

By:	A. Strawn
Introduced:	July 20, 2026
Public Hearing:	August 3, 2026
Action:	Adopted

MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION NO. 26-18

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION RECOMMENDING THE ENGSTROM ROAD TO TRUNK ROAD CORRIDOR PROJECT AND RECOMMENDING THE SOUTHERN ROUTE AS THE PREFERRED ALIGNMENT IDENTIFIED IN THE JULY 2026 ROUTE SELECTION REPORT.

WHEREAS, in November of 2021, MSB residents voted and approved the TIP21 road bond package, including \$2,500,000 for an Engstrom Road to Trunk Road Corridor. The Information Memo supporting the TIP21 package approved by the Assembly stated the "*Project would provide connection from Engstrom to Trunk Road connecting to a segment of Homestead Road north of the Trunk-Bogard roundabout reducing heavy traffic on Engstrom Road*". This statement describes what is now referred to as the "Southern Route"; and

WHEREAS, the Assembly-adopted 2022 Official Streets & Highways Plan (OSHP) calls for both the Southern (minor collector) and a Northern Route (major collector) connections as necessary to serve the long-term needs for transportation infrastructure; and

WHEREAS, the OSHP also calls for major collector connections from Tex-Al to Tex-Al and from Engstrom to Engstrom North, both directly serving the Northern portion of the Fishhook Triangle, and both of which are currently underway; and

WHEREAS, upon completion, the Tex-Al and Engstrom North connections will provide substantial congestion relief, improved safety, and alternative access for emergency response vehicles to the northern part of the Fishhook Triangle; and

WHEREAS, in August, 2025, the MSB adopted the Bogard-Seldon Corridor Access Management Plan (CAMP). Section 3.2 of the CAMP outlines key strategies, including: "main goal ... is to reduce the number of conflict points ..." and "The use of frontage and backage roads will effectively consolidate access points ... reducing conflict points and improving safety." A new Southern Route would, by definition, provide a backage road consistent with the Bogard-Seldon CAMP; and

WHEREAS, In July 2026, MSB Public Works completed a Final Route Selection Report (RSR), exploring multiple options for locating a connector road, and with the stated project objective to "provide congestion relief, safety improvements, and alternative access along Engstrom Road." (reference: RSR Section 1.1); and

WHEREAS, Central Gravel Products (CGP), operating to the North-East of the Engstrom Bogard intersection over the next 30 years, uses Bogard Road (right turn only) and Engstrom Road (left or right turn) for driveway access, and all trucks (except those

heading north on Engstrom) will pass through the Engstrom-Bogard intersection; and

WHEREAS, construction of the Southern Route connector between Trunk Road and Engstrom would provide an alternative primary access to CGP, remove the vast majority of CGP truck traffic from using the section of Bogard Road between Trunk and Engstrom, and from using the Engstrom-Bogard intersection, thereby addressing the primary safety-related concern of the nearby communities; and

WHEREAS, a decision to move forward with the Southern Route at this time would still meet project objectives by providing additional congestion relief, safety improvements, and alternative access to Engstrom Road; and

WHEREAS, the Southern Route is estimated at 29% to 42% the cost of the Northern Route - even before factoring in the potential cost savings associated with ROW procurement and road construction in collaboration with the owner of CGP, who has offered potential cooperation and savings; and

WHEREAS, major property owners along the Northern Route have expressed (directly and publicly) very strong opposition to negotiating ROW for a major road along and through their undeveloped and historical homestead properties. In contrast, the primary property owner impacted by the Southern Route has gone on

record expressing his willingness to provide ROW. In addition to respecting property owner rights, this could drive the cost premium of a Northern Route even higher and add significant schedule delays involved with condemnation / eminent domain proceedings.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby recommends the southern route as the preferred alignment for the Engstrom Road to Trunk Road Corridor Project and recommends that the Matanuska-Susitna Borough Assembly adopt the southern route as the preferred corridor for advancement into preliminary design, right-of-way planning and acquisition, environmental permitting, and future project development, subject to the availability of funding.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this 3rd day of August, 2026.


RICHARD ALLEN, CHAIR

ATTEST


LACIE OLIVIERI, PLANNING CLERK

(SEAL)



YES: McCabe, Glenn, Scoggin, Fonov, Carpenter, Allen

NO: None