

MATANUSKA-SUSITNA BOROUGH
Transportation Advisory Board (TAB)
MINUTES

Edna DeVries, Mayor

Jesse Peterson - Chair
Terry Gorlick – Vice Chair
Randy Durham
Kristina Whitman
Tim Alley
Pierce Schwalb

Julie Spackman – Staff Support



Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT
Alex Strawn, Planning & Land Use Director
Jason Ortiz, Planning & Land Use Deputy Director
Wade Long, Development Services Manager
Tyler Young, Platting Officer

Location:
MSB DSJ BLDG.
Lower Conference Room
350 E. Dahlia Ave. Palmer, AK

May 29, 2026
SPECIAL MEETING
10:00 a.m.

I. CALL TO ORDER: 10:01 a.m.

ROLL CALL – DETERMINATION OF QUORUM. Present: Peterson, Alley, Schwalb.
Online: Whitman and Gorlick arrived at 11:51 a.m. Quorum established.
Absent: Durham.

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

- A. Add Approval of Minutes after Approval of Agenda
- B. Add audience participation after NLCC presentation for testimony about Engstrom-Trunk Route Selection

Motion to approve agenda as amended: Schwalb.
Second: Alley. None opposed. Motion passed unanimously.

IV. APPROVAL OF MINUTES

- A. April 10, 2026.

Motion to approve minutes: Alley. Second: Schwalb. None opposed. Motion passed unanimously.

V. AUDIENCE PARTICIPATION (*three minutes per person*) – None.

VI. STAFF/AGENCY REPORTS & PRESENTATIONS

- A. Engstrom/Trunk Connector – Rod Hanson, North Lakes Community Council.
Opposed to Northern Routes for Engstrom to Trunk Connector.

- i. AUDIENCE PARTICIPATION:

- 1. Opposed to Northern Routes for Engstrom to Trunk Connector:

- a. Gregory Sindt
- b. Adam Jenki
- c. John Miller
- d. Mark Saddler
- e. Ty Havemeister
- f. Simon Gilliland
- g. Sharon Johnson

2. MSB Public Works Director, Tom Adams, addressed items raised in audience participation and the Route Selection Report.

ii. Discussion. No action taken at this time.

B. Metropolitan Planning Organization DRAFT Complete Streets Policy – Anjie Goulding and Carrie Cecil, MatSu Valley Planning for Transportation. Description of the proposed policy. Invitation to provide comment on the [Unified Planning Work Program](#) (Public Comment period closes June 28, 2026). High level overview of Metropolitan Planning Organization funding.

C. MSB Limited Road Powers – Alex Strawn, Planning & Land Use Director. Current limitations on MSB due to status as a Second Class Borough. If the MSB were to adopt Limited Road Powers and allocate annual funding there would be opportunities for advanced purchase of rights-of-way and pre-design engineering.

VII. UNFINISHED BUSINESS

VIII. NEW BUSINESS

IX. MEMBER COMMENTS

- A. Alley – none
- B. Schwalb – none
- C. Whitman – none
- D. Gorlick – none
- E. Peterson – I expect that we'll have lots of these engaging conversations moving forward because the borough is growing and that's a good thing. This is a public process and giving the opportunity for you guys to speak and get in front of us. Like I said before, we are just an advisory board. We advise the Assembly. There's another opportunity for you guys and they're the decision makers, not us. And so we're looking at, from an engineering and construction user standpoint for the entire borough, so that's our mission here.

X. NEXT MEETING DATE: 10:00 a.m., Friday, July 24, 2026

XI. ADJOURNMENT – 11:55 a.m.

How is MVP funded?



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

MatSu Valley Planning *for* Transportation (MVP) is the Mat-Su Valley's Metropolitan Planning Organization (MPO). An MPO is a federally required, federally funded transportation planning and policy-making organization. MVP was established when the core area of the Mat-Su reached the population threshold for designation as an urbanized area (i.e., greater than 50,000).

MVP receives an annual allocation of planning and capital funds from the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) via Alaska DOT&PF. MVP was also granted \$1 million from the Alaska Legislature to support organizational startup and operations.

2023

The first year that MVP began receiving federal funds

\$16.5 million

MVP's FY26 allocation of STBG, CRP, and TAP funds (includes carry forward)

\$10 million

Approximately how much MVP anticipates receiving in federal planning and capital funds annually beginning in FY27.

From Congress to the Mat-Su: The Flow of Federal Transportation Funds



Congress

Congress passes transportation bills, setting funding levels and policies. Funds come from the Highway Trust Fund, which includes gas taxes and transportation fees, and the General Fund.



Alaska DOT&PF

State DOTs receive funds, typically based on federal apportionment tables.



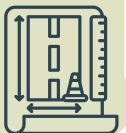
MPOs

Funds are suballocated to Alaska's three MPOs - i.e., Anchorage's AMATS, Fairbanks's FAST Planning, and MVP.



MVP

Our **MTP** prioritizes where federal funds should be spent over the next 20-25 years. Our **TIP** programs four-years of federal funds for specific projects. The MTP and TIP require MVP Policy Board approval.



Project Implementation

Once programmed, funds may be used by state and local governments to implement projects that meet regional needs. Projects must be in the MTP and TIP.

How is MVP funded?



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Federal Fund Sources

Most of MVP's funds come from formula programs that distribute funds based on population and transportation system needs. MVP is also eligible to seek funds under various federal competitive grant programs. MVP's core funding programs include:



Metropolitan Planning Funds (PL/5303)

These formula funds support MVP's planning activities. They fund transportation studies, staff, and long-range planning efforts.

**MVP FY26
Allocation***

\$565,000



Surface Transportation Block Grants (STBG)

Projects that preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

\$12,850,000



Carbon Reduction Program (CRP)

Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

\$2,750,000



Transportation Alternatives Program (TAP)

Projects focused on improving ground transportation: pedestrian and bicycle facilities, converting abandoned railroad corridors to trails, safe routes to school, environmental mitigation, historic preservation, vulnerable road user safety assessments, and vegetation management.

\$936,000

*Includes carry-forward
from FY24/FY25.
Numbers rounded.

Match Requirements

Most federal funds require a local/non-federal match. For MVP, facility owners will provide a **9.03%** match for capital projects programmed in the TIP. Additionally, in support of our operations and planning responsibilities, MVP receives annual dues from the jurisdictions represented by MVP's Policy Board to match our planning (PL) funds (i.e., the State of Alaska, Mat-Su Borough, City of Palmer, City of Wasilla, Knik Tribe, and Chickaloon Village Native Tribe).

Where have MVP funds been spent so far?

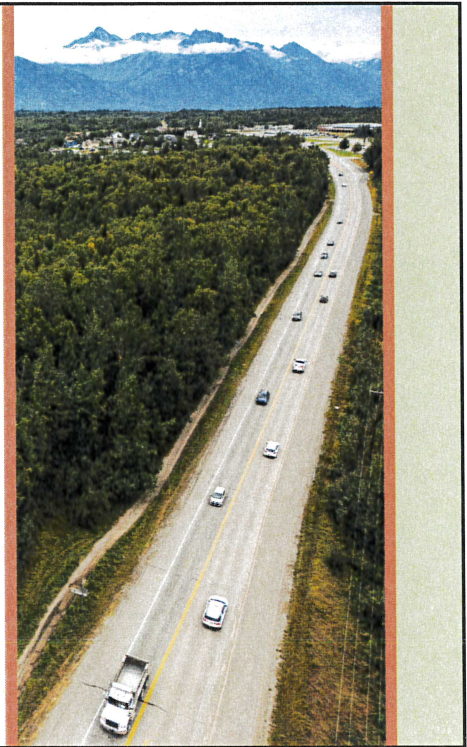
Typically, MPOs program funds through TIP. However, as MVP is still working on developing our inaugural MTP and TIP, we adopted an **Interim Program of Projects (PoP)** in July 2024 (updated in 2025) to enable interim use of federal funds. The PoP includes several projects from the State Transportation Improvement Program (STIP) (e.g., Seldon Road Reconstruction from Wasilla-Fishhook to Lucille Street), as well as funding for the MVP Improvement Program to perform gravel or asphalt preservation activities on roads, sidewalks, and pathways. Construction on the latter is expected to begin summer 2026.



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

MTP 2050 & MVP's TIP Overview

TAB Presentation
July 24, 2026



1

Who is MVP & What is the MTP 2050?

Who is MVP?

MatSu Valley Planning for Transportation (MVP) is a Metropolitan Planning Organization (MPO), a **federally required and funded transportation planning and policy-making organization**. There are 459 MPO's in the United States today. MVP is the 3rd MPO in Alaska.

MVP was established February 14, 2024 as a nonprofit corporation, governed by a 7-member board of **elected and appointed representatives of each of the six regional governments**.

What is the MTP 2050?

The Metropolitan Transportation Plan (MTP) is a federally required regional plan guiding investments in roads, transit, bike/ped facilities, and freight. MVP anticipates programming approximately \$10 million of federal funds annually over the 20+ year horizon of the MTP to support projects.



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

2

MTP 2050 Development Timeline & Activities



3

Project Nomination, Scoring & Fiscal Constraint

EVALUATION CRITERIA

- ☐ Land use alignment & housing-to-employment connections
- ☐ Transportation safety improvement for all modes
- ☐ Leverage available funding resources
- ☐ System maintenance / state of good repair
- ☐ Multi-modal network enhancement
- ☐ Mobility & commute time improvements
- ☐ Resilience of transportation network
- ☐ Public support, population served & functional classification

Evaluation uses both quantitative (GIS/data) and qualitative (panel review) methods.

FISCAL CONSTRAINT

The MTP 2050 must demonstrate projects can be funded using committed, available, or reasonably available revenue sources. (23 CFR 450.104)

Short Range 2027–2030

Medium Range 2031–2040

Long Range 2041–2050

Illustrative Future Priorities

9.03% non-federal share is required for each project

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MVP MTP 2050 Draft Project List

Short Range 2027–2030

ID 1 Nelson Ave Multimodal Pathway
ID 4 KGB Elementary Pathways & Crossing
ID 5 Seldon & Church Intersection Improvements
ID 6 Nelson Road Extension
ID 7 Finger Lake Elementary Path Improvements
ID 11 Elkhorn Dr Sidewalk to Lucille St
ID 14 East Auklet Ave from N Alaska to AKRR ROW
ID 17 Lucille Lake North Shore Access Improvement Project
ID 18 N Bailey Rd Upgrades N Bailey St from Beaver to W Eagle
ID 19 S Seward Meridian to E Sun Mtn Ave
ID 25 E Beaver Upgrade E Beaver from N Alaska to N Chugach
ID 27 Machetan Elementary Path & Crossing Improvements
ID 29 Entire E Rempel Ave
ID 36 Reconstruct Foothills from KGB to Sweet Birch
ID 72 ADA Assessment
ID 73 User Conflict Study
ID 74 Local Road Speed Management Plan
ID 76 School Zone Sign Standardization
ID 49 Seward Mer. Parkway Pavement Parks Hwy -- PW Hwy**

Medium Range 2031–2040

ID 10 Vine Road Pavement Preservation
ID 23 Bogard Road Pavement Pres, Glenn to Trunk
ID 31 49th State St Pavement Preservation
ID 33 Endeavor Pathway Connection from KGB to Riley
ID 37 E Westpoint Drive Pavement & Ped Safety Upgrade
ID 38 Pathways for Teeland/Mat-Su Career Tech HS
ID 39 Seldon Road Pavement Preservation Church to Lucille
ID 43 Pioneer Peak Elementary Pathways
ID 9 King Salmon Drive Bridge Replacement
ID 55 Trunk Road Pavement Preservation, Parks to Nelson
ID 66 Pamela Drive Pavement Preservation

Long Range 2041–2050

ID 44 S Mack Pedestrian Pathway Project
ID 47 Farm Meadows Ave Upgrade and Extension
ID 48 S Frontier Drive Extension East
ID 21 Riley Drive Paving and Pedestrian Pathway
ID 50 Sunset Ave Pavement Preservation
ID 53 Caribou Street Pavement Preservation
ID 54 Clapp Street Pavement Pres KGB Road to Laurie Ave
ID 57 Lucille Street Pathway North Extension
ID 58 Settlers Bay Drive Pavement Preservation
ID 60 Turner Road Pavement Preservation
ID 63 Carmel Road Pavement Preservation
ID 64 Copper Creek Road Pavement Preservation
ID 26 Charley Drive Rehabilitation

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MVP's TIP

Transportation Improvement Program

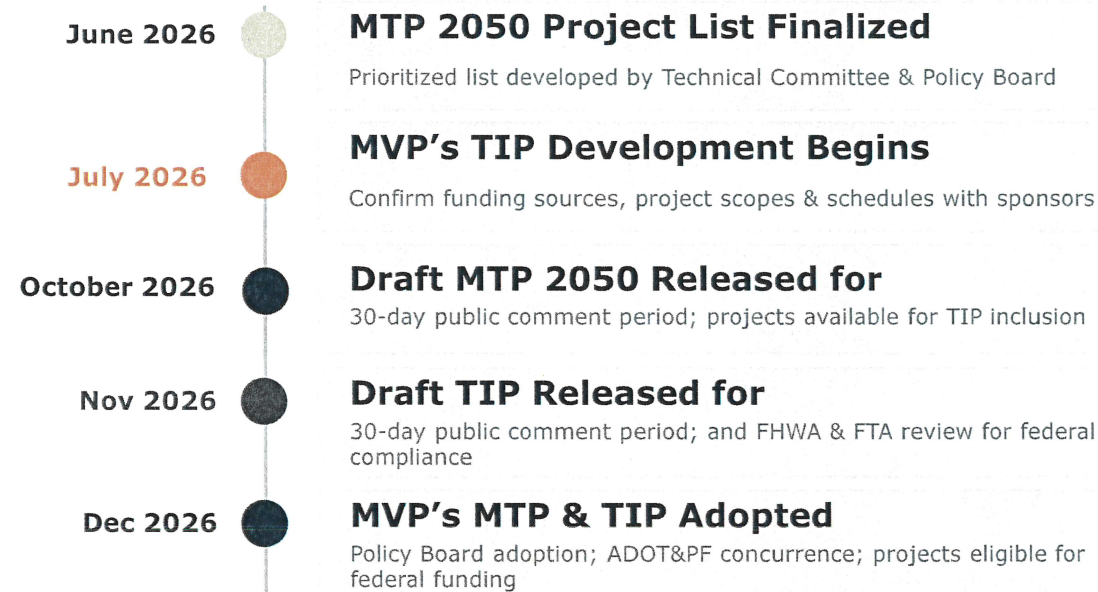
- 4-year short-range project funding program
- Identifies specific projects with funding sources & schedules
- Federally required — projects MUST be in TIP to receive federal funds
- MVP will update annually
- Must be fiscally constrained to reasonably available revenues
- Draws directly from the long-range MTP project list

MVP MTP vs. TIP

	MTP	TIP
Horizon	20+ years	4 years
Updated	Every 5 yrs	Annually
Focus	Vision & priorities	Funded projects
Detail	High-level	Project-specific
Role	Sets the menu	Orders from menu

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MVP's TIP Development Timeline



7

Resolution Request

Action Requested of the MSB Assembly

RESOLUTION: formal nomination of MSB's short-term projects to be included in MVP's 2027-2030 TIP and commitment to providing the 9.03% required non-federal share for each project.

WHAT THIS APPROVAL ENABLES:

- MSB nominated projects are eligible to be programmed into MVP's 2027-2030 TIP
- Projects listed in MVP's TIP are approved for Federal Funding
- Finalization of the fiscally-constrained MTP Project List
- Continued progress toward December 2026 MTP 2050 & MVP's TIP adoption

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Thank you!

Who to contact for more information:

Mayor Devries – MVP Policy Board Assistant Chair

Manager Brown – MVP Policy Board Member

Alex Strawn – Planning Director – MVP Technical Committee Chair

Tom Adams – Public Works Director – MVP Technical Committee Member



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

MatSu Valley Planning for Transportation

Draft MTP Project List as of July 6, 2026

Table 1: Short Term Capital and Sponsor Submitted Planning Projects (2027-2030)

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
1	City of Wasilla	MVP Active Transportation	Nelson Ave Multimodal Pathway (Graybark Dr to Lucille St)	\$ 1,260,000.00	\$ 110,000.00
4	MSB	MVP Active Transportation	KGB Elementary Pathways & Crossing	\$ 7,360,000.00	\$ 660,000.00
5	MSB	MVP Roadway	Seldon & Church Intersection Improvements	\$ 5,200,000.00	\$ 470,000.00
6	MSB	MVP Roadway	Nelson Road Extension	\$ 6,860,000.00	\$ 620,000.00
7	MSB	MVP Active Transportation	Finger Lake Elementary Path Improvements	\$ 7,380,000.00	\$ 670,000.00
11	City of Wasilla	MVP Active Transportation	Elkhorn Dr Sidewalk to Lucille St	\$ 1,740,000.00	\$ 160,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
14	City of Palmer	MVP Roadway	East Auklet Ave from N. Alaska to the Cul-de-sac at the AKRR ROW	\$ 1,290,000.00	\$ 120,000.00
17	City of Wasilla	MVP Roadway	Lucille Lake North Shore Access Improvement Project	\$ 5,250,000.00	\$ 470,000.00
18	City of Palmer	MVP Roadway	N. Bailey Road Upgrades N. Bailey St. from Beaver to W. Eagle	\$ 3,210,000.00	\$ 290,000.00
19	City of Wasilla	MVP Roadway	S Seward Meridian Parkway to E Sun Mountain Avenue Connection Project (No platted right of way)	\$ 6,530,000.00	\$ 590,000.00
25	City of Palmer	MVP Roadway	E. Beaver Upgrade E. Beaver from N. Alaska to N. Chugach	\$ 1,500,000.00	\$ 140,000.00
27	MSB	MVP Active Transportation	Machetanz Elem. path and crossing improvements	\$ 8,710,000.00	\$ 790,000.00
29	City of Palmer	MVP Roadway	Entire E. Rempel Ave	\$ 1,500,000.00	\$ 140,000.00
36	MSB	MVP Roadway	Foothills Boulevard Reconstruction	\$ 11,640,000.00	\$ 1,050,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
49	MSB	MVP Roadway	Seward Meridian Parkway Pavement Preservation, Parks Hwy to P-W Hwy	\$ 6,570,000.00	\$ 590,000.00
72	MSB	MVP Planning and Studies	ADA Assessment	\$ 250,000.00	\$ 20,000.00
73	MSB	MVP Planning and Studies	User Conflict Study	\$ 300,000.00	\$ 30,000.00
74	MSB	MVP Planning and Studies	Local Road Speed Management Plan	\$ 450,000.00	\$ 40,000.00
76	MSB	MVP Planning and Studies	School zone signage standardization	\$ 250,000.00	\$ 20,000.00
77	MVP	MVP Roadway	MVP Improvement Program*	\$ 34,020,000.00	\$ 3,070,000

*See Table 4 below for additional information about the MVP Improvement Program.

Table 2: Medium Term Capital and Sponsor Submitted Planning Projects (2031-2040)

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
9	MSB	MVP Roadway	King Salmon Drive Bridge Replacement	\$ 5,110,000.00	\$ 460,000.00
10	MSB	MVP Roadway	Vine Road Pavement Preservation, Parks Hwy to Hollywood Road	\$ 6,030,000.00	\$ 540,000.00
23	MSB	MVP Roadway	Bogard Road Pavement Preservation, Glenn Hwy to Trunk Road	\$ 10,950,000.00	\$ 990,000.00
31	MSB	MVP Roadway	49th State Street Pavement Preservation, Bogard Road to Landfill Entrance	\$ 2,840,000.00	\$ 260,000.00
33	City of Wasilla	MVP Active Transportation	Endeavor Pathway connection from KGB to Riley	\$ 2,140,000.00	\$ 190,000.00
37	City of Wasilla	MVP Roadway	E Westpoint Drive Pavement & Pedestrian Safety Upgrade	\$ 1,440,000.00	\$ 130,000.00
38	MSB	MVP Active Transportation	Pathways for Teeland/Mat-Su Career Tech High School/ Fronteras Charter School	\$ 7,010,000.00	\$ 630,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
39	MSB	MVP Roadway	Seldon Road Pavement Preservation, Church Road to Lucille Street	\$ 4,510,000.00	\$ 410,000.00
43	MSB	MVP Active Transportation	Pioneer Peak Elementary pathways	\$ 2,250,000.00	\$ 200,000.00
50	MSB	MVP Roadway	Sunset Avenue Pavement Preservation	\$ 3,720,000.00	\$ 340,000.00
55	MSB	MVP Roadway	Trunk Road Pavement Preservation, Parks Hwy Interchange to Nelson Road	\$ 3,940,000.00	\$ 360,000.00
66	MSB	MVP Roadway	Pamela Drive Pavement Preservation -	\$ 2,170,000.00	\$ 200,000.00
77	MVP	MVP Roadway	MVP Improvement Program*	\$ 13,290,000.00	\$ 1,200,00.00

*See Table 4 below for additional information about the MVP Improvement Program.

Table 2: Long Term Capital and Sponsor Submitted Planning Projects (2041-2050)

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
21	City of Wasilla	MVP Roadway	Riley Drive Paving & Pedestrian Pathway	\$ 8,510,000.00	\$ 770,000.00
26	MSB	MVP Roadway	Charley Drive Rehabilitation	\$ 14,800,000.00	\$ 1,340,000.00
44	City of Wasilla	MVP Active Transportation	S Mack Pedestrian Pathway Project	\$ 4,540,000.00	\$ 410,000.00
46	MSB	MVP Roadway	Pike Avenue Reconstruction	\$ 3,260,000.00	\$ 290,000.00
47	MSB	MVP Roadway	Farm Meadows Avenue Upgrade and Extension	\$ 2,660,000.00	\$ 240,000.00
48	MSB	MVP Roadway	S Frontier Drive Extension East	\$ 10,230,000.00	\$ 920,000.00
53	MSB	MVP Roadway	Caribou Street Pavement Preservation	\$ 1,610,000.00	\$ 150,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
54	MSB	MVP Roadway	Clapp Street Pavement Preservation, KGB Road to Laurie Ave	\$ 1,880,000.00	\$ 170,000.00
57	MSB	MVP Active Transportation	Lucille Street Pathway North Extension	\$ 2,990,000.00	\$ 270,000.00
58	MSB	MVP Roadway	Settlers Bay Drive Pavement Preservation, Turner Drive to end of SB Drive	\$ 1,690,000.00	\$ 150,000.00
60	MSB	MVP Roadway	Turner Road Pavement Preservation	\$ 810,000.00	\$ 70,000.00
63	MSB	MVP Roadway	Carmel Road Pavement Preservation	\$ 2,940,000.00	\$ 270,000.00
64	MSB	MVP Roadway	Copper Creek Road Pavement Preservation	\$ 1,320,000.00	\$ 120,000.00
65	MSB	MVP Roadway	Creekside Drive Pavement Preservation	\$ 1,450,000.00	\$ 130,000.00
67	MSB	MVP Roadway	Abby Boulevard Pavement Preservation	\$ 810,000.00	\$ 70,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
77	MVP	MVP Roadway	MVP Improvement Program*	\$ 17,860,000.00	\$ 1,610,00.00

*See Table 4 below for additional information about the MVP Improvement Program.

Table 3: Illustrative Capital and Sponsor Submitted Planning Projects

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
2	MSB	MVP Active Transportation	Larson Elementary School/Alcantra Sports Complex	\$ 16,030,000.00	\$ 1,450,000.00
3	MSB	MVP Roadway	Engstrom Road Reconstruction & Pathway	\$ 32,180,000.00	\$ 2,910,000.00
12	MSB	MVP Roadway	Seward Meridian Parkway Pavement Preservation, Bogard Road to Seldon Road	\$ 5,640,000.00	\$ 510,000.00
13	MSB	MVP Active Transportation	Tanaina Elementary Paths and Crossings	\$ 10,470,000.00	\$ 950,000.00
15	MSB	MVP Roadway	Seldon Road Reconstruction	\$ 27,580,000.00	\$ 2,490,000.00
16	MSB	MVP Roadway	Engstrom Road Congestion Relief (Engstrom Road to Trunk Road Corridor)	\$ 31,450,000.00	\$ 2,840,000.00
20	MSB	MVP Roadway	Engstrom Extension North	\$ 11,100,000.00	\$ 1,000,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
24	MSB	MVP Roadway	Seward Meridian Parkway Pavement Preservation, P-W Hwy to Bogard Road	\$ 6,560,000.00	\$ 590,000.00
28	MSB	MVP Roadway	N. Arabian Ln Upgrade & Pathway Connection (E Bogard Rd to N Palmer-Fishhook Rd)	\$ 13,610,000.00	\$ 1,230,000.00
30	MSB	MVP Active Transportation	Dena'ina Elementary and Redington Jr/Sr High School paths and crossings	\$ 11,140,000.00	\$ 1,010,000.00
34	MSB	MVP Roadway	N Bear Street Upgrade and Extension	\$ 10,200,000.00	\$ 920,000.00
35	City of Wasilla	MVP Roadway	E Glenwood Ave to S Fern St Access Road (no platted right of way show stopper)	\$ 11,790,000.00	\$ 1,060,000.00
40	MSB	MVP Active Transportation	Colony Middle/High School Path Connector	\$ 860,000.00	\$ 80,000.00
41	MSB	MVP Roadway	King Salmon Drive/Rainbow Street Reconstruction	\$ 1,610,000.00	\$ 150,000.00
42	MSB	MVP Roadway	New Hope Street Upgrade and Extension	\$ 17,620,000.00	\$ 1,590,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
45	MSB	MVP Roadway	Carmel Road Reconstruction	\$ 11,910,000.00	\$ 1,080,000.00
51	MSB	MVP Roadway	Hayfield Road Rehabilitation	\$ 18,610,000.00	\$ 1,680,000.00
52	MSB	MVP Roadway	Covington Street Upgrade and Extension	\$ 11,350,000.00	\$ 1,030,000.00
56	MSB	MVP Roadway	Davis Road Reconstruction	\$ 5,870,000.00	\$ 530,000.00
59	MSB	MVP Roadway	Tern Drive Realignment	\$ 3,490,000.00	\$ 320,000.00
62	City of Wasilla	MVP Roadway	W Lake Lucille Drive Fish Passage Culvert Improvement	\$ 1,570,000.00	\$ 140,000.00
68	City of Wasilla	MVP Roadway	Museum Drive, Beacon Street, and Aviation Avenue Realignment – Meadow Lakes Access Project	\$ 5,520,000.00	\$ 500,000.00
69	MSB	MVP Roadway	Brome Avenue Pavement Preservation	\$ 730,000.00	\$ 70,000.00

Project ID	Project Sponsor	Project Category	Project Name	Total Project Cost in 2026 \$	Local Match Estimate
70	MSB	MVP Roadway	S Sylvan Lane Reconstruction	\$ 3,800,000.00	\$ 340,000.00
71	MSB	MVP Roadway	Nelson Road Pavement Preservation, Withers Road to Fetlock Drive	\$ 1,700,000.00	\$ 150,000.00
75	MSB	MVP Planning and Studies	Needham Avenue/Carney Road/Shadow Circle Extension	\$ 750,000.00	\$ 70,000.00

The scope of the MVP Improvement Program is to perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks, and pathways. Work may also include upgrading existing illumination, signing, striping, storm drains, and intersection improvements, including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. The process for nominating and selecting projects for inclusion in the MVP Improvement Program is distinct from the project nomination process for the MTP. Table 4 lists those projects that have been selected for inclusion in the MVP Improvement Program so far.

Table 4: MVP Improvement Program, Current Projects

Project Sponsor	Project Name	Total Project Cost Estimate (4/2025)	Estimated Construction Match (4/25)
MSB	Vine Road Striping	\$ 371,000.00	\$ 30,431.00
MSB	Gail Drive Mill & Pave	\$ 2,255,000.00	\$ 187,011.00
MSB	Mulchtana Drive Mill & Pave	\$ 2,457,000.00	\$ 203,807.00
MSB	Seldon Road Striping	\$ 628,000.00	\$ 51,561.00
MSB	Seward Meridian Parkway Striping	\$ 697,000.00	\$ 57,160.00
MSB	Earl Drive and Eek Street Mill & Pave	\$ 1,330,000.00	\$ 110,347.00
MSB	Gershmel Loop Mill & Pave	\$ 1,320,000.00	\$ 109,444.00
MSB	Bogard Road Striping	\$ 901,000.00	\$ 73,956.00
	MSB TOTAL	\$ 9,959,000.00	\$ 823,717.00
City of Wasilla	N Lucille Street Mill & Pave	\$ 763,000.00	\$ 63,300.00
City of Wasilla	N Peck Street	\$ 1,532,000.00	\$ 127,052.00
	CITY OF WASILLA TOTAL	\$ 2,295,000.00	\$ 190,352.00
City of Palmer	Caribou Ave	\$ 90,000.00	\$ 7,495.00
City of Palmer	N Chugach Street	\$ 166,000.00	\$ 13,726.00
City of Palmer	E Dolphin Ave.	\$ 161,000.00	\$ 13,364.00
City of Palmer	E Gold Key Lane	\$ 145,000.00	\$ 12,010.00
	CITY OF PALMER TOTAL	\$ 562,000.00	\$ 46,595.00

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. TAB 26-04**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING ADOPTION OF AREAWIDE ROAD POWERS TO ACQUIRE PUBLIC RIGHTS-OF-WAY, DESIGN, AND CONSTRUCT ROADS, STREETS, SIDEWALKS, AND RELATED DRAINAGE FACILITIES AND PLACING THE QUESTION BEFORE QUALIFIED AREAWIDE VOTERS.

WHEREAS, the Matanuska-Susitna Borough is experiencing continued growth and development, creating increasing demand for a safe, connected, and efficient transportation network that serves residents, businesses, emergency responders, and the traveling public; and

WHEREAS, a goal of the Borough-wide Comprehensive plan is to develop an integrated surface transportation network that facilitates the efficient movement of people, goods, and services throughout the Borough and region; and

WHEREAS, early right-of-way acquisition allows the Borough to identify, secure, and preserve land needed for future transportation corridors before development occurs, supporting long-term transportation planning and helping ensure that future transportation corridors remain viable; and

WHEREAS, preserving right-of-way in advance can reduce future public infrastructure costs by avoiding the need to purchase developed properties, move driveways, buildings, wells, septic systems, or utilities, or redesign and reroute road projects after

development has occurred; and

WHEREAS, areawide road powers would facilitate and strengthen the Borough's ability to provide local match to state or federally funded projects within the Borough; and

WHEREAS, providing local match and project design increases competitiveness for discretionary grants, potentially unlocking vital external funding for infrastructure needs; and

WHEREAS, areawide road powers would provide the Borough with greater flexibility to plan, fund, design, and construct transportation corridors, bridges, intersections, traffic safety improvements, active transportation facilities, and drainage improvements associated with transportation projects; and

WHEREAS, use of areawide authority for right-of-way acquisition, design, and construction would help implement adopted transportation plans, improve connectivity, enhance public safety, reduce long-term project costs, and shorten future project delivery timelines; and

WHEREAS, Road Service Areas will continue to perform their established role in maintaining the Borough's transportation network and continue developing needed improvement projects within their areas, while areawide authority would provide an additional tool to address transportation needs that cross service area boundaries or affect the Borough as a whole.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna

Borough Transportation Advisory Board supports placing before the qualified areawide voters of the Matanuska-Susitna Borough the question of whether the Borough should adopt areawide powers to acquire public rights-of-way, design, and construct roads, streets, sidewalks, and related drainage facilities.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this 24th day of July, 2026.

Jesse Peterson, Chair Date

ATTEST:

Julie Spackman, Staff Member Date