn lane on Arctic and Valley Way

City of Wasilla

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



Top comment area:
Safety and access along the Parks Highway

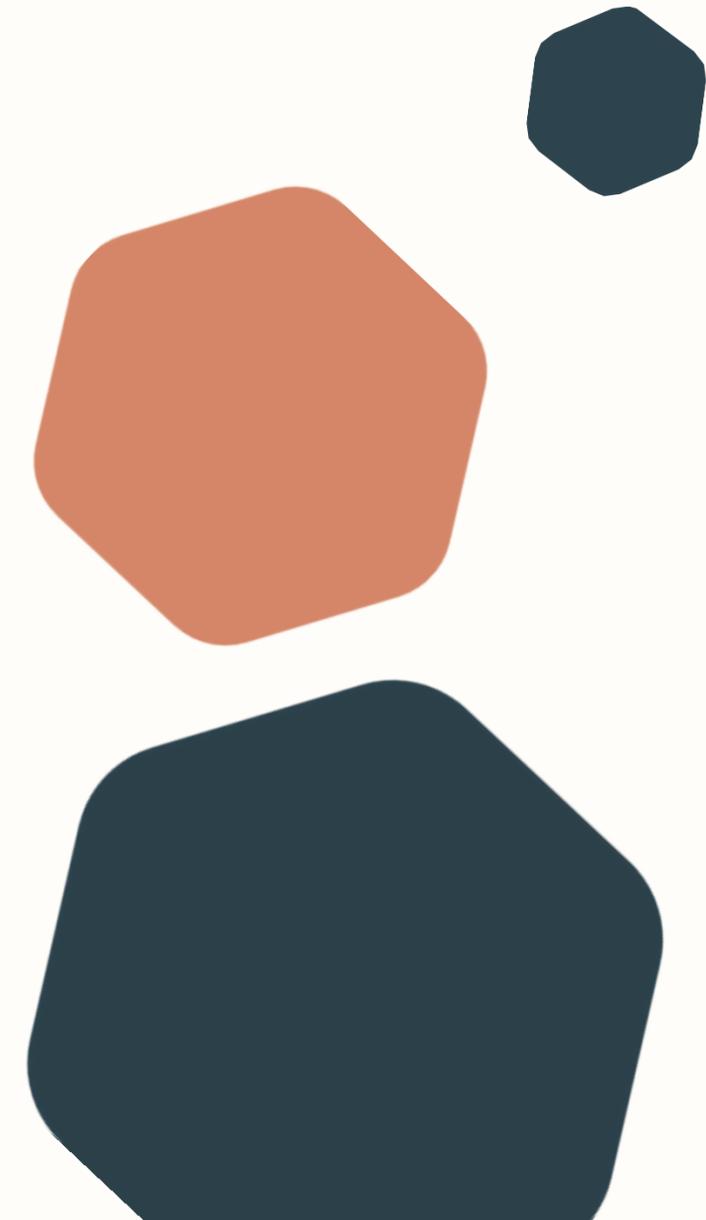


Mat-Su Borough

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



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

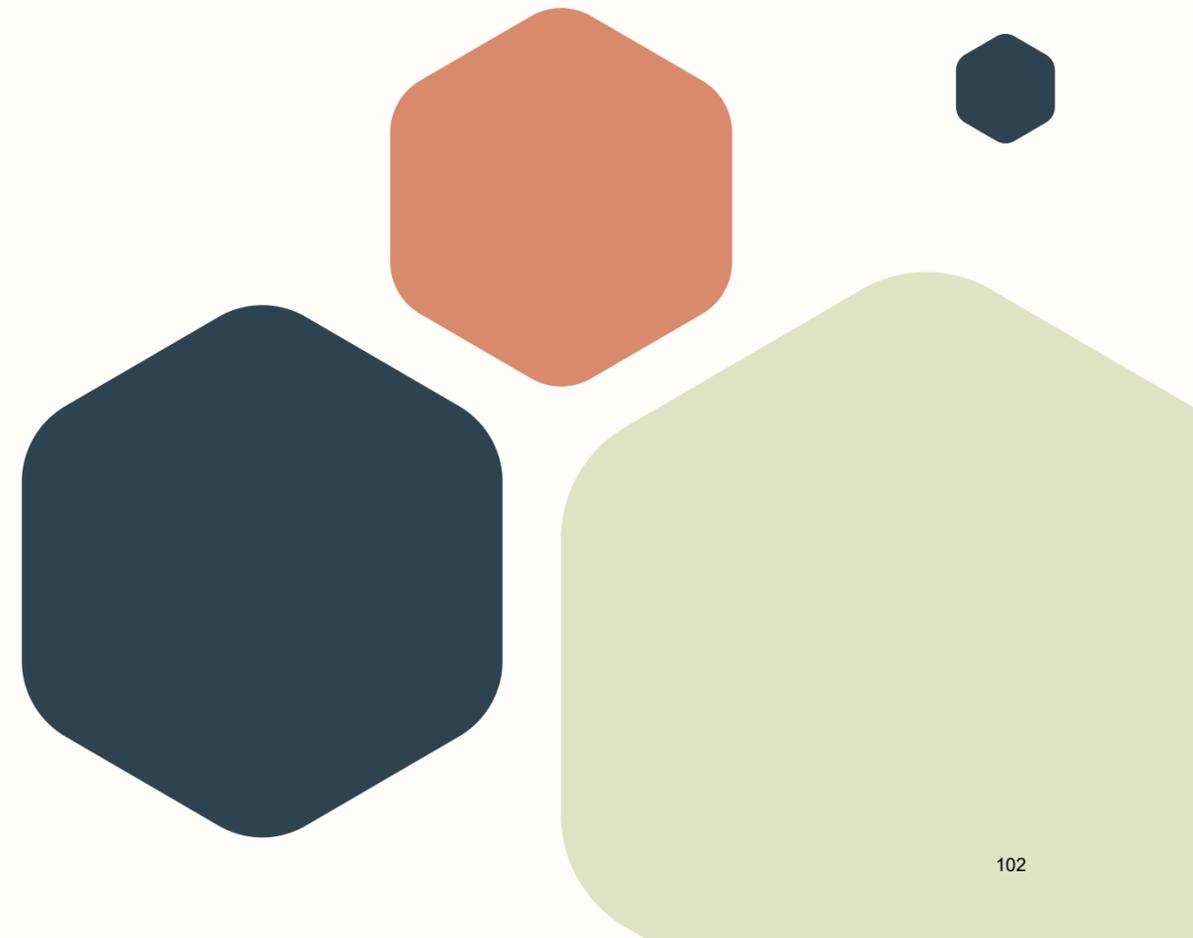


City of Palmer

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



Top comment
area:
**Access at
Valley Way and
Alaska**

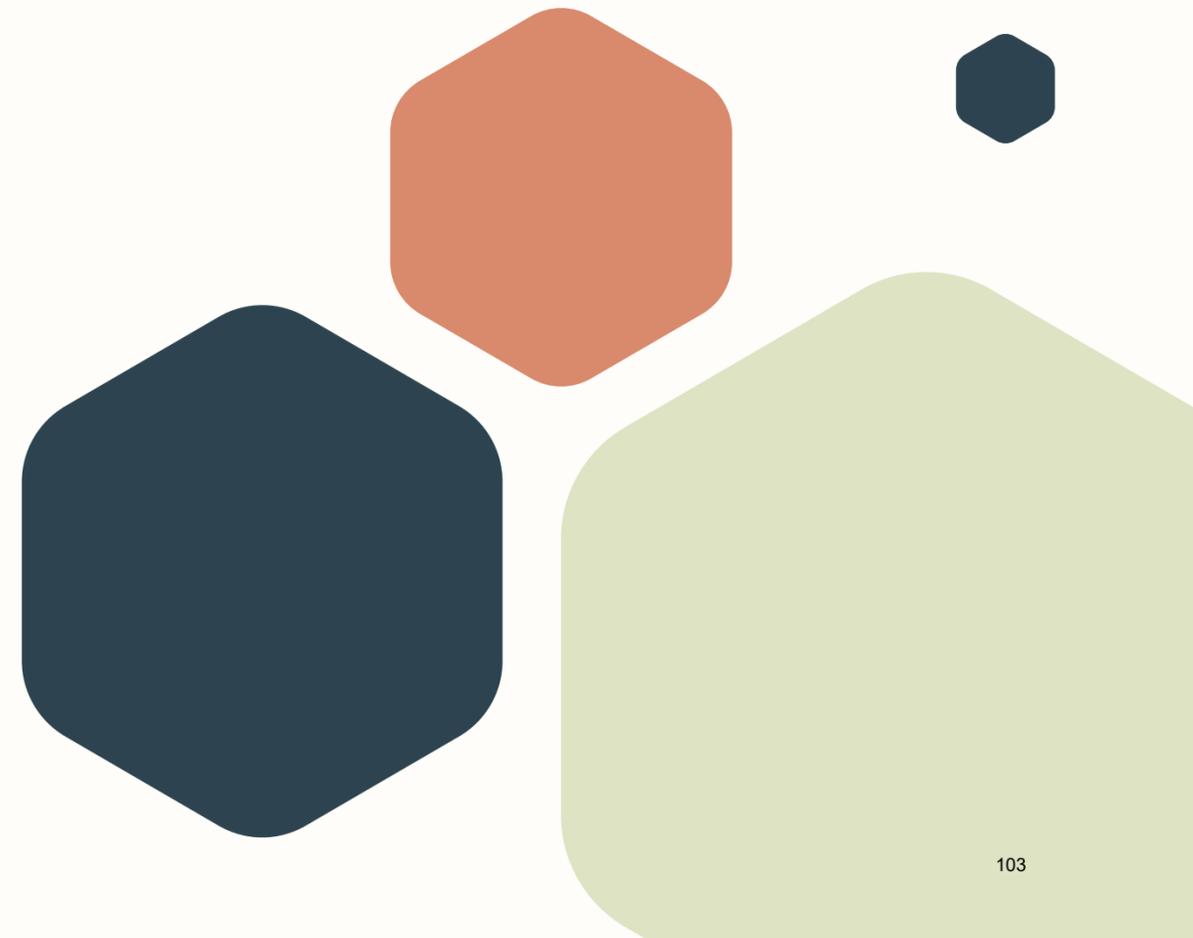


DOT & PF

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



Top comment
area:
**Congestion on
the Parks
Highway**



What did we learn?

**Fix what's broken
before building new**

**Land use policy is a
public concern**

**Safety
=
Maintenance**

Build redundancy

**Provide reliable
winter maintenance**

**Address regional
priorities**

**Transportation
choice matters**



**Stay tuned for
more
engagement
opportunities!**





MATANUSKA-SUSITNA BOROUGH

Office of the Borough Manager

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-8689 • Fax (907) 861-8669

Mike.Brown@matsugov.us

February 9, 2026

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

Via Email: ryan.anderson@alaska.gov

Re: **Allocation of FTA Section 5307 Apportionment**

Dear Commissioner Anderson:

Following a review of the Federal Transit Administration's (FTA) Section 5307 Urbanized Area Formula Program requirements, the Matanuska-Susitna Borough (referred to as the MSB) respectfully provides this policy analysis in support of allocating the full 5307 apportionment to the Borough as the sole recipient within the Mat-Su Urbanized Area (UZA).

Section 5307 funding is designed to assist with planning, managing, and operating public transportation within urbanized areas. To meet this purpose, apportionments must be directed to the entity that both provides eligible public transit services and fulfills the associated federal compliance responsibilities.

Within the Mat-Su UZA, the MSB believes it is the only organization that provides qualifying public transportation and fulfills the required federal duties, including planning, reporting, and ongoing compliance. These responsibilities are essential components of administering federally supported urban transit programs and are not performed by any other regional entity.

FTA defines public transportation as "a conveyance that provides regular and continuing general or special transportation to the public," excluding school bus, charter, sightseeing, intercity bus, and intercity passenger rail. The Alaska Railroad's passenger rail operations through Wasilla, while a valued and important service, operate as part of longer intercity routes between Anchorage, Talkeetna, and Fairbanks, and generally follow seasonal or limited schedules. These trips primarily serve long-distance travel, tourism/sightseeing, rather than providing daily urban mobility within the UZA.

For these reasons, the Alaska Railroad's existing operations do not meet the definition of regular public transit service under Section 5307, nor do they involve the transit planning or federal program administration requirements. While the program does allow for certain rail-related capital investments, those categories do not align with the Borough's current primary transit services.

Providing Outstanding Borough Services to the Matanuska-Susitna Community

We also wish to recognize the ongoing public interest in future commuter rail options, including concepts for a seasonal or limited-weekday winter pilot between the Mat-Su Valley and Anchorage. While this idea continues to generate regional discussion, no such service has been implemented to date, and therefore, it does not support eligibility under the current Section 5307 program structure.

Directing 100 percent of the 5307 funds to the MSB ensures that these federal resources support the entity responsible for providing essential local transit services and upholding all program obligations. This approach promotes the efficient use of federal dollars and supports consistent service for residents within the Mat-Su UZA.

We appreciate the Department's collaboration and remain available to discuss any portion of this analysis or provide additional information at your convenience.

Sincerely,

Michael Brown
Borough Manager

cc: Edna DeVries, Mayor, Mat-Su Borough
Meghan Clemens, Director External Affairs, Alaska Railroad Corporation
Eric Taylor, Transit Program Manager, Alaska Department of Transportation
Adam Moser, Program Development Chief, Alaska Department of Transportation
Kim Sollien, Executive Director, MVP for Transportation
Jason Ortiz, Deputy Borough Manager, Mat-Su Borough

February 13, 2026

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

Via Email: ryan.anderson@alaska.gov

Re: Allocation of FTA Section 5307 Apportionment

Commissioner Anderson:

The Alaska Railroad (ARRC) was copied on a letter sent to you by Mat-Su Borough (MSB) Manager Mike Brown on February 9, 2026, concerning Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds. The letter states a number of legal and factual errors related to ARRC's eligibility for 5307 funds, which we find important to correct for the record.

First, the letter states in error, "(T)he Alaska Railroad's existing operations do not meet the definition of regular public transit service under Section 5307." However, the letter misquotes the federal law in the preceding paragraph and then incorrectly implies ARRC passenger is ineligible as "intercity." The relevant federal statute quoted in the letter is 49 USC 5302(15), which reads as follows (bolding added):

49 USC 5202(15) Public transportation . — The term "public transportation" — (A) means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and (B) does not include— **(i) intercity passenger rail transportation provided by the entity described in chapter 243 (or a successor to such entity);** (ii) intercity bus service; (iii) charter bus service; (iv) school bus service; (v) sightseeing service; (vi) courtesy shuttle service for patrons of one or more specific establishments; or (vii) intra-terminal or intra-facility shuttle services.

The "does not include" reference is to **Amtrak, i.e., "the entity described in chapter 243"** of the federal statutes Title 49. That is NOT an exclusion of ARRC's passenger service. Rather, ARRC for many years has been legally determined by FTA to be eligible for FTA funds.

It follows that the letter is also incorrect in stating that MSB is the "only" organization that provides qualifying public transportation and fulfills requires federal duties "not performed by any other regional entity." As noted above, ARRC does provide eligible public transportation. The second part of the sentence is also incorrect, because ARRC as a regional public transportation entity has been performing all responsibilities of administering FTA funds for many years.

In other words, using the words in the Feb. 9 letter's second paragraph, "(A)pportionments must be directed to the entity that both provides eligible public transit services and fulfills the associated federal compliance responsibilities," ARRC has both eligible public transit services and fulfills federal compliance responsibilities for FTA funds. It will be assumed for the sake of argument that MSB can also meet both tests, but that is a matter of determination for the FTA and your department.

Beyond the above clarifications, it is a different issue how the 5307 funds be apportioned within the Mat-Su UZA. That is a policy choice. ARRC has previously suggested a funding split that we believe is fair to all parties, could be applied equitably to both the Mat-Su and Fairbanks UZAs, while recognizing ARRC's continued eligibility and justification for 5307 funding. That December 10, 2025 letter is attached.

Sincerely,



Brian Lindamood, PE, SE
Vice President, Chief Engineer
Alaska Railroad Corporation

cc:

Mike Brown, Manager, Mat-Su Borough
Edna DeVries, Mayor, Mat-Su Borough
Meghan Clemens, Director External Affairs, Alaska Railroad Corporation
Eric Taylor, Transit Program Manager, Alaska Department of Transportation
Adam Moser, Program Development Chief, Alaska Department of Transportation
Kim Sollien, Executive Director, MVP for Transportation
Jason Ortiz, Deputy Borough Manager, Mat-Su Borough



ALASKA RAILROAD CORPORATION

December 10, 2025

MEMORANDUM

To: Commissioner Ryan Anderson

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

From: Brian Lindamood
Chief Engineer 

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

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

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

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

¹ 49 United States Code 5336(b)(2)(E)

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

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

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

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

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

MPO	NTD DRM
AMATS, within boundary	40.2
AMATS, outside boundary	891.4
MVP	20.4
FAST	8.0

For 2024, the calculations would be as follows:

The value of the route mile in the small MPOs is based upon the value of the route mile in AMATS. From FTA Region 10, the ARRC split of 5307 in AMATS is \$14,995,962.00². The calculation of 5307 funding per route-mile is:

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

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

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

For 2025 (NTD DRM remain unchanged):

From FTA Region 10, the ARRC split of 5307 in AMATS is \$15,342,576.00³. The calculation of 5307 funding per route-mile is:

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

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

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

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



MVP
MATSU VALLEY
 PLANNING *for*
 TRANSPORTATION



PUBLIC TRANSIT WORKSHOPS

Matsu Valley Planning for Transportation wants to hear from you! Join us for an upcoming public transit workshop—available both in person and virtually to make it easy for everyone to participate. We'll share results from recent transit surveys in the Mat-Su Borough, hear from local transit providers, and open the floor for conversation and ideas.

FOR MORE INFORMATION:

Visit the MVP Website
www.mvmpo.com

or



Use this QR code

In-person Workshop

 **DATE**
 March 12, 2026

 **TIME**
 5:30 - 7:00pm

 **LOCATION**
 Wasilla Senior Center
 1301 S Century Cir,
 Wasilla, AK 99654

Virtual Workshop

 **DATE**
 March 24, 2026

 **TIME**
 12:00 - 1:30pm

 **LOCATION**
 Zoom Meeting
 Visit www.mvmpo.com
 for details

CONTACTS

Kim Sollien
 Executive Director
kim.sollien@mvmpo.com

Anjie Goulding
 Planning Manager
anjie.goulding@mvmpo.com

Carrie Cecil
 Senior Planner
carrie.cecil@mvmpo.com





January 20, 2026

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

Subject: Revised FFY26 HSIP Plan

State, Federal, and Community Partners,

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson".

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

Cc:

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

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Data Modernization & Innovation Office

TO: Ryan Anderson, P.E.
Commissioner

DATE: January 16, 2026

THRU: Christine Langley ^{DS} CL
Division Director, DMIO

PHONE NO: (907) 451-2283

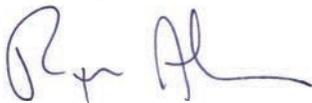
FROM: Pam Golden, P.E. ^{Initial} PKJ
State Traffic and Safety Engineer

SUBJECT: FFY26 HSIP
Funding Plan Update

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

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

Your signature below will enable the regions to start projects.



Ryan Anderson, P.E, Commissioner

1/20/2026
Date

Attachments:

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

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

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

Alaska HSIP Funding FFY '26: Selected by Statewide

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

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

FFY 2026 Approved HSIP Projects - Northern Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
HSIP: Northern Region Systemic Signal Upgrades	Funded Old	NFHWY00531	20NR02	0.51	N/A	40	N/A	13	0	0	N	0				Yes, with NFHWY01098, 21NR02	FAST	FAST	SYSTEMIC Install overhead signal head for each lane of each approach at 8 intersections around Northern Region. Install retroreflective backplates on all signal heads. Upgrade advance warning flashers in McKinley Village.		
												2									
												3									
												4	\$ 1,620,213								Q4
												7									
												8									
												9									
Total	\$ 1,620,213	\$ -	\$ -																		
HSIP: City of Fairbanks Systemic Signal Upgrades	Funded Old	NFHWY00592	21NR02	1.05	varies	144	N/A	43	6	0	N	0				No	FAST	FAST	SYSTEMIC Install overhead signal head for each lane of each approach at 15 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads and at 15 additional locations.	NFHWY00592 has multiple construction packages. The first spinoff built all the easy intersection improvements with no ROW impacts. The spinoff NFHWY001098 will construct all the remaining intersection except those on Barnette St. All design efforts are paid for under NFHWY00592. The Barnette street intersection will be the last construction package and will close out NFHWY00592.	
												2									
												3									
												4		\$ 4,970,000							
												7									
												8									
												9									
Total	\$ -	\$ 4,970,000	\$ -																		
City of Fairbanks Systemic Signal Upgrades - Stage 2 (HSIP)	Funded Old	NFHWY01098	21NR02	1.05	varies	144	N/A	43	6	0	N	0				Yes, with NFHWY00531, 20NR02	FAST	No	SYSTEMIC Install overhead signal head for each lane of each approach at 15 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads and at 15 additional locations.	NFHWY00592 has multiple construction packages. The first spinoff built all the easy intersection improvements with no ROW impacts. The spinoff NFHWY001098 will construct all the remaining intersection except those on Barnette St. All design efforts are paid for under NFHWY00592. The Barnette street intersection will be the last construction package and will close out NFHWY00592. Will coordinate with Randi Bailey to ensure this get's into the TIP once Funding plan is finalized and approved.	
												2									
												3									
												4	\$ 5,860,000								Q4
												7									
												8									
												9									
Total	\$ 5,860,000	\$ -	\$ -																		
Parks Highway/Sheep Creek Road Extension Traffic Signal (HSIP)	Funded Old	NFHWY00898	23NR01	0.66	N/C	6	0	2	1	0	N	0				Yes, with NFHWY01092 & NFHWY01103 & NFHWY01109 (project hasn't been started yet)	FAST	FAST	Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension.		
												2	\$ 470,000								Q1
												3									
												4	\$ 9,126,578								Q4
												7	\$ 300,000								Q1
												8									
												9									
Total	\$ 9,896,578	\$ -	\$ -																		
HSIP: Murphy Dome Road MP 0-2 Rehabilitation	Funded Old	NFHWY00818	23NR02	0.3	N/A	7	0	0	0	1	N	0				No	N/A	FALSE	Widen Murphy Dome Rd from Goldstream Rd/Sheep Creek Rd to Spinach Creek Rd to provide 6' shoulders.	ph7 \$200k is a wag, not sure about the extent of utility impacts - \$500k would be more reasonable	
												2									
												3									
												4		\$ 6,517,000							
												7	\$ 500,000								Q1
												8									
												9									
Total	\$ 500,000	\$ 6,517,000	\$ -																		
Nordale Road / Peede Road Improvements (HSIP)	Funded Old	NFHWY00948	24NR01	2.46	N/C	6	1	6	1	0	N	0				No	FAST	FAST	Convert a two way stop controlled intersection to a single lane roundabout.		
												2	\$ 188,400								Q3
												3		\$ 100,000							
												4			\$ 3,609,000						
												7	\$ 200,000								Q3
												8									
												9									
Total	\$ 388,400	\$ 100,000	\$ 3,609,000																		

FFY 2026 Approved HSIP Projects - Northern Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Richardson Highway MP 341-362 Variable Speed Limit	Funded Old	NFHWY00949	24NR02	2.26	N/A	133	30	27	2	0	N	0				Yes, bundled with Seward Highway MP 90-118, but all under NFHWY00949. AMATS and FAST funding is broken out from one another.	FAST	FAST	Install variable speed limit (VSL) signs on the Richardson Highway MP 341-362. Work includes installing VSL signs at key locations, integrating real-time road weather and traffic data from RWIS and count stations, and establishing operational protocols in coordination with law enforcement and maintenance teams.	Project is managed by Statewide. For amount in FAST, used old FAST boundary that is recognized by the Governor. MP 346-362 are within the official FAST boundary (17 miles of the 22 total project miles).	
												2	\$ 180,000								Q2
												3									
												4		\$ 5,200,000							
												7	\$ 200,000								Q1
												8									
												9									
Total	\$ 380,000	\$ 5,200,000	\$ -																		
Parks Highway MP 168 Hurricane Railroad Crossing Upgrades (HSIP)	Funded Old	NFHWY00954	24NN01	N/C	N/A	0	0	0	0	0	N	0				No	N/A	FALSE	Install new ties, new concrete panels, and rail for Hurricane crossing to bring it back within ARRC standards. Also included is the installation of a new solar array, battery bank, and generator which powers the systems at this crossing.	Project obligated 6/12/2025	
												2									
												3									
												4									
												7	\$ 330,958								Q2
												8									
												9									
Total	\$ 330,958	\$ -	\$ -																		
Northern Region Accessible Pedestrian Signal Upgrades (HSIP)	Funded Old	NFHWY01058	25NN01	N/C	N/A	0	0	0	0	0	N	0				No	FAST	FAST	SYSTEMIC Install new pedestrian pushbuttons at state-owned crosswalks across Northern Region.		
												2	\$ 70,000								Q2
												3									
												4		\$ 893,000							
												7									
												8									
												9									
Total	\$ 70,000	\$ 893,000	\$ -																		
Parks Highway Guardrail End Terminal Upgrades	New	pend	26NN01	N/C	N/A	0	0	0	0	0	N	0				No	N/A	FALSE	Install MASH TL-3 guardrail end terminals along the NR portion of the Parks Highway.		
												2	\$ 600,000		\$ 270,000						Q1
												3									
												4									
												7									
												8									
												9									
Total	\$ 600,000	\$ -	\$ 270,000																		
Sheep Creek Road (Happy) Railroad Crossing Surface Upgrade	New	pend	26NN02	N/C	N/A	0	0	0	0	0	N	0				No	N/A	FALSE	Upgrade the railroad crossing surface at the Sheep Creek Road (Happy) crossing.		
												2	\$ 42,100								Q1
												3									
												4									
												7		\$ 1,016,200							
												8									
												9									
Total	\$ 42,100	\$ 1,016,200	\$ -																		

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

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Sterling Highway Shoulder Widening MP 157-169	Funded Old	Z581060000	14CR02	0.4	N/A	20	N/A	14	3	1	C	0				Yes, with Z581060000 Sterling Hwy: MP 157-169 Reconst. - Anchor Pt to Baycrest Hill	N/A	FALSE	Widen shoulders on Sterling Highway from 4' to 8' between Mile Posts 157-169. Project is part of larger 3R project currently in design. Project includes shoulder rumble strips.	0	
												2									
												3									
												4	\$ 10,800,000								Q1
												7									
												8									
												9									
												Total	\$ 10,800,000	\$ -	\$ -						
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	Funded Old	CFHWY00453	18CR01	0.61	0.85 and 0.40	8	N/A	5	1	0	C	0				No	MVP	No	Realign Green Forest Drive at Bogard Road to create one intersection with Engstrom Road with four approaches. Construct a single lane roundabout at the new intersection.	With newly formed MVP, the TIP is still being developed.	
												2									
												3									
												4	\$ 11,406,000								Q3
												7	\$ 3,872,000								Q3
												8									
												9									
												Total	\$ 15,278,000	\$ -	\$ -						
Vine Rd at Hollywood Rd Intersection Improvements	Funded Old	CFHWY00463	18CR02	0.46	1.71	7	N/A	4	1	0	C	0				Possible, with Z524640000 Knik Goose Bay Rd Reconst, MP 0.3 to 6.8 Centaur Ave-Vine Rd	MVP	No	Construct a single lane roundabout at the intersection of Vine Road and Hollywood Road. Phase 3 4th quarter request	With newly formed MVP, the TIP is still being developed.	
												2		\$ 100,000							
												3									
												4		\$ 5,528,000							
												7		\$ 1,762,000							
												8									
												9									
												Total	\$ -	\$ 7,390,000	\$ -						
Gambell St Utility Pole Removal and Increased Pedestrian Lighting	Funded Old	CFHWY00502	19CR01	0.3	N/A	48	N/A	29	2	3	C	0				Yes, with CFHWY00503 HSIP: Gambell and Ingra Streets Overhead Signal Indication Upgrades	AMATS	AMATS	Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.	0	
												2									
												3									
												4	\$ 6,880,068								Q4
												7	\$ 1,500,000								Q4
												8									
												9									
												Total	\$ 8,380,068	\$ -	\$ -						
Gambell and Ingra Streets - Overhead Signal Indication Upgrades	Funded Old	CFHWY00503	19CR02	0.36	N/A	69	N/A	26	0	0	C	0				Yes, with CFHWY00502 Gambell St Utility Pole Removal and Increased Lighting	AMATS	AMATS	Install new signal poles and mast arms to provide a minimum of one signal head over each through lane.	0	
												2									
												3									
												4	\$ 8,419,211								Q4
												7	\$ 500,000								Q4
												8									
												9									
												Total	\$ 8,919,211	\$ -	\$ -						
Seward Highway Rockfall Mitigation, MP 113.2	Funded Old	CFHWY01239	19CN05(23)	N/C	N/A	0	0	0	0	0	C	0				No	N/A	FALSE	This project proposes to perform rockfall mitigation at Seward Highway MP 113.2 to reduce the risk of rockfall-related crashes on the Seward Highway.	0	
												2	\$ 400,800								Q1
												3									
												4	\$ -	\$ 19,500,000							
												7	\$ -	\$ 35,000							
												8									
												9									
												Total	\$ 400,800	\$ 19,535,000	\$ -						
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout	Funded Old	CFHWY00790	20CR03	0.72	N/A	5	N/A	6	0	0	C	0				No	MVP	No	Install a single lane roundabout at the 4 leg intersection of Wasilla Fishhook Rd and Spruce Ave/Peck St intersection.	With newly formed MVP, the TIP is still being developed.	
												2									
												3	\$ 150,000								Q1
												4	\$ 5,150,000								Q2
												7	\$ 297,000								Q2
												8									
												9									
												Total	\$ 5,597,000	\$ -	\$ -						

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
5th Ave: Concrete St to Karluk St Pedestrian Improvements	Funded Old	CFHWY00856	21CR01	2.39	N/A	0	N/A	0	0	2	C	0				No	AMATS	AMATS	Install pedestrian median barrier between Concrete Street and the couplet of 5th and 6th Avenues. The project scope also proposes to improve existing lighting levels to the extent practicable.	0	
												2									
												3									
												4	\$ 3,855,000								Q4
												7	\$ 12,000								Q4
												8									
												9									
												Total	\$ 3,867,000	\$ -	\$ -						
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	Funded Old	CFHWY00944	22CR01	1.72	N/A	379	N/A	297	10	0	C	0				No	AMATS	AMATS	This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	0	
												2									
												3	\$ 150,000								Q2
												4			\$ 17,500,000						
												7			\$ 2,300,000						
												8									
												9									
												Total	\$ 150,000	\$ -	\$ 19,800,000						
Pittman Rd Shoulder Widening and Slope Flattening	Funded Old	CFHWY00926	22CR02	0.2	N/A	9	N/A	9	6	1	C	0				No	N/A	FALSE	This project proposes to increase the paved shoulder width and flatten the existing slide slopes on Pittman Rd between Zehnder Road and Church Road. This project nomination aims to reduce single vehicle run off road, head-on, rear end, and sideswipe crashes.	0	
												2									
												3	\$ 1,400,000								Q3
												4			\$ 22,650,000						
												7			\$ 950,000						
												8									
												9									
												Total	\$ 1,400,000	\$ -	\$ 23,600,000						
Tudor Road: Baxter Road to Patterson Street Channelization	Funded Old	CFHWY01073	23CR01	0.73	N/A	3	3	2	3	1	C	0				No	AMATS	AMATS	This project proposes to install center median on Tudor Road between Baxter Road and Patterson Street in Anchorage. This project nomination aims to reduce head-on and left-turning angle crashes on this segment of Tudor Road.	0	
												2									
												3									
												4	\$ 4,800,000								Q2
												7	\$ 7,000								Q2
												8									
												9									
												Total	\$ 4,807,000	\$ -	\$ -						
Old Seward Highway: Industry Way/120th Ave Channelization	Unfunded Old	CFHWY01154	23CR02	0.38	N/A	11	3	2	0	0	C	0			Yes, CFHWY00886 Old Seward Hwy and Huffman Rd - O'Malley to Rabbit Creek to Birch PP	AMATS	AMATS	This project proposes to install left-turn channelizing median on Old Seward Highway at Industry Way and 120th Avenue. This project nomination proposes to reduce angle and access related crashes on this segment of Old Seward Highway.	0		
												2									
												3									
												4		\$ 1,800,000							
												7		\$ 7,000							
												8									
												9									
												Total	\$ -	\$ 1,807,000						\$ -	
Bogard Road: Greyling Street to Grumman Circle Safety Improvements	Funded Old	CFHWY01234	24CR01	0.21	N/A	12	7	9	4	0	C	0				No	MVP	No	This project proposed to a install a combination of left turn lanes, single lane roundabouts, and/or raised median to reduce rear end and access related crashes between Greyling Circle and Grumman Road. Project also proposes to install separated multi-use pathway on one side of the roadway to provide dedicated non-motorized facilities on this high-speed arterial.	With newly formed MVP, the TIP is still being developed.	
												2	\$ 1,106,400								Q4
												3			\$ 1,793,000						
												4									
												7									
												8									
												9									
												Total	\$ 1,106,400	\$ -	\$ 1,793,000						
Bogard Road: Trunk Road to Engstrom Road Safety Improvements	Funded Old	CFHWY01234	24CR02	0.23	N/A	3	1	2	0	1	C	0				No	MVP	No	This project proposed to install continuous raised median between the Trunk Road roundabout and future Engstrom Road roundabout. Project also proposes to install separated multi-use pathway on one side of the roadway to provide dedicated non-motorized facilities on this high-speed arterial.	With newly formed MVP, the TIP is still being developed.	
												2	\$ 518,000								Q4
												3			\$ 347,000						
												4									
												7									
												8									
												9									
												Total	\$ 518,000	\$ -	\$ 347,000						

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
DTMF Activated Railroad Crossing Signal Upgrades	Funded Old	CFHWY01241	24CN03	N/C	N/A	0	0	0	0	0	C	0				No	AMATS MVP	No	This project proposes to improve crossing safety for ARRC on-track vehicles, equipment, and roadway traffic by installing Dual Tone Multi Frequency (DTMF) radio controlled switches to facilitate signal activation at nine grade crossings.	Did not obligate FFY25 because none of the sites could pass the RR Crossing Checklist. Pushing to FFY26, but will have to discuss with RR whether the project moves forward if it will require major fixes to the crossings.	
												2									
												3									
												4									
												7	\$ 58,400								Q4
												8									
												9									
												Total	\$ 58,400	\$ -	\$ -						
Northern Lights Blvd Safety Improvements	Unfunded Old	CFHWY01318	25CR01	30	N/A	0	158	111	17	1	C	0			Possible, with CFHWY0085 1 Anchorage Area Pavement Preservation Group A, which includes Northern Lights Blvd.	AMATS	AMATS	Receonfigure roadway to remove one lane (road diet) between Lake Otis Blvd and Lois Drive. Widen Sidewalk to ADA compliant standards. Consolidate driveways. Install buffered grassy area or two-way cycle track. Enhance signalized crosswalks, include 4th crossings at New Seward and Minnesota Drive crossings with signalized hardware upgrades and Leading Pedestrian Intervals. Install RRFB and raised crosswalk at Lois Dr. Install new sidewalk connection on Lois Drive from Northern Lights to Benson. Reduce speed limit to 30MPH.	0		
												2									
												3		\$ 90,000							
												4								\$ 3,700,000	
												7								\$ 190,000	
												8									
												9									
												Total	\$ -	\$ 90,000						\$ 3,890,000	
Ingra & Gambell Couplet Safety Improvements	Unfunded Old	CFHWY01367	25CR02	13.5	N/A	0	150	144	24	4	C	0			Possible, with 19CR02 (CFHWY005 03) HSIP: Gambell and Ingra Street-Overhead Signal Indication U/G and 19CR01	AMATS	AMATS	Reconfigure roadway to 3-lane one-way (road diet).	0		
												2		\$ 1,050,000							
												3		\$ 110,000							
												4								\$ 3,060,000	
												7								\$ 260,000	
												8									
												9									
												Total	\$ -	\$ 1,160,000						\$ 3,320,000	
Seward Highway Safety Corridor Variable Speed Limit	Funded Old	NFHWY00949	25CR03	3.97	N/A	123	12	33	7	3	C	0			No	AMATS	AMATS	The project proposes to implement road weather condition based variable speed limits (VSLs) in the Safety Corridor section of the Seward Highway	0		
												2	\$ 700,000								Q2
												3									
												4		\$ 3,900,000							
												7	\$ 210,000								Q2
												8									
												9									
												Total	\$ 910,000	\$ 3,900,000						\$ -	
A Street Safety Improvements	Unfunded Old	CFHWY01364	25CR05	4.9	N/A	2	25	23	7	1	C	0			No	AMATS	AMATS	Reconfigure roadway to 2-lane one-way (road diet). Install traffic signal at 16th Ave and A St. Shared-use path and creek crossing to connect 16th Ave to the Chester Creek Trail on the west side of A St.	Additional phase 2 funds added per Highway Design Chief recommendation. Predicted benefit/cost updated.		
												2	\$ 632,000	\$ 420,000							Q4
												3		\$ 119,000							
												4								\$ 1,501,000	
												7									
												8									
												9									
												Total	\$ 632,000	\$ 539,000						\$ 1,501,000	
Mountain View Drive Safety Improvements	Funded Old	CFHWY01365	25CR06	0.6	N/A	88	33	23	4	1	C	0			No	AMATS	AMATS	Reconfigure roadway to 3-lane configuration (road diet) from Reeve Ave to Flower St. Driveway consolidation, raised crosswalks, and transit stop improvements/relocation. Signalized intersection improvements including leading pedestrian interval, flashing yellow arrow, and high-visibility crosswalk markings.	0		
												2		\$ 339,000							
												3		\$ 213,000							
												4									
												7									
												8									
												9									
												Total	\$ -	\$ 552,000						\$ -	
CR Red Light Indicator Lights and Retroreflective Backplates	New	pend	26CR01	20.1	N/A	1184	272	278	35	8	C	0	\$ 105,000		No	AMATS MVP	No	Install Red Light Indicator Lights and retroreflective backplate at 22 intersestions in cetnrral region.	With newly formed MVP, the TIP is still being developed.		
												2		\$ 158,000							Q3
												3									
												4								\$ 3,709,000	
												7									
												8									
												9								\$ 63,000	
												Total	\$ 105,000	\$ 158,000						\$ 3,772,000	

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Regionwide Systemic Retroreflective Back Plates at Signalized Intersections	New	pend	26CR02	15.6	N/A	7590	1612	1386	160	23	C	0				No	AMATS MVP	No	Install retroreflective backplate at traffic signals across central region.	With newly formed MVP, the TIP is still being developed.	
												2	\$ 211,000	\$ 316,000							Q3
												3									
												4			\$ 8,605,000						
												7									
												8									
												9									
												Total	\$ 211,000	\$ 316,000	\$ 8,605,000						
Tudor Road at Wright Street and Dale Street – VRU Improvements	New	pend	26CR03	0.51	N/A	37	7	11	1	0	C	0				Possible, with CFHWY0129 4 Tudor Road Pavement Preservation	AMATS	No	Pedestrian Improvements at Tudor Rd & Wright St and Tudor Rd & Dale St	0	
												2	\$ 1,247,000		\$ 649,000						Q3
												3									
												4									
												7									
												8									
												9									
												Total	\$ 1,247,000	\$ -	\$ 649,000						
Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund	New	pend	26CN01	N/C	N/A	0	0	0	0	0	C	0	\$ 600,000	\$ 600,000	\$ 600,000	Q2	No	AMATS MVP	No	Rapid Response Fund for quick-build projects at locations of fatal and serious injury crashes	0
												2									
												3									
												4									
												7									
												8									
												9									
												Total	\$ 600,000	\$ 600,000	\$ 600,000						
Homer Area Pedestrian Crosswalks	New	pend	26CN02	N/C	N/A	0	0	0	0	0	C	0				No	N/A	FALSE	Construct two crosswalks with RRFBs and visibility enhancements	0	
												2	\$ 105,000		\$ 158,000						Q3
												3									
												4									
												7									
												8									
												9									
												Total	\$ 105,000	\$ -	\$ 158,000						
Ocean Dock Road 2-Track Signal System Upgrade	New	pend	26CN03	N/C	N/A	0	0	0	0	0	C	0				No	AMATS	No	RR signal system upgrade	0	
												2	\$ 68,500								Q2
												3									
												4									
												7		\$ 1,379,400							
												8									
												9									
												Total	\$ 68,500	\$ 1,379,400	\$ -						

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

FFY 2026 Approved HSIP Projects - Southcoast Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	Funded Old	SFHWY00103	17SN01	N/C	0.18	0	0	0	0	0	S	0				0	N/A	FALSE	Provide additional illumination at the HPR / Peterson intersection to meet current DOT&PF standards. Establish a center refuge island. Improve intersection sight distance by relocating a utility transformer. Modify access to an apartment building adjacent to the intersection. Replace existing S1-1 school signs with W11-2 advance pedestrian warning signs.	0	
												2									
												3									
												4	\$ 66,000								Q1
												7									
												8									
												9									
Total	\$ 66,000	\$ -	\$ -																		
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP	Funded Old	SFHWY00403	22SR01	0.23	N/C	4	0	3	0	0	S	0				0	N/A	FALSE	Construction a single-lane roundabout at the Loop Road-Mendenhall Boulevard-Valley Boulevard intersection.	0	
												2									
												3									
												4	\$ 4,302,000								Q1
												7									
												8									
												9									
Total	\$ 4,302,000	\$ -	\$ -																		
SR Regionwide Guardrail Inventory and Upgrade HSIP	Funded Old	SFHWY00404	22SN01	N/C	N/C	0	0	0	0	0	S	0				0	N/A	FALSE	Assess and correct guardrail safety deficiencies along Principal and Minor Arterial routes with posted speeds of 40 mph or higher. Typical deficiencies include, but are not limited, steel washers on the face of rail, insufficient length of need, steel blockouts without backup plates, and breakaway cable terminals.	0	
												2									
												3									
												4		\$ 3,789,310							
												7									
												8									
												9									
Total	\$ -	\$ 3,789,310	\$ -																		
HSIP JNU Vanderbilt Continuous Green T	Funded Old	SFHWY00524	23SR01	0.64	N/C	7	3	4	0	0	S	0				0	N/A	FALSE	Convert Egan/Vanderbilt intersection into a Continuous Green T intersection with SB Thru lanes not stopping and new median acceleration lane.	0	
												2									
												3									
												4	\$ 3,133,599								Q1
												7									
												8									
												9									
Total	\$ 3,133,599	\$ -	\$ -																		
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd	Funded Old	SFHWY00498	23SR02	2.54	N/C	5	0	7	0	0	S	0				0	N/A	FALSE	Improve uncontrolled crosswalks along Glacier Hwy and convert Jordan Ave - McNugget into a superstreet.	0	
												2	\$ 150,000								Q3
												3	\$ 100,000								Q4
												4		\$ 1,327,823							
												7	\$ 100,000								Q4
												8									
												9									
Total	\$ 350,000	\$ 1,327,823	\$ -																		
SR Regionwide Passing Zones Inventory and Restriping HSIP	Funded Old	SFHWY00497	23SN01	N/C	N/C	0	0	0	0	0	S	0				0	N/A	FALSE	Assess and correct passing zone deficiencies along Two-Way Two-Lane Highways with posted speeds of 40mph or greater, published AADT between 500-6000, and 1 mile or greater in length.	0	
												2									
												3									
												4		\$ 1,479,084							
												7									
												8									
												9									
Total	\$ -	\$ 1,479,084	\$ -																		
POW Rumble Strip Improvements	Funded Old	SFHWY00603	24SR01	0.61	N/C	0	0	0	0	1	S	0				0	N/A	FALSE	Install centerline rumble strips on rural highways in the Prince of Wales area.	0	
												2									
												3									
												4	\$ 1,821,000								Q1
												7									
												8									
												9									
Total	\$ 1,821,000	\$ -	\$ -																		

FFY 2026 Approved HSIP Projects - Southcoast Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
JNU Glacier Hwy Lighting Improvements (Jensine - Fritz Cove)	Funded Old	SFHWY006 02	24SN01	N/C	N/C	1	0	1	0	0	S	0				0	N/A	FALSE	Install new continuous illumination along Glacier Hwy from Jensine St to Fritz Cove Rd.	0	
												2									
												3	\$ 100,000								Q4
												4		\$ 2,818,000							
												7	\$ 100,000								Q4
												8									
												9									
												Total	\$ 200,000	\$ 2,818,000	\$ -						
Douglas Highway Retaining Wall and Guardrail Installation	Funded Old	SFHWY006 91	25SN01	N/C	N/C	4	0	0	0	0	S	0				0	N/A	FALSE	Construct a retaining wall and guardrail along Douglas Highway near the Crow Hill Intersection.	0	
												2									
												3	\$ 20,000								Q4
												4		\$ 667,000							
												7	\$ 10,000								Q4
												8									
												9									
												Total	\$ 30,000	\$ 667,000	\$ -						
Harbor Drive Crosswalk and Lighting Improvements	Funded Old	SFHWY006 90	25SN02	N/C	N/C	0	0	0	0	0	S	0				0	N/A	FALSE	Construct a mid block pedestrian crossing across Harbor Drive, implementing sidewalk extensions, luminaires, and signage.	0	
												2	\$ 50,000								Q2
												3	\$ 20,000								Q4
												4		\$ 985,000							
												7									
												8									
												9									
												Total	\$ 70,000	\$ 985,000	\$ -						
HSIP Juneau Areawide Pedestrian Improvements	Funded Old	SFHWY006 94	25SN03	N/C	N/C	0	0	0	2	0	S	0				0	N/A	FALSE	Provide systemic pedestrian crossing improvements around the City and Borough of Juneau. Sites identified for improvement will be further analyzed to determine the appropriate treatment for each location.	0	
												2	\$ 95,000								Q2
												3									
												4		\$ 1,880,000							
												7									
												8									
												9									
												Total	\$ 95,000	\$ 1,880,000	\$ -						
HSIP Southcoast Region Accessible Pedestrian Signal Pushbutton Upgrades	New	pend	26SN01	N/C	N/C	2	3	12	2	3	S	0				0	N/A	FALSE	Install PROWAG compliant audible and vibrotactile pedestrian push buttons at 24 signalized intersections in SC Region.	0	
												2	\$ 200,000	\$ 100,000							Q4
												3									
												4		\$ 542,000							
												7									
												8									
												9									
												Total	\$ 200,000	\$ 642,000	\$ -						

0	\$ -	\$ -	\$ -
2	\$ 495,000	\$ 100,000	\$ -
3	\$ 240,000	\$ -	\$ -
4	\$ 9,322,599	\$ 13,488,217	\$ -
7	\$ 210,000	\$ -	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
Total	\$ 10,267,599	\$ 13,588,217	\$ -

FFY 2026 Approved HSIP Projects - Statewide (HQ)

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Rural/Remote School Zone Safety Audit Project	Funded Old	HFHWY00402	24HN01	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Multi-year project that provides immediate assessment and priority funding of Rural and Remote School Zone safety projects to produce rapid-deployment, low-cost safety improvements for children attending schools located on state highways.	0	
												2	\$ 1,000,000	\$ 1,000,000							
												3									
												4	\$ 1,000,000	\$ 1,000,000							
												7									
												8									
												9									
												Total	\$ -	\$ 2,000,000	\$ 2,000,000						
Numbered Highways MEDEVAC Sites	Funded Old	HFHWY00404	24HN03	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Identify, improve, and catalog MEDEVAC sites on the numbered highway system in locations with narrow roadways, insufficient pull outs, and similar issues that prevent air access.	0	
												2									
												3									
												4		\$ 5,000,000							
												7									
												8									
												9									
												Total	\$ -	\$ -	\$ 5,000,000						
Airport Way Connected Corridor	New	pend	26HN01	N/C	N/A	0	0	0	0	0	H	0	\$ 1,500,000		Q2	0	FAST	No	Update state-owned signals on Airport Way to create a connected corridor for V2X.	All signals are DOT&PF owned and operated signals, with no COF participation. A non-construction project as defined by FHWA. Not in the FAST TIP since it is a new project, will coordinate with FAST Planning to include it if required.	
												2									
												3									
												4									
												7									
												8									
												9									
												Total	\$ 1,500,000	\$ -	\$ -						

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

Projects without FY26 funding requests

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

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

RANKING

Rail projects

New projects (FY26 nominations)

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

Projects using A/C

Project Name	Region	IRIS Number	HSIP Project Number	KSI	B/C	Criteria 1	Criteria 2	Criteria 3A	Criteria 3B	Criteria 4	Weighted Score	Statewide Rank	FFY 2026 Planned Obligation	FFY 2026 Cumulative Planned Obligation	Funding Category	Has Ph 2 \$ & Meets Crit 3B	Quarter
CR Red Light Indicator Lights and Retroreflective Backplates	C	pend	26CR01	43	20.1	5	5	5	N/A	0	5	1	\$ 105,000	\$ 105,000	S148 or S154/S164	N/A	Q3
Regionwide Systemic Retroreflective Back Plates at Signalized Intersections	C	pend	26CR02	183	15.6	5	5	5	N/A	0	5	2	\$ 211,000	\$ 316,000	S148 or S154/S164	N/A	Q3
City of Fairbanks Systemic Signal Upgrades - Stage 2 (HSIP)	N	NFWHY01098	21NR02	6	1.05	5	4	N/A	5	0	4.65	3	\$ 5,860,000	\$ 6,176,000	S148 or S154/S164	\$ -	Q4
Seward Highway Safety Corridor Variable Speed Limit	C	NFWHY00949	25CR03	10	3.97	5	5	N/A	3	0	4.4	4	\$ 910,000	\$ 7,086,000	S148 or S154/S164	\$ 700,000.00	Q2
5th Ave: Concrete St to Kartuk St Pedestrian Improvements	C	CFHWY00856	21CR01	2	2.39	4	5	N/A	4	0	4.35	5	\$ 3,867,000	\$ 10,953,000	VRU	\$ -	Q4
HSIP: City of Fairbanks Systemic Signal Upgrades	N	NFWHY00592	21NR02	6	1.05	5	4	N/A	4	0	4.35	6	\$ -	\$ 10,953,000	S148 or S154/S164	\$ -	
Richardson Highway MP 341-362 Variable Speed Limit	N	NFWHY00949	24NR02	2	2.26	4	5	N/A	4	0	4.35	7	\$ 380,000	\$ 11,333,000	S148 or S154/S164	\$ 188,000.00	Q2
Tudor Road: Baxter Road to Patterson Street Channelization	C	CFHWY01073	23CR01	4	0.73	5	3	N/A	5	0	4.3	8	\$ 4,807,000	\$ 16,140,000	S148 or S154/S164	\$ -	Q2
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	C	CFHWY00944	22CR01	10	1.72	5	4	N/A	3	0	4.05	9	\$ 150,000	\$ 16,290,000	S148 or S154/S164	\$ -	Q2
Sterling Highway Shoulder Widening MP 157-169	C	Z581060000	14CR02	4	0.4	5	2	N/A	5	0	3.95	10	\$ 10,800,000	\$ 27,090,000	S148 or S154/S164	\$ -	Q1
Northern Lights Blvd Safety Improvements	C	CFHWY01318	25CR01	18	30	5	5	1	N/A	0	3.8	11	\$ -	\$ 27,090,000	VRU	N/A	Q3
Ingra & Gambell Couplet Safety Improvements	C	CFHWY01367	25CR02	28	13.5	5	5	1	N/A	0	3.8	12	\$ -	\$ 27,090,000	VRU	N/A	Q2
A Street Safety Improvements	C	CFHWY01364	25CR05	8	4.9	5	5	1	N/A	0	3.8	13	\$ 632,000	\$ 27,722,000	A/C	N/A	Q4
Nordale Road / Peede Road Improvements (HSIP)	N	NFWHY00948	24NR01	1	2.46	3	5	N/A	3	0	3.7	14	\$ 388,400	\$ 28,110,400	S148 or S154/S164	\$ 188,400.00	Q3
Gambell St Utility Pole Removal and Increased Pedestrian Lighting	C	CFHWY00502	19CR01	5	0.3	5	2	N/A	4	0	3.65	15	\$ 8,380,068	\$ 36,490,468	A/C	\$ -	Q4
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd	S	SFWHY00498	23SR02	0	2.54	2	5	N/A	4	0	3.65	16	\$ 350,000	\$ 36,840,468	S148 or S154/S164	\$ 150,000.00	Q3
POW Rumble Strip Improvements	S	SFWHY00603	24SR01	1	0.61	3	3	N/A	5	0	3.6	17	\$ 1,821,000	\$ 38,661,468	S148 or S154/S164	\$ -	Q1
HSIP Southcoast Region Accessible Pedestrian Signal Pushbutton Upgrades	S	pend	26SN01	5	N/C	3	3	5	N/A	0	3.6	18	\$ 200,000	\$ 38,861,468	VRU	N/A	Q4
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	C	CFHWY00453	18CR01	1	0.61	3	3	N/A	5	0	3.6	19	\$ 15,278,000	\$ 54,139,468	S148 or S154/S164	\$ -	Q3
Mountain View Drive Safety Improvements	C	CFHWY01365	25CR06	5	0.6	5	3	N/A	2	0	3.4	20	\$ -	\$ 54,139,468	S148 or S154/S164	\$ -	
Pittman Rd Shoulder Widening and Slope Flattening	C	CFHWY00926	22CR02	7	0.2	5	2	N/A	3	0	3.35	21	\$ 1,400,000	\$ 55,539,468	S148 or S154/S164	\$ -	Q3
HSIP Juneau Areawide Pedestrian Improvements	S	SFWHY00694	25SN03	2	N/C	3	3	N/A	4	0	3.3	22	\$ 95,000	\$ 55,634,468	VRU	\$ 95,000.00	Q2
Parks Highway/Sheep Creek Road Extension Traffic Signal (HSIP)	N	NFWHY00898	23NR01	1	0.66	3	2	N/A	5	0	3.25	23	\$ 9,896,578	\$ 65,531,046	S148 or S154/S164	\$ 470,000.00	Q1
HSIP JNU Vanderbilt Continuous Green T	S	SFWHY00524	23SR01	0	0.64	2	3	N/A	5	0	3.25	24	\$ 3,133,599	\$ 68,664,645	S148 or S154/S164	\$ -	Q1
HSIP: Northern Region Systemic Signal Upgrades	N	NFWHY00531	20NR02	0	0.51	2	3	N/A	5	0	3.25	25	\$ 1,620,213	\$ 70,284,858	S148 or S154/S164	\$ -	Q4
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout	C	CFHWY00790	20CR03	0	0.72	2	3	N/A	5	0	3.25	26	\$ 5,597,000	\$ 75,881,858	S148 or S154/S164	\$ -	Q1
Rural/Remote School Zone Safety Audit Project	H	HFHWY00402	24HN01	0	N/C	2	3	N/A	4	0	2.95	27	\$ -	\$ 75,881,858	SSP	\$ -	
HSIP: Murphy Dome Road MP 0-2 Rehabilitation	N	NFWHY00818	23NR02	1	0.3	3	2	N/A	4	0	2.95	28	\$ 500,000	\$ 76,381,858	VRU	\$ -	Q1
Vine Rd at Hollywood Rd Intersection Improvements	C	CFHWY00463	18CR02	1	0.46	3	2	N/A	4	0	2.95	29	\$ -	\$ 76,381,858	S148 or S154/S164	\$ -	
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP	S	SFWHY00403	22SR01	0	0.23	2	2	N/A	5	0	2.9	30	\$ 4,302,000	\$ 80,683,858	S148 or S154/S164	\$ -	Q1
Old Seward Highway: Industry Way/120th Ave Channelization	C	CFHWY01154	23CR02	0	0.38	2	2	5	N/A	0	2.9	31	\$ -	\$ 80,683,858	Unfunded	N/A	
Bogard Road: Greyling Street to Grumman Circle Safety Improvements	C	CFHWY01234	24CR01	4	0.21	5	2	N/A	1	0	2.75	32	\$ 1,106,400	\$ 81,790,258	S148 or S154/S164	\$ 1,106,400.00	Q4
Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund	C	pend	26CN01	0	N/C	1	2	5	N/A	15	2.7	33	\$ 600,000	\$ 82,390,258	S148 or S154/S164	N/A	Q2
Parks Highway Guardrail End Terminal Upgrades	N	pend	26NN01	0	N/C	1	1	5	N/A	48	2.68	34	\$ 600,000	\$ 82,990,258	S148 or S154/S164	N/A	Q1
Bogard Road: Trunk Road to Engstrom Road Safety Improvements	C	CFHWY01234	24CR02	1	0.23	3	2	N/A	1	62	2.67	35	\$ 518,000	\$ 83,508,258	S148 or S154/S164	\$ 518,000.00	Q4
JNU Glacier Hwy Lighting Improvements (Jensine - Fritz Cove)	S	SFWHY00602	24SN01	0	N/C	1	1	N/A	4	76	2.66	36	\$ 200,000	\$ 83,708,258	S148 or S154/S164	\$ -	Q4
Douglas Highway Retaining Wall and Guardrail Installation	S	SFWHY00691	25SN01	0	N/C	1	1	N/A	4	75	2.65	37	\$ 30,000	\$ 83,738,258	S148 or S154/S164	\$ -	Q4
Harbor Drive Crosswalk and Lighting Improvements	S	SFWHY00690	25SN02	0	N/C	1	1	N/A	4	74	2.64	38	\$ 70,000	\$ 83,808,258	A/C	\$ 50,000.00	Q2
Northern Region Accessible Pedestrian Signal Upgrades (HSIP)	N	NFWHY01058	25NN01	0	N/C	1	1	N/A	4	73	2.63	39	\$ 70,000	\$ 83,878,258	VRU	\$ 70,000.00	Q2
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	S	SFWHY00103	17SN01	0	N/C	1	1	N/A	5	42	2.62	40	\$ 66,000	\$ 83,944,258	VRU	\$ -	Q1
Seward Highway Rockfall Mitigation, MP 113.2	C	CFHWY01239	19CN05(23)	0	N/C	1	1	N/A	4	71	2.61	41	\$ 400,800	\$ 84,345,058	S148 or S154/S164	\$ 400,800.00	Q1
Airport Way Connected Corridor	H	pend	26HN01	0	N/C	1	1	5	N/A	40	2.6	42	\$ 1,500,000	\$ 85,845,058	S148 or S154/S164	N/A	Q2
Gambell and Ingra Streets - Overhead Signal Indication Upgrades	C	CFHWY00503	19CR02	0	0.36	2	2	N/A	4	0	2.6	43	\$ 8,919,211	\$ 94,764,269	A/C	\$ -	Q4
Parks Highway MP 168 Hurricane Railroad Crossing Upgrades (HSIP)	N	NFWHY00954	24NN01	0	N/C	2	1	N/A	5	0	2.55	44	\$ 330,958	\$ 95,095,227	S130	\$ -	Q2
Tudor Road at Wright Street and Dale Street - VRU Improvements	C	pend	26CR03	1	0.51	3	3	1	N/A	0	2.4	45	\$ 1,247,000	\$ 96,342,227	A/C	N/A	
SR Regionwide Guardrail Inventory and Upgrade HSIP	S	SFWHY00404	22SN01	0	N/C	1	2	N/A	4	0	2.25	46	\$ -	\$ 96,342,227	S148 or S154/S164	\$ -	
SR Regionwide Passing Zones Inventory and Restriping HSIP	S	SFWHY00497	23SN01	0	N/C	1	2	N/A	4	0	2.25	47	\$ -	\$ 96,342,227	S148 or S154/S164	\$ -	
Sheep Creek Road (Happy) Railroad Crossing Surface Upgrade	N	pend	26NN02	0	N/C	1	1	5	N/A	0	2.2	48	\$ 42,100	\$ 96,384,327	S130	N/A	Q1
Ocean Dock Road 2-Track Signal System Upgrade	C	pend	26CN03	0	N/C	1	1	5	N/A	0	2.2	49	\$ 68,500	\$ 96,452,827	S130	N/A	
Numbered Highways MEDEVAC Sites	H	HFHWY00404	24HN03	0	N/C	1	1	N/A	3	0	1.6	50	\$ -	\$ 96,452,827	Not Selected	\$ -	
Homer Area Pedestrian Crosswalks	C	pend	26CN02	0	N/C	1	1	3	N/A	0	1.6	51	\$ 105,000	\$ 96,557,827	A/C	N/A	Q3
DTMF Activated Railroad Crossing Signal Upgrades	C	CFHWY01241	24CN03	0	N/C	1	1	N/A	1	0	1	52	\$ 58,400	\$ 96,616,227	S130	\$ -	Q4

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

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

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

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

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

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

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

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

SHSP Prominent Crash Types:

Safe Road Users

Pedestrians, Bicyclists

Young Drivers, Older Drivers

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

Impaired Driving, Occupant Protection

Safe Roads and Speeds

Intersections, Lane Departures, Roadway Departures

Speeding



North Lakes Community Council

3060 Lazy Eight Ct #2 PMB 449
Wasilla, AK 99654

February 13, 2026

To: Kim Sollien
Director, MatSu Valley Planning for Transportation
kim.sollien@mvpmpo.com

Re: NLCC Support for Transit

Kim,

The NLCC sends this letter to express our support for a strong Transit operation in the Mat Su Valley.

I have attended the last two meetings of the MVP / MPO Technical Committee as an observer and to provide public commentary on potential project nominations for your Municipal Transportation Plan. I have listened intently to the discussions your Technical Committee has had regarding Transit and the issue of a potential “split” of designated federal transit funding between the Transit organization and the Alaska Railroad.

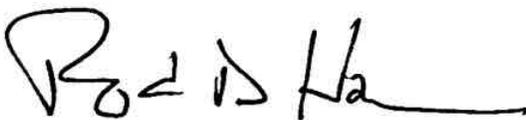
The NLCC is concerned about the level of transit services provided to our area residents. In April of 2025, we submitted a Resolution of Support for Transit Services to the Mat-Su Borough as they sorted through the budget and level of matching funds provided by the Borough. A copy of that resolution is attached for reference by the MVP Technical Committee.

Based on the discussions at your last two Technical Committee meetings, we strongly support a policy position that there should be zero funds split off to the Alaska Railroad. A few key points supporting this position are:

1. Public Input received by the MVP / MPO office through community outreach shows that a robust transit system is strongly supported by residents within the MPO boundaries.
2. We have a number of senior citizens living within our area that rely heavily on the existing transit system.
3. We are concerned that the commitment of matching funds by the Mat Su Borough will be significantly challenged as it is going forward.
4. An approximate \$300k reduction in federal funding availability is a significant percentage of the allocated funding and would negatively impact the ability for ongoing operations, setting aside the actual need for more services.
5. The Alaska Railroad system does not really provide true transit system support that addresses community needs.
6. The Alaska Railroad has not made a convincing argument that they would suffer significantly from a \$300,000 gap in funding. It is a much smaller percentage of their total funding.

Please share this information with the MVP / MPO Technical Committee members as they consider what sort of policy decision will be advanced to the MVP / MPO Policy Board.

Sincerely,

A handwritten signature in black ink that reads "Rod D. Hanson". The signature is fluid and cursive, with a long horizontal line extending to the right.

Rod D. Hanson
President, North Lakes Community Council
rod@nlakes.cc
907-841-8735

Attached: NLCC Resolution 25-001

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

²⁵⁻⁰⁰¹
RESOLUTION ~~24-003~~ DATED APRIL 24, 2025

The undersigned Chair and Secretary on behalf of the North Lakes Community Council board hereby sign the following resolutions:

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

WHEREAS, the North Lakes Community Council Resolution ²⁴⁻⁰⁰¹ ~~24-003~~ dated May 2024, requested a plan for a provision for public transit, create bus stop areas, and a park and ride along Bogard road;

WHEREAS, the state of Alaska has experienced an increase in Alaskans over 60+ of 73% between April 2010 and July 2023 per the Alaska Commission on Aging Senior Snapshot;

WHEREAS, the Matanuska- Susitna Borough has one of the fastest growing senior populations in the state of Alaska;

WHEREAS, the highest requested service for seniors is transportation to access medical appointments, grocery shopping, and social activities;

WHEREAS, transportation services are needed for people of all ages who do not have a vehicle or are unable to drive, including, but not limited to, children and youth, individuals experiencing an intellectual or developmental disability, adults with a physical disability, low-income individuals, and others;

WHEREAS, the current transportation providers in the Mat-Su provide over 60,000 rides annually in the core area;

WHEREAS, current transportation providers offer commuter fixed-route and on-demand services;

WHEREAS, the Matanuska – Susitna Borough:

- Has a population greater than 50,000;
- Is now eligible for FTA urban transit funding (5307) as a small urbanized area;
- Urban area transit services are no longer eligible to receive rural transit (5311) funding;
- Assembly, on August 8, 2023, voted unanimously to apply to become the direct recipient and pursue 5307 funding in order to maintain transit services;

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

RESOLUTION ²⁵⁻⁰⁰¹ ~~24-003~~ DATED APRIL 24, 2025

WHEREAS, 41% of Mat-Su Borough residents work outside the borough and 28% work in Anchorage;

And WHEREAS, more than half of the Mat-Su Borough population falls into one or more priority populations, with a higher propensity for relying on transit (American Community Survey 5-year Estimates 2016-2020, released March 2022).

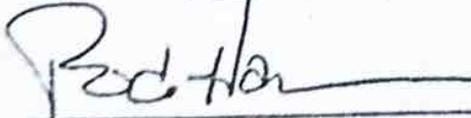
Now THEREFORE, be it resolved that the North Lakes Community Council make the following recommendations to the Matanuska-Susitna Borough for continuation of transit in the Matanuska-Susitna Borough:

1. The Matanuska-Susitna Borough accept the full eligible amount of \$1.5M of FTA urban transit (5307) funding and provide a \$1.5M match to ensure continuation of demand response and commuter fixed route;
2. In accordance with federal and MSB procurement procedures, conduct competitive bid process to contract with provider(s) to continue transit services.

END

We, the undersigned Chair and Secretary do certify through board motion on behalf of the North Lakes Community Council and residents herein approve this resolution.

Signed this 24 day of April 2025.


Rod Hanson, Chair


Nichole Smith, Secretary

References:

Transit, Alaska Commission on Aging Home, Alaska Population Projections

NORTH LAKES COMMUNITY COUNCIL RESOLUTION 26-001

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

DATED: January 20, 2026

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Signed by: *Rod Hanson*
 Rod Hanson, President

Date Signed: 2026-01-19

Attested by: *Nichole Smith*
 Nicole Smith, Secretary

Date Signed: 2026-01-19

Audit trail

Details

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

STATUS ● Signed

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

Activity



SENT

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

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

2026/01/20
00:52:30 UTC



SIGNED

Signed by Rod Hanson (rod@nlakes.cc)

2026/01/20
00:53:08 UTC



SIGNED

Signed by Nichole Smith (nichole@nlakes.cc)

2026/01/20
05:10:22 UTC



COMPLETED

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

2026/01/20
05:10:22 UTC

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

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

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

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

TRIBAL-SPECIFIC FUNDING

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

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

ALASKA-SPECIFIC FUNDING: DENALI COMMISSION AND RASMUSON FOUNDATION

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

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

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

FUNDING FOR SPECIFIC PROJECT TYPES:

BRIDGE-RELATED FUNDING

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

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

RAILWAY-RELATED FUNDING

Railway Highway Crossing Program (RHCP)	Projects that eliminate hazards at public railway crossings, including roadways, bike trails, pedestrian paths. Projects focus on: crossing approach and warning sign improvements, active grade crossing equipment, visibility and roadway geometry improvements, grade crossing elimination, and crossing inventory update.	USDOT Federal Highway Administration	Scott Gable scott.gable@dot.gov (202) 366-2176	https://highways.dot.gov/safety/hsip/xings/policy-and-guidance	No match required	Grant program that allocates funding to states based on formulas set by Congress. Formula	<ul style="list-style-type: none"> Hazard Elimination Protective Devices Separation Relocation Signage 	<ul style="list-style-type: none"> States 	Annually through 2026 Funding is distributed to States	The funds can be used as incentive payments for local agencies to close public crossings provided there are matching funds from the railroad. Also, the funds can be used for local agencies to provide matching funds for State-funded projects.
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Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Railroad Rehabilitation and Improvement Financing (RRIF) Loans	Direct loans and loan guarantees to finance the development of railroad infrastructure, including intermodal or rail equipment or facilities, track, components of track, bridges, yards, buildings and shops. Can fund up to 100% of a railroad project with repayment periods of up to 35 years.	USDOT	Will Resch Will.Resch@dot.gov	https://www.transportation.gov/buildamerica/financing/rrif 2023 NOFO	No match required: this is a loan that must be repaid	Maximum: \$150 million Competitive	<ul style="list-style-type: none"> • Planning • Design • Development • Construction • Improvement • Replacement • Rehabilitation 	<ul style="list-style-type: none"> • Railroads • State and local governments • Government-sponsored authorities/corporations • Joint ventures that include at least one of the above 	Annually Letters of interest accepted on a rolling basis until funding expended.	Funding is expected to be available for 2026, but not information available yet.
TRAIL-RELATED FUNDING										
Legacy Roads and Trails Grant Program	Projects that further Legacy Roads and Trails criteria in the nine Forest Service Regions. Projects to restore, protect, and maintain habitats and watersheds in national forests and grasslands. Projects to restore fish and aquatic organism passage, preserve trail access, decommission unauthorized trails, and convert unneeded roads into trails.	American Trails, with funding from the US Forest Service	Mike Passo Executive Director trailfund@americantrails.org (530) 605-4395	Program Description Application guide	20% match required, in-kind is acceptable	Maximum: \$100,000 per project Competitive	<ul style="list-style-type: none"> • Restoration • Preservation • Trail removal • Decommissioning unused roads/trails 	<ul style="list-style-type: none"> • Nonprofit organizations • Businesses • State or local agencies 	Application window: Oct - Dec Annually through 2028	Projects must be on Forest Service land. Alaskan locations have been funded in the past. Volunteer involvement is encouraged. Includes motorized and non-motorized trails.
Recreational Trails Program (RTP)	Projects that develop or repair recreational trails, related facilities for motorized/non-motorized trails. Can include construction of new bike/ped trails, lanes, paths, and facilities. Requires an Env.Compliance Review: https://dnr.alaska.gov/parks/grants/trailsgrantpage/2025/02evreviewchecklist.pdf	Alaska Division of Parks and Outdoor Recreation	Natalya Fomina Grants Administrator 2 natalya.fomina@alaska.gov (907) 269-8733	Program Description Application Instructions	10% match required, In-kind OK	Maximum: Motorized projects: \$300,000 Non-Motorized and Diversified projects: \$200,000 Competitive	<ul style="list-style-type: none"> • Repair • Rehabilitation • Maintenance • Education Planning, design, assessment, and engineering not allowed unless part of permitted category scope	<ul style="list-style-type: none"> • Organization • Public agency • Nonprofit organizations Businesses are not eligible for the RTP grant.	Annually Deadline Oct 31	This is a reimbursable grant: recipient pays 100% of the cost for eligible project line items before submitting a request for reimbursement. Grantees may apply for multiple grants, but only for separate projects or phases of the same project.
Trail Capacity Grant Program	Small local trail projects that engage the community and connect trails to a broader user spectrum. Can include trails for ALL user types. Goals are: <ul style="list-style-type: none"> • Protecting and restoring trails • Outreach to diverse populations. • Improving responsible recreational access to public lands • Enhancing outdoor experiences with more and better trails • Supporting public engagement around trails projects 	American Trails	Mike Passo Executive Director trailfund@americantrails.org (530) 605-4395	Program Description	No match required	Minimum: \$2,000 Maximum: \$10,000 Competitive	<ul style="list-style-type: none"> • Maintenance • Increasing organizational capacity • Stewardship Training • Research and Education 	<ul style="list-style-type: none"> • Nonprofit organizations • Federal, State, regional, and local government • School districts • Tribes 	Annually Application window: Mid-Dec through end of Jan	Funds must be used before end of the year awarded (i.e. if awarded in 2025 must use by 12/31/25) Intended for projects on lands accessible to the general public. For US Forest Service trails apply to the Legacy Trails Program, which funds USFS trails exclusively.
Trail Stewardship Partners Grant Program	Trail stewardship projects on National Forest System Trails, to encourage and support volunteer and stewardship group trail maintenance on National Forest trail system. Can include motorized and non-motorized trails, both within and outside of wilderness.	National Wilderness Stewardship Alliance, with funding from the US Forest Service	Joelle Marier Executive Director joelle@wildernessalliance.org	Program Description 2024 RFP	20% match required, in-kind is acceptable	Maximum: \$30,000 per organization Competitive	<ul style="list-style-type: none"> • Maintenance • Sign upgrades • Trail clearing • Re-routes • Bridge repair • Improvements to drainage 	<ul style="list-style-type: none"> • Non-profits: 501(c)(3) organization in good standing 	Annually in the fall, closes in fall/winter	Projects must be on Forest Service land. Projects must be completed by Dec. 31 of award year. Funding is contingent on overall federal budget process

TRANSPORTATION SAFETY FUNDING

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Alaska Behavioral Highway Safety Grant	Projects addressing traffic safety priority areas including: distracted and aggressive driving; impaired driving; speed; old and young drivers; child passenger safety; occupant protection; roadway safety; motorcycle, bicycle and pedestrian, safety; traffic records; driver/officer safety training; preventing roadside deaths; and traffic safety.	Alaska Dept of Transportation and Public Facilities, Alaska Highway Safety Office	Tammy Kramer Governor's Highway Safety Representative tammy.kramer@alaska.gov (907) 465-8944	Grant Forms and Documents	20% match required	Unspecified Competitive	<ul style="list-style-type: none"> Implementation 	<ul style="list-style-type: none"> Local Government agency Tribe or Urban Indian org Government agency State political subdivision State college/university Fire department Public EMS provider School district Qualified non-profit org 	Annually May vary, typically Mar-Apr	On application: <ul style="list-style-type: none"> Have three to five years worth of current statistics Have National, Regional and local or similar states statistics Make sure they're related to your target audience List data source and year
Alaska Highway Safety Improvement Program (HSIP)	Projects with the greatest potential to reduce roadway fatalities and serious injuries, such as pavement/shoulder widening, intersection improvement,: see full list of project types on p. a-9: HSIP Handbook . HSIP funds may be used on public roads, including those non-State-owned and on Tribal lands.	Alaska Dept of Transportation and Public Facilities	Pam Golden AK Traffic & Safety Engineer pamela.golden@alaska.gov (907) 451-2283 OR The Regional Traffic & Safety Engineer for your region	Program Overview Alaska HSIP Handbook	No match required	Depends on nature of project, but some projects can exceed \$10 million. Competitive - prioritized by injury/crash data	<ul style="list-style-type: none"> Infrastructure Transportation safety planning Safety data collection and analysis Road safety audits 	Awarded projects developed and managed by DOT&PF. Grants not issued to communities directly. Work with your DOT&PF contact to develop a scope and cost estimate for a project you want them to do.	Annually Deadline May 15	Projects are prioritized based on data about average fatal and serious injury crash rates and crash costs, and how the described project will reduce both.
Alaska Transportation Alternatives Program (TAP)	Projects focused on improving ground transportation: pedestrian and bicycle facilities, converting abandoned railroad corridors to trails, safe routes to school, environmental mitigation, historic preservation, vulnerable road user safety assessments. and vegetation management.	Alaska Dept of Transportation and Public Facilities	Julius Adolfsson Statewide Bike and Pedestrian Coordinator julius.adolfsson@alaska.gov (907) 465-6978	Program Information TAP Guidebook	20% match required	Construction projects: \$5,000,000 max. Non-construction projects: \$50,000 - \$200,000 Competitive	<ul style="list-style-type: none"> Planning Design Implementation Construction 	<ul style="list-style-type: none"> Local, State Government Tribal Government Metropolitan Planning Org Non-profit Organization Public Land Agency Transit or Regional Transport agency School District 	Annually through 2026 Deadline: Feb 28	Competitive grants, not issued directly to communities. TA available for application process. Works well with Safe Routes to School efforts
Community Traffic Safety Grants, Road to Zero	Programs, projects and research making meaningful progress toward zero roadway fatalities. Preventing roadway deaths through: evidence-based strategies, new technologies and a culture of safety through a Safe System Approach.	National Safety Council Funded by the National Highway Traffic Safety Administration	roadtozero@nsc.org (630) 775-2258	Past Project Descriptions Road to Zero Initiative Description	20% match required	Minimum: \$50,000 Maximum: \$200,000 Competitive	<ul style="list-style-type: none"> Evidence-based strategies New technologies Promoting safety culture 	<ul style="list-style-type: none"> Nonprofit organization Other organization City, County or State government Tribes and Tribal Organizations 		Recipient must be a Road to Zero Coalition Member: membership is free
Safe Streets and Roads for All (SS4A)	Projects focused on reducing roadway fatalities and serious injuries. Planning and Demonstration Grants are to develop, complete, or supplement an Action Plan or demonstration project. Implementation Grants are for projects to address roadway safety issues listed in the Action Plan.	USDOT Federal Highway Administration	SS4A@dot.gov 855-368-4200	Program Description Grant Opportunity, grants.gov	20% match required; in-kind is acceptable; other federal funds not allowed for match	Planning and Demonstration: \$100,000 to \$5,000,000 Implementation: \$2,500,000 to \$25,000,000 Competitive	<ul style="list-style-type: none"> Safety Action Planning Implementation 	<ul style="list-style-type: none"> Local Government Municipal Government Tribal Government (Tribe) Metropolitan Planning Org NON-PROFITS AND STATE GOVT ARE NOT ELIGIBLE	Annually through 2026 Deadline: June 26	Must have completed a comprehensive Safety Action Plan to qualify for an Implementation grant. AK DOT should be included as a supporting partner.
Safe Routes to School (SRTS)	Projects from safer street crossings to programs encouraging children and parents to make walking and bicycling to school a safe and routine activity.	Alaska Dept of Transportation and Public Facilities	Julius Adolfsson Statewide Bike and Pedestrian Coordinator julius.adolfsson@alaska.gov (907) 465-6978	Alaska Program Description National Program Description	See TAP info	Grant funding is available under Alaska TAP: see TAP info.	<ul style="list-style-type: none"> Planning Design Implementation Construction 	<ul style="list-style-type: none"> Tribal entity Community 	See TAP info	No dedicated funding for SRTS since 2012. TAP funding can be used to make routes to school safe.

OTHER ALASKA DEPARTMENT OF TRANSPORTATION FUNDING

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

OTHER UNITED STATES DEPARTMENT OF TRANSPORTATION FUNDING

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

Fund Name	Funded Project Types	Funding Agency	Current Contact	Website Links	Match	Funding Amounts	Permitted Stages or Categories	Applicants Allowed	When to Apply	Specific Requirements and Other Notes
Carbon Reduction Program (CRP)	Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	USDOT Federal Highway Administration	David D'Onofrio david.d'onofrio@dot.gov (202) 981-2815 Mary Kay Murray mary.murray@dot.gov (202) 366.2066	Program Overview Fact Sheet	No match required	Grant program that allocates funding to states based on formulas set by Congress. Formula	<ul style="list-style-type: none"> Design Construction Planning Monitoring 	<ul style="list-style-type: none"> States <p>Work with your DOT&PF contact to develop a project you want them to do</p>	Annually through 2026 Funding is distributed to States	Before obligating funds for an eligible project in a rural area, a State will consult with a regional or metropolitan planning org representing the rural area before determining the activities to be carried out.
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Projects that reduce mobile source emissions in current and former areas designated by the U.S. E.P.A. to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter. These include bicycle and pedestrian facilities, and shared micromobility projects including shared scooter systems.	USDOT Federal Highway Administration	Mark Glaze mark.glaze@dot.gov (202) 366-4053	Program Description Interim Guidance	No, 10% or 20% match required, depending on project type	Grant program that allocates funding to states based on formulas set by Congress. Formula	Among others: <ul style="list-style-type: none"> Improved Public Transport Bicycle and Pedestrian Facilities and Programs 	<ul style="list-style-type: none"> States Local Governments 	Annually through 2026 Funding is distributed to States	This program provides funding to help meet the Clean Air Act requirements. Projects funded with CMAQ funds are selected by the State or the State in conjunction with the Metropolitan Planning Organization (MPO).
Federal Lands Access Program (FLAP)	Projects that improve transportation facilities that provide access to, are adjacent to, or are located in Federal lands. Can include public roads, trails, parking areas serving as trail heads, transit systems, other transportation facilities, with a focus on high-use recreation sites, economic generators.	USDOT Federal Transit Administration	Samantha Shields Federal Highway Administration Samantha.shields@dot.gov Sara Lucey Alaska DOT and PF Sara.lucey@alaska.gov	2025 Call for Projects Program information	No match required	Not specified this round: total funding received in Alaska for this program annually is \$7.5 million Competitive	<ul style="list-style-type: none"> Planning Research Engineering Property acquisition Capital Improvements Enhancements Transit 	<ul style="list-style-type: none"> Federal, state, and local governments Tribal governments 	Every 2-3 years Currently: application due Oct 31, 2025	Among the other uses listed, funds may be used for construction/reconstruction of transportation facilities including trailheads, trails and bicycle and pedestrian facilities.
Federal Lands Transportation Program (FLTP)/ Bipartisan Infrastructure Law (BIL)	Projects that improve Federal lands transportation facilities that are located on, adjacent to, or provide access to Federal lands. Specifically ones that maintain transportation facilities, reduce bridge deficiencies, improve safety, and provide access to high-use Federal recreation sites or high-use Federal economic generators.	USDOT Federal Highway Administration	Scott Johnson Scott.Johnson@dot.gov (202) 617-4351	Program Guidance Fact Sheet	20% match required Tribes may have no match required	Minimum of \$7 million will be made available to each eligible federal agency Formula	<ul style="list-style-type: none"> Program administration Planning Research Maintenance Engineering Rehabilitation Restoration Construction 	Federal agencies such as: <ul style="list-style-type: none"> National Park Service Fish and Wildlife Service U.S. Forest Service U.S. Army Corps of Engineers Bureau of Land Management Bureau of Reclamation 	Annually through 2026	Work with a Federal Agency contact to develop a project you want them to do. FLTP funds can be used for safety related activities on Federal and non-Federal facilities (e.g., State or local roads).
Infrastructure for Rebuilding America (INFRA)/ Nationally Significant Multimodal Freight & Hwy Projects	Multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas	USDOT	Robert Mariner Deputy Director Office of Infrastructure Finance and Innovation (202) 366-8914 MPDGGrants@dot.gov	Program Information NOFO	40% match required, except 100% funding for rural areas, persistent poverty areas, historically disadvantaged communities, small projects.	General minimum: \$25 million Small project minimum: \$5 million Competitive	<ul style="list-style-type: none"> Planning Environmental Review Engineering Replacement Rehabilitation Restoration Construction 	<ul style="list-style-type: none"> State or group of States Metropolitan planning org Local government(s) Government subdivision Special purpose district w/transportation function Tribal government or a Tribal consortium Group of above entities 	For FY25 grant period, applications due 5/6/24.	Information on how to apply and responses to frequently asked questions about the INFRA grant are found on the MPDG website: https://www.transportation.gov/grants/mpdg-program

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

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



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

January 30, 2026

Mayor Glenda Ledford, City of Wasilla
Bob Charles, Knik Tribe
Mayor Edna DeVries, Matanuska-Susitna Borough (MSB)
Brian Winnestaffer, Chickaloon Native Village
Mike Brown, Matanuska-Susitna Borough (MSB)
Mayor Jim Cooper, City of Palmer

Delivered via email

Dear Members of the MVP MPO Policy Board:

I am writing to inform you of an upcoming leadership transition within the Alaska Department of Transportation and Public Facilities (DOT&PF) Central Region.

After many years of dedicated public service, Central Region Director Sean Holland will be retiring from state service. Director Holland has been a valued leader within DOT&PF and served several years on the MVP MPO Policy Board. We are grateful for his contributions to transportation planning, project delivery, and interagency collaboration throughout the region.

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

Deputy Commissioner Keith brings extensive experience in transportation policy, capital program delivery, and intergovernmental coordination, and I am confident she will continue DOT&PF's strong engagement with the MVP MPO as we work together to advance regional transportation priorities.

On behalf of the department, thank you for your continued partnership. Please join me in thanking Director Holland for his service and in welcoming Deputy Commissioner Keith in her new role.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson".

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

Cc:
Kim Sollien, MVP Executive Director
Adam Bradway, DOT&PF MPO Coordinator