



MatSu Valley Planning *for* Transportation

MEMBERS

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

Microsoft Teams Meeting

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Agenda

Technical Committee

Tuesday, December 9th, 2025
2:00 – 4:00 pm

Meeting Location

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

1. Call to Order and Roll Call
2. Consent Agenda (**Action Item**)
 - a. Approval of the December 9th, 2025, Agenda
 - b. Approval of the November 4th, 2025, Minutes
3. Staff Report
 - Staff Report
 - a. Schedule of topics
4. Voices of the Visitors (Non-Action Items)
5. Policy Board November 19th Action Items



MatSu Valley Planning for Transportation

- a. *Officer Election Results: Mayor Cooper, Chair, Mayor DeVries, Vice Chair, Sean Holland, Treasurer, and Bob Charles, Secretary*
 - b. *December 2025-November 2026 Policy Board Meeting Dates Motion Winnestaffer, seconded, **passed unanimously***
 - c. *Personnel Policy Update to Annual COLA policy Motion-Winnestaffer, seconded, **passed unanimously***
 - d. *Personnel Policy Update to Annual Performance Evaluations Motion-Winnestaffer, seconded, **passed unanimously***
 - e. *MTP Project Evaluation Criteria and Scoring Guidebook Approval, PB edited nomination filter (cost cap) on the project nomination form Motion-Winnestaffer, seconded, **passed unanimously***
6. Action Items
- a. MTP Vision, Goals, and Objectives **Recommended Motion: Motion to recommend that the Policy Board approve the MTP vision, Goals, and Objectives as presented**
7. Old Business
- a. MVP Improvement Program Scope, Schedule, and Budget update Chris Bentz, Alaska DOT&PF
 - b. MTP Update
 - Interactive Project Map Update
 - Review Project Nomination Form, and Nomination Process
 - Existing Conditions Report 12/19/2025 Draft to MVP
 - a. Level of Service Report 12/5/2025 Draft to MVP
 - b. Travel Model Report 12/12/2025 Draft to MVP
 - c. Data-driven project list from RESPEC 12/12/2025 draft to MVP
 - c. MVP FFY 24&25 Funding Allocations, Carryover, and FFY26 Funding Award
 - Policy Board Request: DOT reps on the PB and TC, engage their leadership in documenting improvements that could be made with the 3C process, STIP involvement, and usage of MPV's suballocations without consultation- Ben White, Alaska DOT&PF
 - MVP FFY 24,25,26 funding and project documentation Update - Adam Bradway, Alaska DOT&PF
 - 26-29 SDOT&PF Carbon Reduction Program Consultation: 34464 Fleet Conversion Adam Bradway, Alaska DOT&PF
 - d. FFY26-29 STIP Update Adam Bradway, Alaska DOT&PF
 - e. Alaska DOT&PF SAFEROADS initiative Adam Bradway, Alaska DOT&PF
8. New Business
9. Other Issues
- a. Transit update



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10. Informational Items
 - a. Element Agency – MTP Video update
 - b. Community Outreach & Engagement Analytics Report
 - c. Public Engagement Open House Dec 3rd report out
 - d. Formal Call for Projects from agencies date pending mid-late January
 - e. Stakeholder outreach and special meeting schedule- letters sent
11. Technical Committee Comments
12. Adjournment

Next Scheduled MPO Technical Committee Meeting – Tuesday, January 13th, 2026, from 2:00-4:00 pm to be held via Microsoft TEAMS and at the Alaska DOT MatSu District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



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Minutes

Technical Committee

Tuesday, November 4th, 2025
2:00 – 4:00 pm

Meeting Location

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

1. Call to Order and Roll Call

Meeting called to order at 2:00 pm.

Members Present:

Bob Charles – Knik Tribe (Secretary)
Brian Winnestaffer - Chickaloon Native Village
Chris Bentz – AK DOT&PF
Adam Bradway (proxy for Ben White) – AK DOT&PF
Tom Adams – MSB
Andrew Reynolds (proxy for Kate Dueber) – ARRC
Alex Strawn – MSB
Dan Tucker – RSA Representative
Erich Schaal – City of Wasilla
Jude Bilafer – City of Palmer
Lawrence Smith – Trucking Industry Advocate
Adeyemi Alimi – ADEC
Stuart Leidner – Mobility Advocate
Randy Durham – MSB TAB

Visitors Present:

Kim Sollien – MVP, Executive Director
Anjie Goulding - MVP
Carrie Cecil - MVP



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Pat Cotter – RESPEC
Nathaniel Outzts – City of Palmer, Community Development Director
Emily Haynes – FHWA
Elise Blocker – RESPEC
Bianca Zibrat – MSB Planning Department
Luke Bowland – AK DOT&PF
Kristina Huling – MSB Planning Department
Mackenze Origer – MSB GIS
Lauren Little – AK DOT&PF

2. Consent Agenda (**Action Item**)
 - a. Approval of the November 4th, 2025, Agenda
 - b. Approval of the October 14th, 2025, Minutes

*Motion to approve the consent agenda and meeting minutes from October 14, 2025 (**Winnestaffer**), seconded. No edits. Motion is approved.*

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

Kim Sollien gave staff report:

- Thank you to all TC members for continued support on the heavy lift of the MTP and especially Dan Tucker for assisting with the MTP informational video shoot.
- Request for all to please look at the monthly events as there is a lot coming up as the MTP process ramps up.

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

Kristina Huling introduced herself – MSB planner attending

Nathaniel Ouzts introduced himself in meeting chat – new Community Development Director for the City of Palmer.

5. Policy Board October 22nd Action Items
 - a. *Motion to approve the MTP Vision Statement, Goals, and Objectives for a 30-day Public Comment Period. Motion to approve (Winnestaffer), seconded. Item raised for discussion by Mike Brown, Motion to amend goal 1 and objectives (Brown), seconded. No objection. Motion to approve as amended (Winnestaffer), seconded. No further discussion, no objection. Motion is approved.*

Kim Sollien provided notes from discussion with the Policy Board on this item.

- MVP staff with Policy Board engagement worked on adjusted language for Goal 1 (coordinating land use planning and transportation planning) to better reflect the distribution of roles and responsibilities of MPO/ authority. This updated language is included in the version of the Vision, Goals, and Objectives currently out for public comment.

- b. *Motion to adopt the Public Participation Plan as presented Motion to approve (Winnestaffer), seconded. Item raised for discussion by Mike*



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- c. *Brown to add ATV users to stakeholders. Motion to adopt as amended (Winnestaffer), seconded. No further discussion, no objection. Motion is approved.*

Kim Sollien provided notes from discussion with the Policy Board on this item.

6. Page 19 edited to include off-road and all-terrain vehicle users among list of interest parties to provide reasonable opportunities to be involved in the MTP process. While this is not a required/ typical group as directed by federal planning regulations, the MSB has many such user groups that have an interest in transportation planning.

- c. *Motion to Approve MVP's Annual FFY 26 Budget Motion to approve (Cooper), seconded. No further discussion, no objection. Motion is approved.*
- d. *Approval of a professional services agreement with Altman, Rogers & Co. for IRS Form 990 preparation and FFY 2025 Annual Audit services. Motion to approve (Bowland), seconded. No further discussion, no objection. Motion is approved.*
- e. *Executive Session Director Evaluation*

Kim Sollien provided notes from discussion with the Policy Board on the topic of a letter to the AK DOT&PF Commissioner.

- As discussed during the last Technical Committee meeting, MVP had prepared a draft letter to DOT commissioner regarding the lack of 3C process adherence. The Technical Committee in turn requested MVP staff to compile information about projects and where funding ended up going. This was presented to the Policy Board who indicated a preference for DOT partners on the Technical Committee and Policy Board to instead encourage the DOT commissioner's office to send a letter to MVP acknowledging process adherence issues. The draft letter is included in the packet for this meeting along with the accounting of project expenditures.
- *Discussion:*
 - There is some concern among members about the position such a request places on DOT partners.
 - DOT partners summarized several actions being taken within DOT to clarify processes and communications.
 - Item will remain a target for discussion in future meetings.

7. Action Items

- a. Officer Elections Recommended Motion: *Motion to Approve (Member) as TC Chair and Motion to approve (Member) as TC Vice Chair*

Kim Sollien gave overview of requirements. The MVP by-laws require written nominations be received 24 hours in advance of an election. No written nominations were received. In such cases, the by-laws then allow for nominations from the floor. Roll-call vote with majority win.



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Nominations:

- Dan Tucker and Brian Winnestaffer nominate Alex Strawn for Chair. Nominations do not need to be seconded. Alex does not object. No other nominations, no objections.
- Tom Adams and Adam Bradway nominate Eric Schaal for Vice Chair. Eric accepts nomination.
- Brian Winnestaffer nominates Chris Bentz. Chris accepts nomination.

Discussion:

- Eric did an excellent job but is not always able to attend in person whereas Chris is able to (this could change in the future with possible new location). Leading in person is advantageous.

Vote for Vice Chair:

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

Results:

- Alex Strawn will serve another term as Chair to the Technical Committee
- Eric Schaal will serve another term as Vice Chair to the Technical Committee

b. FFY26 December 2025-November 2026 Technical Committee Meeting Dates. Recommended Motion: *Move to approve TC meeting dates as presented.*

*Motion to approve the proposed FFY26 December – November 2026 Technical Committee Meeting Dates (**Tucker**), seconded. No discussion, no objections. Motion is approved.*

c. MTP Project Evaluation Criteria and Scoring Guidebook (Action Item)
• Activity: We will run two projects through the criteria
Recommended Motion: *Move to Approve the MTP Project Evaluation Criteria as Presented.*

Kim Sollien gave overview of the activity and documents included in the packet. The Evaluation Criteria, Evaluation Scoring Guide, and Nomination Form were informed by the Technical Committee working session on Oct. 23. The guidebook is intended to aid both project sponsors in submitting and evaluators in reviewing.



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Pat Cotter (Respec) provided additional information about the Scoring Guide based around goal areas and associated criteria.

- The criteria helps to delineate what makes a good project for each goal area.
- Seven goal areas, each criteria numbered for easy reference.
- Weighting established based on mentimeter from the work session.
- Stepwise process to assign scoring.
- Note that there was a change to criteria under transit section from the work session – included in transit plan (not ready yet) so changed to support transit.
- Qualitative vs quantitative scoring – quantitative would be done in GIS to greatest extent possible, qualitative would go in front of the evaluating committee

Adam Bradway walked through the test project: Herman Road extension project CTP project.

- From Herman on Parks near Lowes – upgrading portion that exists and then extending towards Palmer – Wasilla HWY
 - To support capacity, maintenance, also supports non-motorized. Anticipate high score because it addresses a lot of criteria.

Notes on each Criterion:

- Criterion 1.1 – This will require staff validation to confirm inclusion in an existing plan.
- Criterion 1.2 – This criterion requires the project nominator to write a narrative to explain how project would accomplish expansion of access – i.e., it is subjective. At the core of the question is whether employment/ access the primary reason for the project or secondary to it?
 - Bentz feels that subjectivity would balance out as MTP gets redone and notes that subjectivity can be advantageous.
 - Strawn considers applicability to the Hermon Rd. project. It is possible to argue that someone who lives on Palmer-Wasilla highway could get to their job a few minutes faster; however, the project would open up potential for new businesses to be established on the new segment of road.
 - Tucker notes that H5 would push senior housing development in that project area. Depending on the timing of that announcement, this could change the metrics of the project. That said, is there a means to flag a project that *would* be needed?
 - Bradway acknowledges that the MTP is intended to be a wider pool of projects (25-years), and projects will be subject to review with MTP iterations.
 - Schaal notes that this project also includes a pedestrian connection that would lend points to this as well.
 - Adams expresses concern over the use of the term expand and questions if the term improve should be used instead? Improving access may be an equal measure to expanding.
 - Bradway provides examples of projects that would get 5 points:
 - A brand new road to senior center
 - Port Mac road
 - West-Su road



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- Criterion 1.3 – Note that most projects in the Bogard plan would receive points. Assigning more points to projects in plans encourages the development of access management plans which are needed.
 - Bradway raises consideration as to whether to categorize access development permits as access development plans.
- Criterion 2.1 – Will use EPDO (equivalent property damage only) scores to assess in GIS.
 - Equivalent Property Damage Only is a means of weighting crashes based on severity to define metrics for comparing (assigns cost assignment to crash). E.g., a fender bender vs. fatality (est. on 3 mil). It weights the human cost to property damage. This means that roads not typically included in safety screening will show up.
 - Bentz notes that the EPDO data currently appears to be based on percentile which avg. at state level so would it make sense to evaluate based on MPA boundary. Essentially, data could potentially be skewed/normalized? Pat to look into the percentiles.
 - Adams notes that this would favor the higher volume roadways. However, isn't an objective of MPO to also focus energy on lower volume roads? Noted though that we lack data on many of the lower functional class roads overall reducing ability to assign scores.
- Criterion 2.2 – The project under review was not included in a safety plan at the time of development.
- Criterion 2.3 – The project would include signals, ped-path, so would score a 3.
- Criterion 2.4 – This criterion is GIS-based.
- Criterion 3.1 – This criterion helps to push those projects that are ready to go to the top to get them prioritized in near term.
- Criterion 4.1 – This criterion was initially intended to also incorporate review of pavement condition data in GIS; however we currently lack pavement data for all roads, but that is getting developed.
- Criterion 4.2 – This is another subjective criterion that will require project nominators to provide a narrative description. This criterion is also weighted to be of higher value consistent with the ranking of goals by the Technical Committee in the working session. The focus of this criterion is really to prioritize the improvement projects rather than new projects, thereby balancing it out.
- Criterion 4.3 – The Hermon Rd project was informed by public complaints. One potential opportunity is to use the MSB problem reporter.
- Criterion 5.1 – This project was not in the Bike and Pedestrian plan.



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- Criterion 5.2 – This project would create new multi-modal connection more than .5 mile.
 - Bentz flagged that the language needs review – closes gap vs. creates connection and making sure that language choice matches intent.
 - Tucker suggested that the .5-mile distance should be looked at carefully.
- Criterion 5.3 – This project would not support transit.
- Criterion 5.4 – This project would reduce user conflicts by providing separate pedestrian and non-motorized facilities from from motorized facilities.
- Criterion 6.1 – LOS (have both segmental and intersection). Noted that the model lines out 2050 LOS for segments only.
 - Bentz asked how an intersection project would be scored?
 - Bradway answered we would pick the worse LOS of roads intersecting.
- Criterion 6.2 – Adam noted that we used data to try to reduce subjectivity.
 - Tucker noted that this project in question would be hugely helpful for supporting freight refueling but that may not be captured in data alone.
 - Bentz noted that we are scoring against existing data rather than projecting for improving conditions.
 - Bradway noted that existing GIS data was used in the interest of keeping it simple. Reduce the qualitative analysis about future conditions.
 - Strawn suggests considering a qualitative/ description based in addition to the quantitative.
 - Smith notes that this is traditionally one of the highly overlooked areas and would really suggest including qualitative and maybe require less rework in the future.
- Criterion 6.3 – Discussion over intent and meaning of the criterion, specifically whether only new roads over 1 mile in length would receive full points.
 - Adams – What does connect roadway gap mean? Notes that one mile of new road is very expensive in urban areas. Consider reducing road length. Senses that the criteria are very much weighted towards DOT scale projects.
 - Bradway notes that the DOT does not intend to nominate projects, but needs the projects to be in the MTP in order to coordinate STIP.
- Criterion 7.1 – The criterion will rely on GIS analysis of projects within 100-year floodplain data because that’s the data we have available. This project is not in 100-yr floodplain.
- Criterion 7.2 – This project was not intended to, or includes measures to enhance the natural environment.
- Criterion 7.3 – This project would improve network redundancy and improve emergency access.
- Criterion 8.1 – This project did have public agency support.



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- Criterion 8.2 – This project would be categorized as regional because connects two major roads.
- Criterion 8.3 – This project is a minor collector.
- Total Score – 776 (This would be considered a good score overall).

Motions:

*Motion to approve with minor staff edits as required and discussed which would be presented at the November 12 Special Technical Committee meeting (**Bradway**), seconded. Discussion raised by Adams on Criteria 1.2, 5.2 and 6.3.*

Discussion:

- *Criteria 1.2*
 - *Adams suggests that the word improve is more appropriate than the term expand in the context of this Criterion.*
 - *Billafer notes that the words are entirely different in intent and the suggested edits is more appropriate.*
- *Criteria 5.2*
 - *Adams expresses concern over the intent of the criterion and whether this prioritizes large scale projects over smaller projects.*
 - *General concern over the appropriateness of the .5 mile suggested distance and how many projects would in fact meet that threshold.*
 - *Leidner does not want to see the criterion removed in its entirety.*
- *Criteria 6.3*
 - *Adams expresses concern over the intent of the criterion and the appropriateness of the 1-mile threshold which would be expensive to meet.*
 - *Bradway notes that the intent of the threshold was to further stratify project.*
 - *Tucker asks if the distance is intended as distance between existing roads (i.e., one mile of new road) or if the distance could also apply as the crow-flies (i.e., one mile of road between two facilities due to existing accessibility issues).*

*Motion to amend Criterion 1.2 to replace the word "expand" with the word "improve" throughout (**Adams**), seconded. Discussion: Billafer notes that the words are entirely different in intent and the suggested edits is more appropriate. No further discussion. No objections. Motion to amend Criterion 1.2 is approved.*

*Motion to amend Criterion 5.2 to remove the scoring criteria "5 points if the project makes a new non-motorized connection of greater than 0.5 miles" and instead assign "5 points if the project connects two facilities or extends a facility" (**Winnestaffer**), seconded. No further discussion. No objections. Motion to amend Criterion 5.2 is approved.*

*Motion to amend Criterion 6.3 to remove the scoring criteria "5 points if the project connects a roadway gap of 1 mile or greater" and instead assign "5 points if the project connects two roads or extends a road" (**Tucker**), seconded. No further discussion. No objections. Motion to amend Criterion 6.3 is approved.*



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*Motion to approve the MTP evaluation criteria as amended by prior motions (**Bradway**), seconded. No further discussion, no objections. Motion is approved.*

*Motion to extend meeting until 4:20 pm (**Winnestaffer**), seconded. No further discussion, no objections. Motion is approved.*

*Motion to postpone remaining agenda items 7-9 to December Technical Committee Meeting (**Bradway**), seconded. No further discussion, no objections. Motion is approved.*

8. Old Business

a. MTP Update

- Review Interactive Project Map (MSB GIS & RESPEC)
- Review Project Filter, Nomination Form, and Nomination Process (MSB GIS and RESPEC)
- Special Meeting November 12th, 10 am via Teams:
 - a. Existing Conditions Report
 - b. System Deficiency Report
 - c. Preview of the Model
 - d. RESPEC MTP Team Project List based on the data: problem area and project idea/solutions

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

- Policy Board Request: DOT reps on the PB and TC, engage their leadership in documenting improvements that could be made with the 3C process, STIP involvement, and usage of MPV's suballocations without consultation.
- MVP FFY 24,25,26 funding and project documentation update requested by the Technical Committee

Topic will be moved to next meeting, not time sensitive.

c. 26-29 STIP Update (None)

Topic will be moved to next meeting, not time sensitive.

d. Alaska DOT&PF SAFEROADS initiative (speaker?)

Topic will be moved to next meeting, not time sensitive.

9. New Business

10. Other Issues

a. Transit update

- Valley Transit Request: Change the Alaska DOT Transit Management Plan to allow providers to access both Rural and Urban Funding if the region includes both designations.



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- Valley Transit Request: Ask for the Assembly to consider a continuation of funding while the Federal Government is shut down, with the understanding that they will be reimbursed once funding is allocated.

11. Informational Items
 - a. Element Agency – MTP Video
 - b. Possible Call for Project Launch November 21st
 - c. Vision, Goals, and Objectives public comment period closes November 24th
 - d. Reminder about the December 3rd Open House for the public
12. Technical Committee Comments
13. Adjournment

Meeting is adjourned at 4:14 pm.

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



November 2025 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

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

Task 100 B Metropolitan Transportation Plan

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



TIP /Project Scoring Criteria

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

Complete Streets Policy

Task 100 C TransCad Modeling

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

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program



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

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

TASK 100 G Support Services

Budget Management

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

Meetings

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

Staffing

No activity

Correspondence

- Received a request from ADOT&PF to edit our MTP video. Staff discussed the issues with the Board chair and responded by declining



the request because the request exceeded our budget and timeline.
Correspondence is in the packet

Nonprofit Filings and Reports

Organizational Documents

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

Agency Relationships

- Became a Member of the Wasilla Chamber and attended lunch

Contract Management

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

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

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



at the new center. They mention space in the Mann Dentistry building on the corner of Bogard and Seldon. Staff will follow up on this option.

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

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget

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

Training

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

Transit Support

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

TASK 200 A MSB Public Transit Planning Support

No activity



TASK 200 B Transit Development Plan

No activity

TASK 300 Asset Management Plans

No activity

TASK 300 A MVP Sign Management Plan

No activity

TASK 300 B MVP Advanced Project Definition

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

TASK 300 C MVP Streetlight and Intersection Management Plan

No activity

TASK 300 D Pavement Asset Management Plan

No activity



December 2025 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the Technical Committee agenda and packet

Task 100 B Metropolitan Transportation Plan

- Launched the MTP Public Engagement call for projects, and the interactive comment map went live
- Hosted our first MTP public open house

TIP /Project Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

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

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

TASK 100 G Support Services

Budget Management

Meetings

Staffing



No activity

Correspondence

- Received a request from ADOT&PF to edit our MTP video. Staff discussed the issues with the Board chair and responded by declining the request. Correspondence is in the packet

Nonprofit Filings and Reports

Organizational Documents

Agency Relationships

Contract Management

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

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

Strategic Planning

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

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget

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

Training

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



Transit Support

TASK 200 A MSB Public Transit Planning Support

No activity

TASK 200 B Transit Development Plan

No activity

TASK 300 Asset Management Plans

No activity

TASK 300 A MVP Sign Management Plan

No activity

TASK 300 B MVP Advanced Project Definition

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

TASK 300 C MVP Streetlight and Intersection Management Plan

No activity

TASK 300 D Pavement Asset Management Plan

No activity



MVP Monthly Schedule of Topics October 2025-December 2026

October 2025

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

November 2025

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



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

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

December 2025

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

January 2026

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



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

February 2026

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

March 2026

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

April 2026

- 30-day public notice about MTP projects
- Draft FFY27&28 UPWP
- Draft TIP
- Draft Fiscal Plan for MTP and TIP

May 2026

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



June 2026

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

July 2026

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

August 2026

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

September 2026

October 2026

- TIP Completion

December 2026

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

MVP MTP VISION, GOALS, AND OBJECTIVES APPROVED

VISION STATEMENT

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

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

Revised Goal	Revised Objectives
Ensure transportation improvements align with local land use patterns and connect housing to employment	<ul style="list-style-type: none"> / 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	<ul style="list-style-type: none"> / 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	<ul style="list-style-type: none"> / 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	<ul style="list-style-type: none"> / 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	<ul style="list-style-type: none"> / 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 investments in transit facilities
Shorten commute times and improve mobility	<ul style="list-style-type: none"> / 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	<ul style="list-style-type: none"> / 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



Vision, Goals, and Objectives Comment Period

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

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

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



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

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

Responses to above comments:

Response to 11/24/25 Comment:

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

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

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

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



Response to 11/23/25 Comment:

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

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

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

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

Response to 11/18/25 Comment:

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

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

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

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



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

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

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

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

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

Types of evaluation criteria include:

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

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

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

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

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



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

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

Response to 11/6/25 Comment:

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

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

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

Thank you again for your engagement.

Response to 11/21/25 Comment:

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

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

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

Response to 11/16/25 Comment:

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



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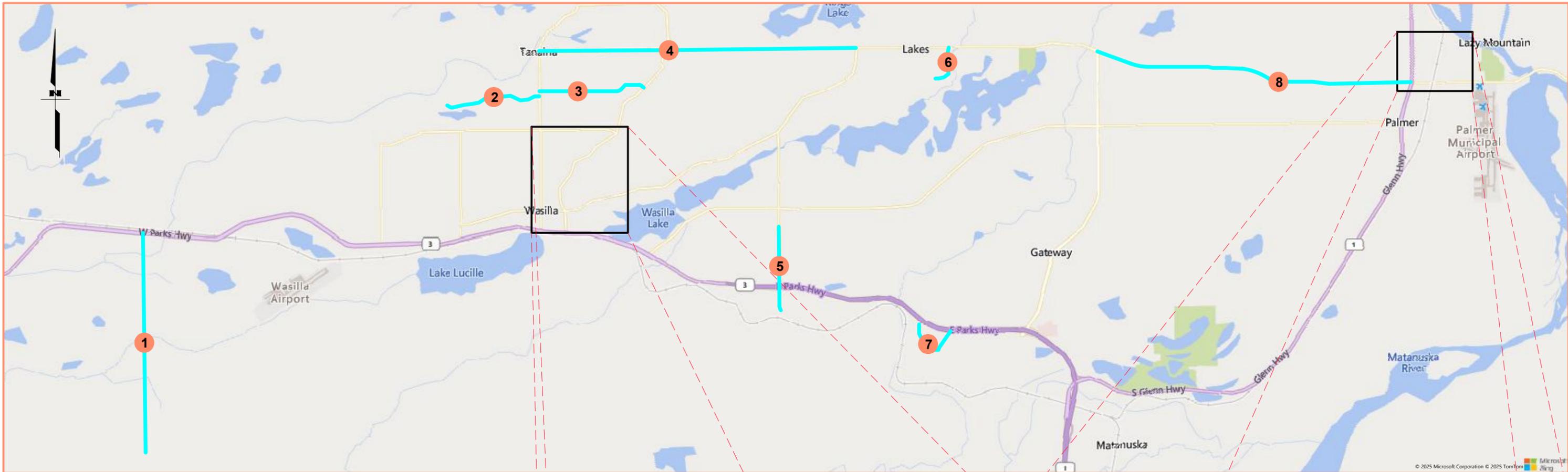
The Parks Highway is maintained and operated by the Alaska Department of Transportation & Public Facilities (DOT&PF), and decisions about lane configuration, traffic control, and capacity improvements on state highways fall under their jurisdiction. We encourage you to share your specific concerns directly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

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

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

Recommendation

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



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

Mat-Su Borough

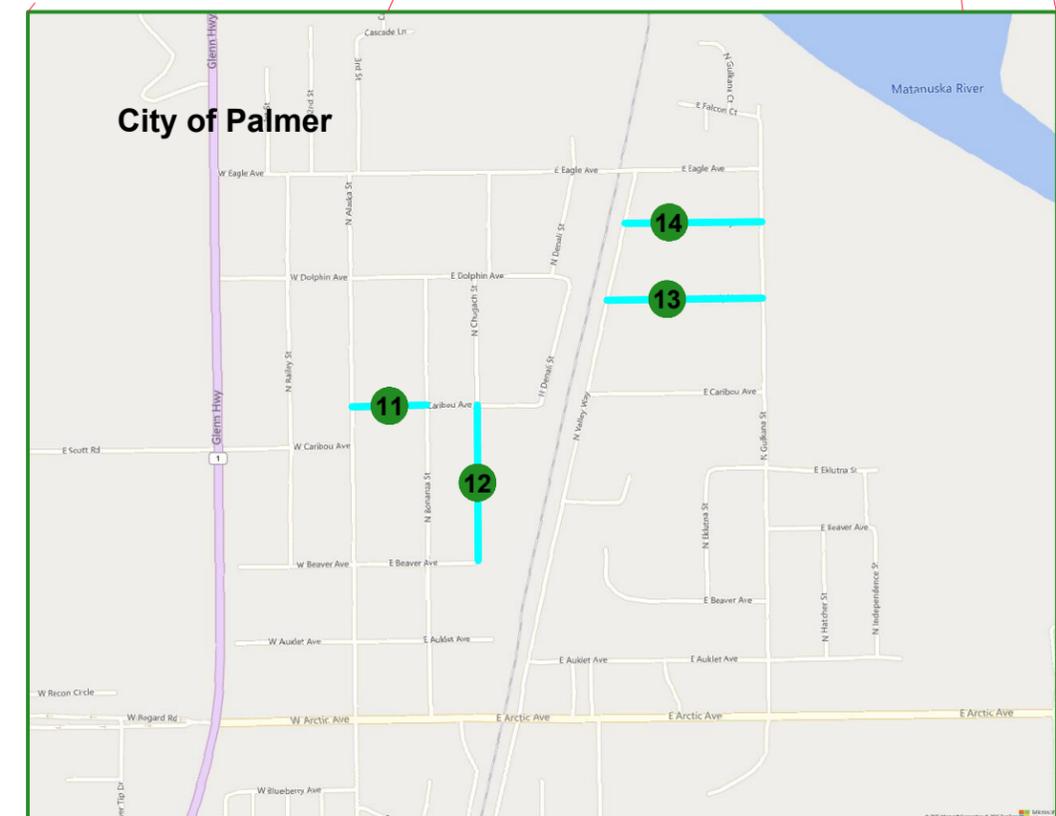
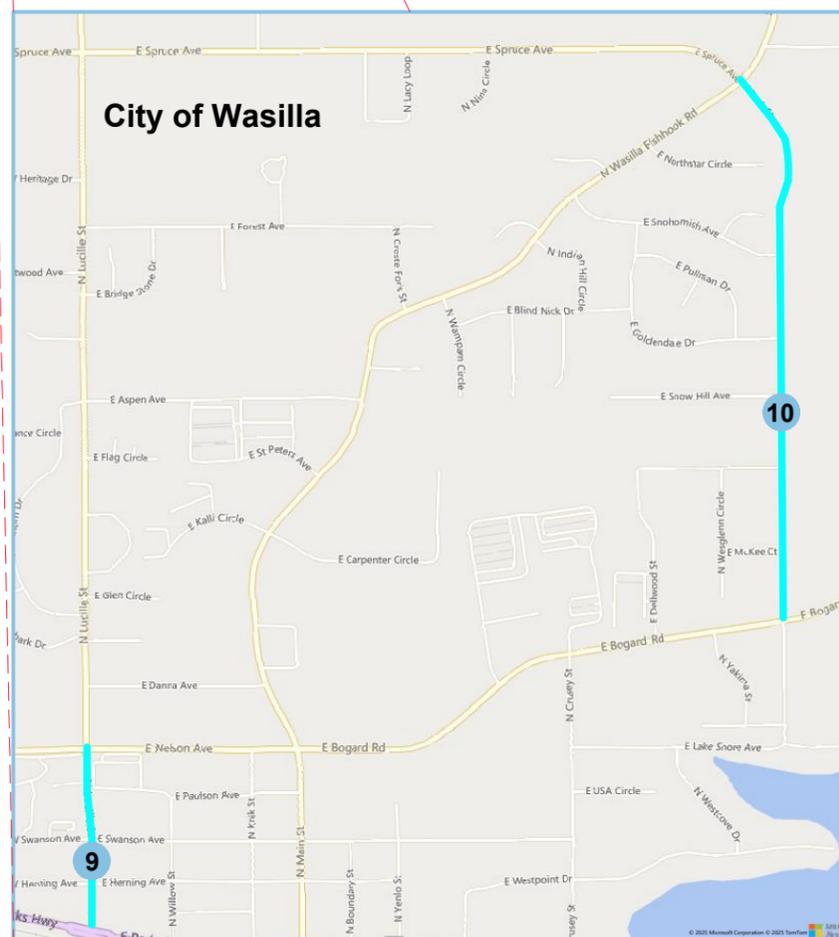
- 1. Vine Road Striping
- 2. Gail Drive Mill & Pave
- 3. Mulchatna Drive Mill & Pave
- 4. Seldon Road Striping
- 5. Seward Meridian Parkway Striping
- 6. Earl Drive and Eek Street Mill & Pave
- 7. Gershmel Loop Mill & Pave
- 8. Bogard Road Striping

City of Wasilla

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

City of Palmer

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



AKDOT & PF, Mat-Su District Office		
Date: May 7th, 2025	Drafted By: CRH	Checked By: CLE
SOA Project No.	CFHWY01288	34

**2025 MVP Project Nominations
SSE Summary Page**

April, 2025

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

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

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

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

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

CONFIRMED SSE

CONFIRMED SCOPE	
------------------------	--

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

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

CONFIRMED SCOPE	
------------------------	--

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

MVP COST ESTIMATES

Vine Road Striping - MSB

Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

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

Improvements:

MARKINGS

Total:

\$371,000

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

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

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

 ROW must be verified - refer to ROW research map that shows potential conflict between Gwene Lane and Sands Drive. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

 Drainage work not included due to ROW and utility implications, in addition to ineligibility under a IR project according to the current HPCM.

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

Improvements:	PAVEMENT	Total:	\$2,255,000
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Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

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

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

ROW must be verified - refer to ROW research map that shows potential conflict between Hematite Drive and Camino Cilo Road along the curve. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

Drainage work not included due to ROW and utility implications, in addition to ineligibility under a IR project according to the current HPCM.

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

Improvements:	PAVEMENT	Total:	\$2,457,000
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Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES
Seldon Road Striping - MSB
Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

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

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

Improvements:	MARKINGS	Total:	\$628,000
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Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES
Seward Meridian Parkway Striping - MSB
Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

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

Improvements:

MARKINGS

Total:

\$697,000

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

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

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

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

Recommend 3R project for this corridor due to poor condition of roadway.

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

Improvements:

PAVEMENT

Total:

\$1,330,000

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

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

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

 ROW must be verified - refer to ROW research map that shows potential conflict at the intersection with Homing Spur Road and the beginning of Gershmel Loop.
 However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

 Drainage work not included due to ROW and utility implications, in addition to ineligibility under a 1R project according to the current HPCM.

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

Improvements:	PAVEMENT	Total:	\$1,320,000
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Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES
Bogard Road Striping - MSB
Cost Estimate

April 2025

SCOPE

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

MSB Project

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

ASSUMPTIONS & REMARKS

Assume inlaid markings.

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

Improvements:

MARKINGS

Total:

\$901,000

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES

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

April 2025

Cost Estimate

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume no utility conflicts.

ROW must be verified - refer to ROW research map that shows potential conflict at NE quadrant of Swanson Ave. intersection. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

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

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

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

April 2025

Cost Estimate

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume no utility conflicts.

ROW must be verified - refer to ROW research map that shows potential conflict at NE quadrant of Swanson Ave. intersection. However, as work will be contained within existing roadway footprint, assume prescriptive rights will allow for this project to be completed.

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

Improvements:

PAVEMENT

Total: \$763,000

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES

N Peck St - Wasilla

Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume no ROW or utility conflicts.

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

Improvements:

PAVEMENT

Total: \$1,532,000

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES

Caribou Ave - Palmer

Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume no utility or ROW conflicts with project or construction.

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

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

PLANNING ESTIMATE	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTAL
<i>Design</i>	14,000										14,000
<i>Utilities</i>											-
<i>Right of Way</i>											-
<i>Construction</i>			152,000								152,000
TOTAL	14,000	-	152,000	-	-	-	-	-	-	-	166,000

CONFIRMED SSE

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

MVP COST ESTIMATES
N. Chugach Street - Palmer
Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume no utility or ROW conflicts with project or construction.

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
REMOVALS					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	111	CY	\$15.00	\$1,666	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
INSTALLATIONS					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	216	TON	\$35.00	\$7,558	Assume 144 ft ³ Est. Factor
401(1A) HMA, Type II: Class A	226	TON	\$150.00	\$33,964	Assume 151 ft ³ Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	12	TON	\$705.00	\$8,460	Assume 5.3% Est. Factor
401(14) Joint Adhesive	750	LF	\$1.00	\$750	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
TRAFFIC CONTROL					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$4,260	Assume surface markings at 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
MATERIAL SUBTOTAL					
Sum				\$56,658	
OTHER					
640 Mobilization/Demobilization	1	LS	All Req'd	\$10,000	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$3,400	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$2,266	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$8,499	15% of pay items
CONSTRUCTION SUBTOTAL					
Sum				\$80,823	
COST ESTIMATE SUMMARY					
Preliminary Design (Phase 2)		%	15.00%	\$12,123	WITH 5.17% ICAP
Construction (Phase 4)		LS	All Req'd	\$80,823	
Construction Administration		%	15.00%	\$12,123	
Misc.		%	10.00%	\$8,082	
Contingency		%	30.00%	\$35,700	
2027 Inflation (Year)	2	YEARS	3.00%	\$9,388	
Improvements: PAVEMENT			Total:	\$166,000	

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES

E. Dolphin Ave - Palmer

Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

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

Work	Quantity	Unit	Unit Cost	Total Cost	Remarks
REMOVALS					
202(2) Removal of Pavement	0	SY	\$12.00	\$0	
203(3) Unclassified Excavation	107	CY	\$15.00	\$1,607	
202(9) Removal of Curb and Gutter	0	LF	\$21.00	\$0	
INSTALLATIONS					
203(6A) Borrow, Type A	0	TON	\$15.00	\$0	
301(1) Aggregate Base Course, Grading D-1	208	TON	\$35.00	\$7,291	Assume 144 ft ³ Est. Factor
401(1A) HMA, Type II: Class A	218	TON	\$150.00	\$32,768	Assume 151 ft ³ Est. Factor
401(4) Asphalt Binder, Grade PG 64-40	12	TON	\$705.00	\$8,163	Assume 5.3% Est. Factor
401(14) Joint Adhesive	723	LF	\$1.00	\$723	
608(6) Curb Ramp	0	EACH	\$5,000.00	\$0	
608(17) Detectable Warning Tile	0	EACH	\$2,750.00	\$0	
609(2) Curb and Gutter, Type 1	0	LF	\$80.00	\$0	
TRAFFIC CONTROL					
670(10) MMA Pavement Markings	1	LS	All Req'd	\$4,110	Assume surface markings at 30K per mile
Roundabout MMA	0	LS	\$50,000.00	\$0	
MATERIAL SUBTOTAL					
Sum				\$54,663	
OTHER					
640 Mobilization/Demobilization	1	LS	All Req'd	\$10,000	8% of pay items OR \$10,000
641 Erosion/Pollution Control	1	LS	All Req'd	\$3,280	6% of pay items OR min. \$3000
642 Construction Surveying / Survey Party	1	LS	All Req'd	\$2,187	4% of pay items OR min. \$1500
643 Traffic Maintenance / Flagging / Control	1	LS	All Req'd	\$8,200	15% of pay items
CONSTRUCTION SUBTOTAL					
Sum				\$78,329	
COST ESTIMATE SUMMARY					
				COST	WITH 5.17% ICAP
	Preliminary Design (Phase 2)	%	15.00%	\$11,749	\$12,357
	Construction (Phase 4)	LS	All Req'd	\$78,329	\$82,378
	Construction Administration	%	15.00%	\$11,749	\$12,357
	Misc.	%	10.00%	\$7,833	\$8,238
	Contingency	%	30.00%	\$34,599	\$36,315
2027	Inflation (Year)	2	YEARS	3.00%	\$9,099

Improvements:

PAVEMENT

Total: \$161,000

Scope, Schedule, Estimate (SSE) Confirmation

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

PLANNING SSE

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

CONFIRMED SSE

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

MVP COST ESTIMATES

E. Gold Key Lane -Palmer

Cost Estimate

April 2025

SCOPE

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

INPUTS

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

ASSUMPTIONS & REMARKS

Assume no utility or ROW conflicts with project or construction.

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

Draft MVP MTP Project Nomination Form

Final form will be available in Survey123

Splash Page Content:

(Includes MVP brand logo)

Title: MVP's Metropolitan Transportation Plan Project Nomination Form

Text:

MVP is developing its very first Metropolitan Transportation Plan. The MTP will chart our region's transportation future through 2050, identifying the projects and investments needed to keep the Mat-Su Valley connected, safe, and thriving as we grow.

Use this form to nominate transportation projects for consideration in MVP's MTP. All submitted projects will be evaluated for consistency with regional goals, land use integration, safety, asset management, and funding readiness.

The nomination period closes on **DATE**.

How to Use this Form

For 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 (mackenze.origer@matsugov.us).

Project Eligibility

Before you fill this nomination form out, please note that only projects that are 1) located with the Metropolitan Planning Area (MPA) boundary and 2) eligible for FHWA funds will be considered for potential inclusion in the MTP.

Project Location

[Point placement map.](#)

If project nominations are to be submitted as a point, then will need some explanation as to how to decide where to submit that point, especially if looking at extended linear project area. Would also reiterate that the point and project must occur wholly within the MPA.

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

Add notes on tools available within map, especially the expand tool.

Submitter Information

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

Contact Name:

Contact Phone Number:

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

Note: All projects adopted in the MTP require at least a 9.03% non-federal match.

Estimated project cost (if available):

Are there existing identified funding sources for this project?

- Yes (narrative including the source, amount, and status)
- No

Project Phases Being Nominated:

- Planning/Study
- Preliminary engineering
- Right-of-Way
- Construction
- Operations/Maintenance

Land Use Integration

Is the project included in an existing land use or transportation plan?

- Yes: provide plan name and location in document of project occurrence
- No/ Unknown

Does the project include or is it contained within a corridor identified in an access management plan?

- Yes: provide plan name and location in document of project occurrence
- No/ Unknown

Provide a brief description of how your project would improve access to employment, education, healthcare, or other key destinations.

Improving Network Safety

Is the project included in an existing safety plan?

- Yes: provide plan name and location in document of project occurrence
- No/ Unknown

Does your project implement safety design features (e.g., improved lighting, signage, speed reduction, or crossings) or address documented safety issues?

- No
- Yes – If yes, please provide a narrative explanation for each applicable transportation mode below of how your project addresses documented safety issues and what types of safety design features are included.
 - General Automotive
 - Freight
 - Bike
 - Pedestrian
 - Transit

Supports System Maintenance

Does your project address pavement or bridge condition issues?

- No
- Yes – If yes, please provide a narrative explanation of how your project would address pavement or bridge condition issues.

Does your project improve operations?

- No
- Yes – If yes, please provide a narrative explanation of what operational improvements your project includes.

Does your project directly address an area with a known record of public complaints?

- No
- Yes – If yes, please provide a narrative explanation of how your project would ameliorate public complaints.

Supports More Diverse Transportation Options

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

- Yes: provide location in document of project occurrence
- No/ Unknown

Does your project support multi-modal transportation?

- No
- Yes – If yes, please provide a narrative explanation of how your project would support multi-modal transportation.

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

Does your project reduce user group conflicts?

- No
- Yes – If yes, please provide a narrative explanation of how your project would reduce user group conflicts.

Supports Network Resiliency and Environmental Considerations

Does your project reduce the vulnerability of transportation facilities?

- No
- Yes – If yes, please provide a narrative explanation of how your project would reduce transportation facility vulnerability.

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

- No
- Yes – If yes, please provide a narrative explanation of what features would be included.

Does your project improve emergency response?

- No
- Yes – If yes, please provide additional information.

Public and Agency Support

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

- Yes
- No

If yes, please attach a document of endorsement.

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.

MVP MTP Project Evaluation Criteria + Scoring

Goal Area	Key	Criterion Number	Criterion Description	Evaluation Metric	Available Points	Scored	Weight	Evaluated Total Score	Evaluator Notes
					11	0	15%	0	
1. Ensure transportation improvements align with land use patterns & connect housing to employment	Person icon	1.1	consistent with adopted plans and local land use plans/policies	included in an adopted plan	3			0	
				not included in any plan	0				
	Person icon	1.2	improves access to employment, education, healthcare, or other key destinations including tourism and recreation	project is focused on improving access	5				
				project improves access somewhat	3				
				does not improve access	0				
	Person icon	1.3	includes ROW or access management components that coordinate with land use	included in an access management plan	3				
not included in an access management plan				0					
					12	0	25%	0	
2. Improve transportation safety for all modes	Calendar icon	2.1	addresses a high crash location / issue	project is on a road/corridor/ intersection in top 20th percentile EPDO	5			0	
				project is on a road/corridor/intersection in 60th-80th percentile EPDO	3				
				project is on a road/corridor/intersection in 40th-60th percentile EPDO	1				
				not applicable, project does not have an associated EPDO score	0				
	Person icon	2.2	identified need in a safety plan (e.g., Safe Routes to School, Walking Routes, Comprehensive Safety Action Plan)	project is in a safety plan	3				
				project is not in a safety plan	0				
	Person icon	2.3	implements safety design features / addresses documented issues	project includes safety feature(s) or addresses documented issues for multiple modes	3				
				project includes safety feature(s) or addresses documented issues for a single mode	1				
			project would not include safety design features	0					
Calendar icon	2.4	addresses vulnerable users (e.g., school crossings, senior housing)	within 1/2-mile of a school, senior center, senior housing	1					
			not within 1/2-mile of a school, senior center, senior housing	0					
					3	0	5%	0	
3. Leverage all available funding resources	Person icon	3.1	Project has some funding allocated	no funding	0			0	
				match funding secured	3				
					13	0	20%	0	
4. Maintain the system in a state of good repair	Person icon	4.1	improves asset condition (e.g., pavement or bridge condition ratings)	addresses pavement/ bridge condition	5			0	
				does not address pavement/ bridge condition	0				
	Person icon	4.2	improves operations (e.g., replaces lights)	yes	5				
				no	0				
	Person icon	4.3	addresses public complaints	record of public complaints	3				
				no record of public complaints	0				
					18	0	10%	0	
5. Create opportunities for more diverse transportation options	Person icon	5.1	upgrades/adds non-motorized facilities	a project identified in MSB Bike and Pedestrian plan	5			0	
				project adds or improves other transit, bike, pedestrian facilities	3				
				maintains existing facility(ies)	1				
				does not add or improve non-motorized facilities	0				
	Person icon	5.2	closes a gap in the multimodal network	new connection between two existing facilities or extends a facility	5				
				no change	0				
	Person icon	5.3	supports transit	project adds or improves transit facilities	5				
				project maintains existing facility	3				
				project does not improve transit facilities	0				
	Person icon	5.4	reduces user group conflicts	yes	3				
does not reduce user group conflict				0					
					15	0	10%	0	
6. Shorten commute times & improve mobility	Calendar icon	6.1	improves Level of Service rating	project is on a roadway with LOS E or F	5			0	
				project is on a roadway with LOS C or D	3				
				project is on a roadway with LOS A or B	0				
				not applicable, project does not have an associated LOS rating	0				
	Calendar icon	6.2	increases mobility for freight movement	on a designated freight network	5				
				route has truck volume above 10%	3				
			route has truck volume above 5%	1					
			not applicable, project does not have an associated truck volume	0					
Person icon	6.3	addresses a gap in the transportation network	new connection between two roads or extends a road	5					
			no change	0					
					15	0	15%	0	
7. Build a resilient transportation network	Person icon	7.1	improves resiliency of at-risk infrastructure	addresses infrastructure in an identified 100-yr flood zone	5			0	
				reduces the vulnerability of transportation facilities	3				
				no change	0				
	Person icon	7.2	includes features that enhance or protect the natural environment	improves or protects natural habitat (e.g., fish passage culverts, wildlife under/over, signs, fencing)	5				
				project provides no specific means of improving natural habitat	0				
	Person icon	7.3	provides network redundancy or improves emergency access	Provides redundant emergency access to single access community or emergency facility	5				
				Improves emergency vehicle access/enhances emergency response	1				
				Does not improve emergency access	0				
8. Additional Criteria									
Person icon	Person icon	8.1	Public Support	Resolution of support from organized governing body (e.g., community council, city, RSA)	5			0	
				Documented public support/letters/petitions	3				
	Calendar icon	8.2	Population Reached	Regional/areawide users	5				
				Less than areawide; single community	3				
				Multiple neighborhoods/destinations	1				
				Single neighborhood/destination	0				
	Calendar icon	8.3	Functional classification	Arterial or greater	5				
				Major Collector	3				
				Minor Collector	1				
				Local	0				
					SUB TOTAL	0			
					TOTAL SCORE	0			

How to score a project with this form:

1. Review the nomination packet in its entirety to get an overview of the project.
2. Criteria with the calculator icon  are scored programmatically using GIS. Do not score these criteria.
3. For each criterion with the person icon , score the criteria according to the information provided by the project sponsor/nominator. Enter your score in the 'scored' column (see red box below).

Evaluation Metric	Available Points	Scored
	11	0
included in an adopted	3	
not included in any plan	0	

4. Scores are automatically tabulated in the 'evaluated total score' column.

Evaluated Total Score
0

5. Use the 'evaluator notes' column to record any comments or notes on your score.
6. The project's subtotals and total score will be automatically updated in the yellow boxes.

SUB TOTAL	0
TOTAL SCORE	0

For a complete description of each criterion and how they are evaluated, open the full evaluation guide by double-clicking on the link below. Use the bookmarks pane in your PDF viewer to navigate to specific criteria.

Double-click on the link below to open the full scoring guide as a PDF.



[11.20.25_MTP_Project_Evaluation_and_Scoring_Methodology_guide.pdf](#)

Program Deep-Dives

34464

DOT&PF Fleet Conversion

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

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

2024-2027 STIP Funding by Phase

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

2024-2027 STIP Funding by Source

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



Community Outreach & Engagement Analytics Report

Reporting Period: Last 30 Days

Prepared for: Technical Committee and Policy Board Meetings

Date: December 2, 2025

Executive Summary

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

Website Performance

Our website traffic increased substantially during the outreach period:

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

Top Pages Visited:

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

Social Media Engagement

Platform Performance

Facebook:

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

Instagram:

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

Geographic Reach

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

- Palmer, Wasilla, Greater Mat-Su Borough communities

Paid Social Media Advertising

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



Email Marketing (MailChimp)

Campaign Overview:

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

Campaign Breakdown:

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

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

Print Advertising

Frontiersman and Mat-Su Sentinel:

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

Direct Stakeholder Outreach

Targeted Email Campaign:

- 35 unique stakeholder contacts directly engaged

Organizations Contacted:

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

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

Conclusion

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