

Matanuska-Susitna Borough



TRANSPORTATION ADVISORY BOARD MEETING

BOARD MEMBERS

Chairperson: Jesse Peterson (Transportation Engineering or Construction)

Vice Chairperson: Terry Gorlick (Local Road Service Area)

Members:

Tim Alley (At Large)

Randy Durham (Aviation)

Pierce Schwalb (Non-Motorized)

Kristina Whitman (Student Transportation)

Vacancy (Public Transportation Industry)

MEETING INFORMATION

Meeting Date: September 1, 2026

Meeting Type: SPECIAL MEETING

Meeting Time: 10:00 a.m.

Meeting Location: Room 110. 350 E. Dahlia Ave. Palmer, AK. 99645

WAYS TO PARTICIPATE IN THE MEETING:

1. Participate in person.
2. Participate remotely using Microsoft Teams
 - A. Join on your computer:
 - i. [Click here to join the meeting.](#)
 - ii. Or go to <https://teams.live.com/free> and use the details below:
 - A. Meeting ID: 285 480 336 365 906
 - B. Passcode: Hn7Y6h5L
 - B. Join using your phone:
 - i. Phone Number: 1-907-290-7880; toll free: 1-844-643-2217
 - ii. Phone conference ID: 369 685 575#
3. Submit written comments to the Transportation Advisory Board Clerk:
 - A. Email: julie.spackman@matsu.gov
 - B. Deadline: Received by 12:00 p.m. (noon) on the Friday before the meeting.

MEETING AGENDA

I. CALL TO ORDER

II. ROLL CALL – DETERMINATION OF QUORUM

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

V. APPROVAL OF MINUTES

- A. July 24, 2026
- B. August 14, 2026 – quorum not met

VI. AUDIENCE PARTICIPATION (*three minutes per person*)

VII. STAFF/AGENCY REPORTS & PRESENTATIONS

VIII. UNFINISHED BUSINESS

IX. NEW BUSINESS

- A. MatSu Valley Planning for Transportation: 2026 Transportation Improvement Program (TIP)

X. MEMBER COMMENTS

XI. NEXT MEETING DATE

- A. Regular Meeting – Friday, October 23, 2026, 10:00 a.m.

XII. ADJOURNMENT

ACCESSIBILITY AND ACCOMMODATION INFORMATION

Individuals with disabilities who need reasonable accommodation to participate in this meeting should contact the Borough ADA Coordinator:

Phone: 907-861-8432

Request Deadline: At least one week before the meeting.

Matanuska-Susitna Borough



TRANSPORTATION ADVISORY BOARD (TAB)

BOARD MEMBERS

Chairperson: Jesse Peterson (Transportation Engineering or Construction)

Vice Chairperson: Terry Gorlick (Local Road Service Area)

Members:

Tim Alley (At Large)

Randy Durham (Aviation)

Pierce Schwalb (Non-Motorized)

Kristina Whitman (Student Transportation)

Vacancy (Public Transportation Industry)

MEETING INFORMATION

Meeting Date: July 24, 2026

Meeting Type: REGULAR MEETING

Meeting Time: 10:00 a.m.

Meeting Location: Room 203. 350 E. Dahlia Ave. Palmer, AK. 99645.

MEETING MINUTES

I. CALL TO ORDER:

10:03 a.m.

II. ROLL CALL – Quorum established.

Present: Jesse Peterson, Terry Gorlick, Tim Alley, Pierce Schwalb, Kristina Whitman.

Absent: Randy Durham.

Staff Attending: Jason Ortiz, Julie Spackman.

Agency Representatives: Kim Sollien, Anje Goulding, Carrie Cecil, and Caroline Miller
– MatSu Valley Planning for Transportation.

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

Motion to approve Agenda: Schwalb. Second: Alley. Motion carried.

V. APPROVAL OF MINUTES

Motion to approve May 29, 2026, minutes: Gorlick. Second: Whitman. Motion carried.

VI. AUDIENCE PARTICIPATION (*three minutes per person*)

None.

VII. STAFF/AGENCY REPORTS & PRESENTATIONS

- A. Metropolitan Transportation Plan and Transportation Improvement Program - MatSu Valley Planning for Transportation (MVP), Kim Sollien presenting. Explanation of transportation planning to date within the metropolitan planning area, and the upcoming Transportation Improvement Program (TIP) efforts. Request for a resolution from the Transportation Advisory Board to the Assembly recommending projects for the TIP. MVP recognized that the timing of this would likely require a special meeting.
- B. Updating the Official Streets and Highways Plan (OSHP) – Julie Spackman, Long Range Planner, MSB Planning Division. MSB Planning and Public Works have started reviewing the 2022 OSHP for necessary updates due to recently adopted transportation plans and continued land development in the Borough. Next steps include coordinating with the cities and the state. Public engagement is expected in the spring of 2027.

VIII. UNFINISHED BUSINESS

None.

IX. NEW BUSINESS

- A. MSB Road Powers Resolution. Motion to approve the resolution: Gorlick. Second: Alley. Discussion about the resolution of support for proposed MSB limited road powers. Motion to approve with one technical edit: Gorlick. Second: Alley. Motion carried.

X. MEMBER COMMENTS

None.

XI. NEXT MEETING DATE

- A. August 14, 2026, 10:00 a.m. Special Meeting to address MVP Transportation Improvement Program project list.
- B. October 23, 2026, Regular Meeting

XII. ADJOURNMENT

11:06 a.m.

MINUTES APPROVED:

Jesse Peterson, Chairperson

Date

ATTEST:

Julie Spackman, Clerk

Date

DRAFT

Matanuska-Susitna Borough



TRANSPORTATION ADVISORY BOARD MEETING

BOARD MEMBERS

Chairperson: Jesse Peterson (Transportation Engineering or Construction)

Vice Chairperson: Terry Gorlick (Local Road Service Area)

Members:

Tim Alley (At Large)

Randy Durham (Aviation)

Pierce Schwalb (Non-Motorized)

Kristina Whitman (Student Transportation)

Vacancy (Public Transportation Industry)

MEETING INFORMATION

Meeting Date: August 14, 2026

Meeting Type: SPECIAL MEETING –

CANCELLED FOR LACK OF QUORUM

Meeting Time: 10:00 a.m.

Meeting Location: Room 203. 350 E. Dahlia Ave. Palmer, AK. 99645

MEETING MINUTES:

I. CALL TO ORDER – 10:16 a.m.

II. ROLL CALL – Meeting cancelled for lack of a quorum.

Present in-person: Tim Alley

Present online: Jesse Peterson and Terry Gorlick

Absent: Kristina Whitman, Pierce Schwalb, and Randy Durham

Staff Present: Julie Spackman, Ashley Stick, Alex Strawn, Tom Adams

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

V. APPROVAL OF MINUTES

A. July 24, 2026

VI. AUDIENCE PARTICIPATION (*three minutes per person*)

VII. STAFF/AGENCY REPORTS & PRESENTATIONS

VIII. UNFINISHED BUSINESS

IX. NEW BUSINESS

- A. MatSu Valley Planning for Transportation: 2026 Transportation Improvement Program (TIP)

X. MEMBER COMMENTS

XI. NEXT MEETING DATES

- A. Rescheduled Special Meeting: September 1, 2026 at 10:00 a.m.
- B. Regular Meeting: October 23, 2026 at 10:00 a.m.

XII. ADJOURNMENT

MINUTES APPROVED:

Jesse Peterson, Chairperson

Date

ATTEST:

Julie Spackman, Clerk

Date

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. 26-06**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING ASSEMBLY ADOPTION OF THE BOROUGH'S PRIORITY TRANSPORTATION PROJECTS FOR INCLUSION IN THE MVP 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, the Matanuska-Susitna Borough is a member of the MatSu Valley Planning for Transportation (MVP), the federally designated Metropolitan Planning Organization (MPO) responsible for conducting the metropolitan transportation planning process for the Mat-Su urbanized area; and

WHEREAS, federal law requires Metropolitan Planning Organizations to develop and maintain a continuing, cooperative, and comprehensive transportation planning process that guides transportation investment decisions within the metropolitan planning area; and

WHEREAS, the Metropolitan Transportation Plan (MTP) establishes the region's long-range vision for the transportation system and identifies projects and strategies that address existing and future transportation needs; and

WHEREAS, the Transportation Improvement Program (TIP) is a short-range program of transportation projects that implements the Metropolitan Transportation Plan by identifying projects proposed for federal transportation funding over the TIP four-year programming period; and

WHEREAS, projects included in the TIP must be consistent with the adopted MTP and supported by the sponsoring jurisdiction; and

WHEREAS, federal transportation funding generally requires a non-federal local match, and sponsoring jurisdictions are responsible for providing the required local share for projects they nominate for inclusion in the TIP; and

WHEREAS, the Matanuska-Susitna Borough Transportation Advisory Board advises the Assembly on transportation-related issues; and

WHEREAS, the Transportation Advisory Board has reviewed the Borough's transportation priorities and desires to nominate projects that improve safety, mobility, connectivity, economic vitality, and quality of life for Borough residents.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Transportation Advisory Board recommends the Assembly adopt the following transportation projects for nomination and inclusion in MVP's 2027 - 2030 Transportation Improvement Program (TIP), subject to eligibility requirements and the applicable project selection process administered by MVP:

1. Seldon & Church Intersection Improvements
2. Nelson Road Extension
3. Machetanz Elementary Path & Crossing Improvements
4. Seldon Road Pavement Preservation - Lucille Road to Church Road

5. Carmel Road Reconstruction
6. Seward Meridian Parkway Pavement Preservation - Parks Highway to Palmer-Wasilla Highway
7. Covington Street Upgrade & Extension
8. ADA Assessment
9. User Conflict Study
10. School Zone Signage Standardization
11. Local Road Speed Management Plan

BE IT FURTHER RESOLVED, the Transportation Advisory Board recommends the Assembly approve the gravel or asphalt surface maintenance and preservation projects identified in the MVP Improvement Program attached to IM Serial Number 26-164.

ADOPTED by the Transportation Advisory Board this 1st day of September, 2026.

Jesse Peterson, Chairperson Date

ATTEST:

Julie Spackman, Clerk Date

MSB Projects Recommended for 2026 MVP Transportation Improvement Program (TIP)

TABLE 1.

Project Name	Project Description	Project Cost Rounded for MTP	Local Match Estimate
Seldon & Church Intersection Improvements	Construct a roundabout at the intersection of Seldon and Church Roads, including intersection lighting and crosswalk(s).	\$5,200,000.00	\$470,000
Nelson Road Extension	Extend Nelson Road north to Fairview Loop Road, providing secondary access to the area south of the Trunk Road-Parks Highway Interchange. Once constructed, a portion of this route will be within the school walk zone to Machetanz Elementary School.	\$6,860,000.00	\$620,000
Machetanz Elementary Path & Crossing Improvements	Add a pathway from the back of the school to Fetlock Drive (0.09 mi). Add pathway along entire length of Fetlock Drive (1.25 mi). Make crossing improvements at Barn Gable Lp. (East end): add flashing amber beacon at ped warning sign; improve crossing. Add pathway on South side of E Nelson Road (0.39 mi). Add pedestrian-activated flasher at E Nelson Rd/E Trot Dr crossing. Install post-mounted amber flashing beacons for school zone. Install S5-1 school zone regulatory signing at side streets. Construct a left turn lane for the entrance to the school drop-off/pick-up zone. Expand existing separated path system to Trunk Rd.	\$8,710,000.00	\$790,000
Seldon Road Pavement Preservation	This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-leveling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.	\$4,510,000.00	\$410,000
Carmel Road Reconstruction	Reconstruct Carmel Road from Knik Goose Bay Road to Hallie Drive to major collector standards.	\$11,910,000.00	\$1,080,000

MSB Projects Recommended for 2026 MVP Transportation Improvement Program (TIP)

TABLE 1 Continued:

Project Name	Project Description	Project Cost Rounded for MTP	Local Match Estimate
Seward Meridian Parkway Pavement Preservation – Parks HWY to Palmer Wasilla Hwy.	This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred, a pre-leveling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.	\$6,570,000.00	\$590,000
Covington Street Upgrade & Extension	Upgrade existing and construct extension of Covington Street from Tex-Al Drive to Wasilla-Fishhook Road to major collector standards. The project length is approximately 1.25 miles.	\$11,350,000.00	\$1,020,000
ADA Assessment	Perform a reconnaissance study of curb ramps, curb slopes, detectable warnings, clear spaces, and other operable parts to determine compliance with ADA requirements in the core areas of the MSB.	\$250,000.00	\$20,000
User Conflict Study	Evaluate user conflicts on bike and pedestrian paths. Develop a guide for minimizing user conflict on bike and pedestrian paths. Provide recommendations for traditional engineering solutions and/or ITS systems designed to reduce dangerous driving behavior.	\$300,000.00	\$30,000
School Zone Signage Standardization	Standardize and update school zone regulatory and warning signs within 1 mile of schools. Assess current baseline of signage within one mile of schools and opportunities to improve safety through ITS. Coordinate the standardization of school regulatory and warning signs within one mile of schools with ADOT&PF, MSB, cities within and outside the MTA. Update/upgrade signs and systems to align with consistent standards.	\$250,000.00	\$20,000

MSB Projects Recommended for 2026 MVP Transportation Improvement Program (TIP)

TABLE 1 Continued:

Project Name	Project Description	Project Cost Rounded for MTP	Local Match Estimate
Local Road Speed Management Plan	A planning document to address undesirable speeds on local roads, focusing on specific road safety needs, mitigating options, and maintenance implications. Improvements may include recommendation ITS solutions as a means of reducing speeding (for example, use of tools available from LetsDriveSafer.com that monitor speed at specific locations of concern, such as intersections or within school zones, etc.).	\$450,000	\$40,000
Improvement Program Projects	Please see details in Table 2		
**KGB Elementary Pathways & Crossing	Construct a separated path along the full length of Vine Road from KGB Road to Parks Highway (0.64 mi). Add pathway on North side of W Hollywood Rd. between S Vine Rd. and S. Edelweiss Dr. (0.68 mi). Improve pedxing from School to new pathway on North side of W. Hollywood Rd. This expands/improves the existing pathway network.	\$7,380,000.00	\$670,000
**Finger Lake Elementary Path Improvements	Improve unofficial pathway from N. Earl Dr. to N Barrys Resort Dr. (0.13 mi), including crossing of Cottonwood Creek. Add path to N. Cottonwood Lp (East end) from E. Bogard Rd. to E. Cherry Dr. (0.75 mi). Connect and upgrade E. Fir Rd. to parking lot (0.15 mi), adding separated path, lighting, signs/flashers, and sidewalk to school. Extends existing separate path network on Earl Dr.	\$7,380,000.00	\$670,000
**Foothills Boulevard Reconstruction	Reconstruct Foothills Boulevard from Knik Goose Bay Road to Sweet Birch Avenue (unconstructed) to major collector standards.	\$11,640,000.00	\$1,050,000

** The project list presented in this resolution differs from the transportation priorities recently adopted by the MVP Policy Board. Specifically, the following projects have been removed from the Borough's proposed TIP nomination list:

- KGB Elementary Pathways & Crossing Improvements
- Finger Lake Elementary Path Improvements
- Foothills Boulevard Reconstruction

MSB Projects Recommended for 2026 MVP Transportation Improvement Program (TIP)

These projects have been replaced with projects from the 7/6/26 MTP Illustrative list:

- Seldon Road Pavement Preservation (Lucille Road to Church Road)
- Carmel Road Reconstruction
- Covington Street Upgrade & Extension

Staff is recommending these modifications to better align the Borough's project priorities with current transportation needs, anticipated development patterns, available funding sources, and the need to maintain a balanced program of roadway and active transportation investments. While active transportation improvements remain an important component of the Borough's transportation system, the revised project list places greater emphasis on roadway preservation and reconstruction projects where existing conditions and projected growth indicate more immediate infrastructure needs.

See Table 2 on the next page

Table 2**MVP Improvement Program**

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

Exhibit A:
**MSB Projects Identified for Short Term Prioritization in MatSu Valley Planning for
Transportation's 2050 Metropolitan Transportation Plan**

Note: All cost estimates are provided in 2026 dollars and reflect planning estimates only. Actual project costs may vary based on scope, duration, and timing. Actual project start and construction timelines may also vary based on scope, complexity, and funding availability.

Table 1: Projects nominated by MSB for inclusion in the MTP and prioritized for short term programming of federal funding.

Project ID	Project Name	Total Project Cost in 2026 \$	Local Match Estimate	RSA
4	KGB Elementary Pathways & Crossing	\$ 7,360,000.00	\$ 660,000.00	17
5	Seldon & Church Intersection Improvements	\$ 5,200,000.00	\$ 470,000.00	28
6	Nelson Road Extension	\$ 6,860,000.00	\$ 620,000.00	14
7	Finger Lake Elementary Path Improvements	\$ 7,380,000.00	\$ 670,000.00	25
27	Machetanz Elem. path and crossing improvements	\$ 8,710,000.00	\$ 790,000.00	14
36	Foothills Boulevard Reconstruction	\$ 11,640,000.00	\$ 1,050,000.00	17
49	Seward Meridian Parkway Pavement Preservation, Parks Hwy to P-W Hwy	\$ 6,570,000.00	\$ 590,000.00	9
72	ADA Assessment	\$ 250,000.00	\$ 20,000.00	N/A

Project ID	Project Name	Total Project Cost in 2026 \$	Local Match Estimate	RSA
73	User Conflict Study	\$ 300,000.00	\$ 30,000.00	N/A
74	Local Road Speed Management Plan	\$ 450,000.00	\$ 40,000.00	N/A
76	School zone signage standardization	\$ 250,000	\$ 20,0000	N/A
Planning Level Estimate Total		\$ 54,970,000	\$ 5,140,000	

Table 2: Projects nominated by MSB for inclusion in MVP's Improvement Program

Project Name	Total Project Cost Estimate (4/2025)	Estimated Construction Match (4/25)	RSA
Vine Road Striping	\$ 371,000.00	\$ 30,431.00	17, 27
Gail Drive Mill & Pave	\$ 2,255,000.00	\$ 187,011.00	28
Mulchtana Drive Mill & Pave	\$ 2,457,000.00	\$ 203,807.00	28
Seldon Road Striping	\$ 628,000.00	\$ 51,561.00	25, 28
Seward Meridian Parkway Striping	\$ 697,000.00	\$ 57,160.00	9, City of Wasilla
Earl Drive and Eek Street Mill & Pave	\$ 1,330,000.00	\$ 110,347.00	25
Gershmel Loop Mill & Pave	\$ 1,320,000.00	\$ 109,444.00	9
Bogard Road Striping	\$ 901,000.00	\$ 73,956.00	16
Planning Level Estimate Total	\$9,959,000.00	\$823,717.00	

MVP MTP 2050 Draft Project List

Short Range	2027–2030	Medium Range	2031–2040	Long Range	2041–2050
ID 1 Nelson Ave Multimodal Pathway		ID 10 Vine Road Pavement Preservation		ID 44 S Mack Pedestrian Pathway Project	
ID 4 KGB Elementary Pathways & Crossing		ID 23 Bogard Road Pavement Pres, Glenn to Trunk		ID 47 Farm Meadows Ave Upgrade and Extension	
ID 5 Seldon & Church Intersection Improvements		ID 31 49 th State St Pavement Preservation		ID 48 S Frontier Drive Extension East	
ID 6 Nelson Road Extension		ID 33 Endeavor Pathway Connection from KGB to Riley		ID 21 Riley Drive Paving and Pedestrian Pathway	
ID 7 Finger Lake Elementary Path Improvements		ID 37 E Westpoint Drive Pavement & Ped Safety Upgrade		ID 50 Sunset Ave Pavement Preservation	
ID 11 Elkhorn Dr Sidewalk to Lucille St		ID 38 Pathways for Teeland/Mat-Su Career Tech HS		ID 53 Caribou Street Pavement Preservation	
ID 14 East Auklet Ave from N Alaska to AKRR ROW		ID 39 Seldon Road Pavement Preservation Church to Lucille		ID 54 Clapp Street Pavement Pres KGB Road to Laurie Ave	
ID 17 Lucille Lake North Shore Access Improvement Project		ID 43 Pioneer Peak Elementary Pathways		ID 57 Lucille Street Pathway North Extension	
ID 18 N Bailey Rd Upgrades N Bailey St from Beaver to W Eagle		ID 9 King Salmon Drive Bridge Replacement		ID 58 Settlers Bay Drive Pavement Preservation	
ID 19 S Seward Meridian to E Sun Mtn Ave		ID 55 Trunk Road Pavement Preservation, Parks to Nelson		ID 60 Turner Road Pavement Preservation	
ID 25 E Beaver Upgrade E Beaver from N Alaska to N Chugach		ID 66 Pamela Drive Pavement Preservation		ID 63 Carmel Road Pavement Preservation	
ID 27 Machetanz Elementary Path & Crossing Improvements				ID 64 Copper Creek Road Pavement Preservation	
ID 29 Entire E Rempel Ave				ID 26 Charley Drive Rehabilitation	
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**					

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

DOT Draft MTP 2050 Project List (04/09/2026)

Table 1: Short Term (2027 – 2030)

Project name	Scope	Conceptual Start	Conceptual Construction	Reasoning	Notes	Total Cost Estimate YOE \$	Funding
Fairview Loop Road Rehabilitation and Pathway [Stage 1]	Construct spot rehabilitation and safety improvements along Fairview Loop Road between Top of the World Circle and South Bearing Tree Way and a separated pathway from Top of the World Circle to Fern Street. Project will include ADA improvements, drainage improvements, roadside hardware, and utilities. This project is proposed to be constructed in logical stages.		2027			\$14,805,752	STBG
Old Glenn Highway Inner and Outer Springer Loop Pavement Preservation	This pavement preservation project will resurface Old Glenn Hwy, Outer Springer Loop and Inner Springer Loop. Additional improvements may also include: utility relocation, road side hard ward, vegetation clearing, dig-outs, drainage, signs, striping, bridge repairs, ADA improvements, and safety improvements.		2027			\$6,550,000	STBG
Bogard Road at Engstrom Road and Green Forest Drive Intersection Improvements	Reconstruction, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.		2027			\$15,122,514	HSIP
Inner and Outer Springer Loop Separated Pathway	This project will construct a paved non-motorized pathway adjacent to one side of Inner Spring Road and Outer Springer Road extending from the Glenn Highway to Cope Industrial Way for a length of 6,000 feet. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.		2027		Delayed	\$1,370,000	TAP
Hollywood & Vine Intersection Improvements	Project will construct either a single lane roundabout or a traffic signal to mitigate crashes at the intersection of Vine and Hollywood. Project is included in the HSIP program.		2027			\$7,554,000	HSIP

Project name	Scope	Conceptual Start	Conceptual Construction	Reasoning	Notes	Total Cost Estimate YOE \$	Funding
Knik Goose Bay Road Reconstruction: Centaur Ave to Vine Road	Project will improve capacity of this segment of Knik-Goose Bay Road, likely requiring additional lanes. Includes constructing bike/pedestrian facilities and implementing appropriate safety engineering strategies and access management. Reconstruction will occur between Centaur Ave and Commadore Lane.		2027			\$40,000,000	NHPP
Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road	Project will rehabilitate the existing two-lane rural road from the Hollywood Boulevard to Knik Goose Bay Road. The road will be designed to accommodate ongoing traffic growth. Scope includes repairing roadbed, drainage improvements, repaving, pedestrian accommodations and possible HSIP safety improvements.		2028			\$9,089,000	STBG
Hemmer Road Upgrade and Extension	he project will upgrade the existing section of Hemmer Rd from the Palmer Wasilla Hwy north and extend Hemmer Rd further north to Bogard Rd adding travel lanes, turn lanes, shoulders, pedestrian amenities, drainage features, safety features, and roadside hardware as well as a traffic signal at the intersection of Hemmer Rd and Bogard Rd.		2028			\$11,567,000	STBG
Fairview Loop Road Rehabilitation & Widening [Stage 2]	Rehabilitate Fairview Loop Road from Top of the World Circle to Fern Street, including a new pathway and intersection improvements. Project includes rehabilitation, intersection improvements, ADA improvements, roadside hardware and utilities.		2028			\$19,127,884	STBG
Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road	Construct a paved non-motorized pathway along Palmer-Fishhook Road from Trunk Road to Edgerton Parks Road. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.		2028			\$13,239,715	TAP
Pittman Road Shoulder Widening and Slope Flattening			2028		Majority outside of MVP Boundary	\$0	HSIP

Project name	Scope	Conceptual Start	Conceptual Construction	Reasoning	Notes	Total Cost Estimate YOE \$	Funding
Hermon Road Upgrade and Extension	The project will upgrade the existing portion of Hermon Rd as well as extend Hermon Rd north to the Palmer Wasilla Highway and add travel lanes, turn lanes, shoulders, pedestrian, bicycle, drainage, safety and roadside hardware features. The project will also include a traffic signal at the intersection of Hermon Rd and the Palmer Wasilla Highway.		2028			\$17,989,000	STBG
Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent]	The project will upgrade Seldon Road, between Wasilla Fishhook Road and Lucille Street, to an arterial highway standard. with a separate pathway to address geometry, safety, and capacity issues. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction (34243 and 34242).		2028		ACC 2031, and delayed project	\$17,803,954	STBG
Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	Rehabilitate Trunk/Nelson Road from E Fetlock Drive to Wasilla Creek. Replace Wasilla Creek Bridge #2227. Improve pedestrian facilities.		2028			\$10,437,797	STBG
Seldon Road Extension [Stage 2]: Windy Bottom/Beverly Lakes Road - Pittman	Extend Seldon Road from Windy Bottom Road to Pittman Road in Palmer on a new alignment. Improvements include approach roads, parking facilities, pedestrian pathways, drainage improvements, intersection improvements, ADA improvements, roadside hardware and utilities.		2026		ACC 2030 Majority Outside of MVP Boundary	\$0	STBG
Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	Construct spot rehabilitation and safety improvements along Fairview Loop Road between Top of the World Circle and South Bearing Tree Way and a separated pathway from Top of the World Circle to Fern Street. Project will include ADA improvements, drainage improvements, roadside hardware, and utilities. This project is proposed to be constructed in logical stages.		2030			\$4,109,895	STBG

Project name	Scope	Conceptual Start	Conceptual Construction	Reasoning	Notes	Total Cost Estimate YOE \$	Funding
Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements	Project will construct safety and capacity improvements to the Glenn Highway Between Arctic Ave and Palmer Fishhook Road to include the Glenn /Arctic intersection and Arctic Ave to Alaska Street.		2031			\$18,700,000	NHPP
Bogard Road Safety and Capacity Improvements	"The project will upgrade Bogard Road, between Trunk Road and Grumman Circle to an arterial highway standard to address safety and capacity issues. The project will construct pathway and will provide safety and capacity improvements which may include: roundabouts, raised median, widened shoulders, turn lanes, addressing access management issues, improving intersections as necessary, providing an improved clear zone, drainage, and signage. This project was selected in the 2023 DOT&PF Community Transportation Program (CTP) solicitation. Two separately awarded 2023 CTP projects and two separately awarded HSIP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is Bogard Road from Trunk Road to Grumman Circle.		2032		ACC 2032	\$8,464,000	STBG, HSIP
Mat-Su Intersection Improvements	Construct and/or improve controlled intersections	2027	2033	Undersized roundabout at Bogard-Grumman, Growing safety concern at Church-Seldon	MSB is proposing to fund Church-Seldon in part.	\$4,718,989	STBG
Palmer-Wasilla Hwy safety and capacity improvements south	Expand to a four lane divided facility between the Parks Highway and Knik-Goose Bay Road with 4 travel lanes, with turn lanes.	2027	2033	LOS 2050 E	2030 in 10 year plan, should try to start sooner	\$822,737	NHPP
Arctic Avenue/Old Glenn improvements	Reconstruct the road to improve traffic flow and safety, reconfigure intersections, and add non-motorized accommodations such as bike lanes	2028	2034	pavement is rated fair/poor; connect neighborhoods to economic center and schools, LOS D	We will need to space this project and the Wasilla Fishhook one because of STBG constraints	\$4,038,107	STBG

Project name	Scope	Conceptual Start	Conceptual Construction	Reasoning	Notes	Total Cost Estimate YOE \$	Funding
Parks Highway Rehabilitation	Rehabilitate Parks Highway to implement access management components, intersection improvements, and pedestrian safety features	2029	2036	pavement is rated as fair, pedestrian safety needed		\$8,648,611	NHPP
Wasilla-Fishhook Rehabilitation	Conduct 3R project	2029	2035	pavement is rated fair/poor, poor geometry, poor road structure, multimodal separation	Likely will need to Phase.	\$7,927,013	STBG
Parks Highway Palmer-Wasilla Highway Interchange	Construct grade separated interchange	2030	2040	60th-80th percentile EPDO intersection, LOS D or worse 12 months of the year		\$10,625,306	NHPP
Palmer-Wasilla Hwy safety and capacity improvements north	Add two travel lanes and widen Cottonwood Creek Bridge to five lanes	2030	2036	LOS 2050 Peak F, Top 50 HSIP list	MSB asks for bike ped consideration	\$2,759,661	NHPP
DOT&PF Bridge & Pavement Preservation Program	Ongoing program to maintain the system in a state of good repair. Includes all phases. \$10 million per year 2026 dollars.	2027	2030			\$43,091,358	NHPP, STBG
DOT&PF HSIP Program	Ongoing program to ensure the safety of all users. Includes all phases. \$ 5 million per year 2026 dollars.	2027	2030			\$21,545,679	HSIP
		Revenue Short Term	\$445,380,658		Short Term Total	\$320,107,971	
		Per Year	\$111,345,165		Per Year	\$80,026,993	
		Fiscal Constraint Short Term \$125,272,687					

Table 2: Mid Term (2031 – 2040)

Project name	Project description	Conceptual Start	Conceptual Construction	Reasoning	Notes	Cost Estimate YOE \$	Funding
Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements	Project will construct safety and capacity improvements to the Glenn Highway Between Arctic Ave and Palmer Fishhook Road to include the Glenn /Arctic intersection and Arctic Ave to Alaska Street.		2031			\$33,960,000	NHPP
Wasilla-Fishhook Road at Main Street Rehabilitation	Rehabilitate a one-way couplet in downtown Wasilla bounded by Bogard Road, KGB/Main Street, Yenlo/Talkeetna Street and the Palmer Wasilla Highway. The exact location of the couplet will be determined during the environmental and preliminary design phase. Improvements to Bogard Road will be necessary to make the couplet functional. Work will consist of new road contraction, lane reconfigurations, signals, new pavement, signing and striping, and sidewalks.		2026			\$71,207,447	NHPP
Bogard Road Safety and Capacity Improvements	"The project will upgrade Bogard Road, between Trunk Road and Grumman Circle to an arterial highway standard to address safety and capacity issues. The project will construct pathway and will provide safety and capacity improvements which may include: roundabouts, raised median, widened shoulders, turn lanes, addressing access management issues, improving intersections as necessary, providing an improved clear zone, drainage, and signage. This project was selected in the 2023 DOT&PF Community Transportation Program (CTP) solicitation. Two separately awarded 2023 CTP projects and two separately awarded HSIP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is Bogard Road from Trunk Road to Grumman Circle.		2032			\$68,154,573	STBG, HSIP

Project name	Project description	Conceptual Start	Conceptual Construction	Reasoning	Notes	Cost Estimate YOE \$	Funding
Mat-Su Intersection Improvements	Construct and/or improve controlled intersections	2027	2033	Undersized roundabout at Bogard-Grumman, Growing safety concern at Church-Seldon	MSB is proposing to fund Church-Seldon in part.	\$19,414,770	STBG, HSIP, Other
Palmer-Wasilla Hwy safety and capacity improvements south	Expand to a four lane divided facility between the Parks Highway and Knik-Goose Bay Road with 4 travel lanes, with turn lanes.	2027	2033	LOS 2050 E	2030 in 10 year plan, should try to start sooner	\$10,476,857	NHPP
Arctic Avenue/Old Glenn improvements	Reconstruct the road to improve traffic flow and safety, reconfigure intersections, and add non-motorized accommodations such as bike lanes	2028	2034	pavement is rated fair/poor; connect neighborhoods to economic center and schools, LOS D	We will need to space this project and the Wasilla Fishhook one because of STBG constraints	\$40,271,664	STBG, Other
Parks Highway Rehabilitation	Rehabilitate Parks Highway to implement access management components, intersection improvements, and pedestrian safety features	2029	2036	pavement is rated as fair, pedestrian safety needed		\$109,331,497	NHPP, NHFP
Wasilla-Fishhook Rehabilitation	Conduct 3R project	2029	2035	pavement is rated fair/poor, poor geometry, poor road structure, multimodal separation	Likely will need to Phase.	\$96,298,115	STBG, Other
Parks Highway Palmer-Wasilla Highway Interchange	Construct grade separated interchange	2030	2040	60th-80th percentile EPDO intersection, LOS D or worse 12 months of the year		\$168,110,295	NHPP, NHFP
Palmer-Wasilla Hwy safety and capacity improvements north	Add two travel lanes and widen Cottonwood Creek Bridge to five lanes	2030	2036	LOS 2050 Peak F, Top 50 HSIP list	MSB asks for bike ped consideration	\$39,066,589	NHPP
Seldon Road Rehabilitation	Conduct 3R project from Bogard to Wasilla-Fishhook, construct pathway, implement access management and intersection improvements from the Bogard Seldon CAMP	2032	2038	pavement is rated as fair, anticipated capacity needs from Seward Meridian connection		\$20,018,553	STBG, Other
Wasilla Ck NB Bridge widening	Widen the Wasilla Ck bridge to accommodate large freight movements	2033	2036	Freight capacity		\$3,289,672	NHPP, NHFP
Parks Highway Alternative Corridor Phase 1	Two lane arterial starting at Hyer Road. 200ft ROW.	2034	2042	LOS 2050 D	2 lane arterial lower impact option.	\$118,298,585	NHPP, NHFP

Project name	Project description	Conceptual Start	Conceptual Construction	Reasoning	Notes	Cost Estimate YOE \$	Funding
Bogard Rd Rehab/Safety	Add pedestrian accommodations, intersection improvement and turn lanes as warranted	2035	2041	EPDO scores in 60-80th percentile for both intersections; high volume traffic on Bogard	New fire station at Tait, Add turn lanes	\$7,122,105	STBG, TAP, HSIP, CRP
Seward Meridian-Palmer Wasilla Hwy Reconstruction	Reconstruct intersection to improve capacity and traffic flow	2036	2042	INRIX congestion data shows LOS D or worse 12 months of the year		\$1,347,217	NHPP
Palmer Fishhook 2R/3R	Rehabilitate Palmer Fishhook, widen shoulders, add turn pockets where warranted	2037	2044	LOS C 2050, increased development, pavement condition		\$6,015,879	STBG, Other
Palmer-Fishhook Rd pedestrian improvements	Provide a separated pathway from the Glenn Highway to N. Trunk Rd	2037	2043	no bike/ped facilities along this high-volume road		\$976,524	STBG, TAP, HSIP, CRP
South Knik-Goose Bay capacity and safety improvements	3R Improve safety and capacity as needed	2035	2041	high incidence of top 20th and 60-80th percentile EPDO intersections; top 20th percentile EPDO segment		\$3,578,974	NHPP, STBG
Trunk Road Interchange-Hospital Access Reconstruction	Reconstruct Interchange to improve capacity	2038	2044	LOS E 2050		\$5,118,866	NHPP, NHFPSTBG, Other
Parks Highway Alternative Corridor Phase 2	Two lane arterial. 200ft ROW.	2038	2046	LOS 2050 D		\$21,333,997	NHPP, NHFP
Springer Loops Shoulder Widening and Pedestrian Improvements	Widen the shoulders on both sides of these roads to 5'.	2039	2043	Increased development in this area, increased traffic in residential neighborhoods due to proximity to State Fairgrounds		\$2,019,894	STBG, TAP, HSIP, CRP
Bogard Road separated path	Construct pedestrian facility on Bogard between N Crusey and Yenlo to connect to the Wasilla Main St project. Add new pathways from Bogard Road to the north border of Iditarod Elementary property, and along the north border of Wasilla High School that connects south to the football field	2040	2046	no bike/ped facilities along Bogard in this stretch; connects two schools		\$2,893,794	STBG, TAP, HSIP, CRP
DOT&PF Bridge & Pavement Preservation Program	Ongoing program to maintain the system in a state of good repair. Includes all phases. \$20 million per year 2026 base year.	2027	2030			\$265,795,562	NHPP, STBG
DOT&PF HSIP Program	Ongoing program to ensure the safety of all users. Includes all phases. \$10 million per year 2026 base year.	2027	2030			\$132,897,781	HSIP

Project name	Project description	Conceptual Start	Conceptual Construction	Reasoning	Notes	Cost Estimate YOE \$	Funding
		Revenue Mid Term	\$1,280,761,927		Cost Mid Term	\$1,246,999,209	
		Per Year	\$128,076,193		Per Year	\$124,699,921	
						Fiscal Constraint Mid Term	\$33,762,718

Table 3: Long Term (2041 – 2050)

Project name	Project description	Conceptual Start	Conceptual Construction	Reasoning	Notes	Cost Estimate YOE \$	Funding
Parks Highway Alternative Corridor Phase 1	Two lane arterial starting at Hyer Road. 200ft ROW.	2034	2042	LOS 2050 D	2 lane arterial lower impact option.	\$241,743,343	NHPP, NHFP
Bogard Rd Rehab/Safety	Add pedestrian accommodations, intersection improvement and turn lanes as warranted	2035	2041	EPDO scores in 60-80th percentile for both intersections; high volume traffic on Bogard	New fire station at Tait, Add turn lanes	\$34,488,876	STBG, TAP, HSIP, CRP
Seward Meridian-Palmer Wasilla Hwy Reconstruction	Reconstruct intersection to improve capacity and traffic flow	2036	2042	INRIX congestion data shows LOS D or worse 12 months of the year		\$1,744,871	NHPP
Palmer Fishhook 2R/3R	Rehabilitate Palmer Fishhook, widen shoulders, add turn pockets where warranted	2037	2044	LOS C 2050, increased development, pavement condition		\$71,050,123	STBG, Other
Palmer-Fishhook Rd pedestrian improvements	Provide a separated pathway from the Glenn Highway to N. Trunk Rd	2037	2043	no bike/ped facilities along this high-volume road		\$8,191,999	STBG, TAP, HSIP, CRP
South Knik-Goose Bay capacity and safety improvements	3R Improve safety and capacity as needed	2035	2041	high incidence of top 20th and 60-80th percentile EPDO intersections; top 20th percentile EPDO segment		\$30,341,783	NHPP, STBG
Trunk Road Interchange-Hospital Access Reconstruction	Reconstruct Interchange to improve capacity	2038	2044	LOS E 2050		\$116,203,329	NHPP, NHFP, STBG, Other
Parks Highway Alternative Corridor Phase 2	Two lane arterial. 200ft ROW.	2038	2046	LOS 2050 D		\$191,098,714	NHPP, NHFP
Springer Loops Shoulder Widening and Pedestrian Improvements	Widen the shoulders on both sides of these roads to 5’.	2039	2043	Increased development in this area, increased traffic in residential neighborhoods due to proximity to State Fairgrounds		\$16,300,521	STBG, TAP, HSIP, CRP
Bogard Road separated path	Construct pedestrian facility on Bogard between N Crusey and Yenlo to connect to the Wasilla Main St project. Add new pathways from Bogard Road to the north border of Iditarod Elementary property, and along the north border of Wasilla High School that connects south to the football field	2040	2046	no bike/ped facilities along Bogard in this stretch; connects two schools		\$4,344,071	STBG, TAP, HSIP, CRP
W. Hollywood Road pedestrian improvements	Construct a separated path on Hollywood Dr. from S. Vanamanita Ln to S. Edelweiss Dr.	2041	2047			\$5,311,666	STBG, TAP, HSIP, CRP

From: [Rod Hanson](#)
To: [Julie Spackman](#)
Cc: [North Lakes Community Council \(board@nlakes.cc\)](#); [David Crawford](#); [Alex Strawn](#); [Kim Sollien](#)
Subject: NLCC Comments: TAB Resolution 26-05 - Meeting September 1, 2026
Date: Tuesday, August 18, 2026 2:55:23 PM

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

The North Lakes Community Council opposes TAB Resolution 26-05, which recommends approving the Matanuska-Susitna Borough's (MSB) priority transportation projects for inclusion in the MVP 2027-2030 Transportation Improvement Program (TIP). We urge you not to pass this resolution.

If the MSB Assembly moves forward with this action, it may introduce last-minute changes to the Municipal Transportation Plan (MTP) and the related TIP. The MTP and TIP were developed through a process that emphasized integrity, transparency, and public participation, with representation from MSB, Palmer, Wasilla, tribes, state officials, and others. Although the MSB is the largest stakeholder and primary beneficiary, it does not hold sole decision-making authority over the final MTP and TIP. That responsibility rests with the Steering Committee of the Mat-Su Valley Transportation Planning (MVP) Organization.

Throughout this process, each member of the MVP Technical Committee, including the MSB, was expected to advocate for their organization's priorities. The MTP was shaped by months of collaboration, resulting in a prioritized project list that reflected broad agreement—even if not every party received everything they wanted. The process was transparent, included multiple review stages, and provided meaningful opportunities for public input from individuals and community councils.

North Lakes Community Council formally nominated several projects for MVP's consideration. We appreciate that our input was taken seriously, and we participated in multiple meetings of the MVP Technical Committee. MVP appropriately evaluated all projects, employed a fair and impartial scoring system, and ultimately used its judgment to develop a balanced list of projects. While only a few of our initial nominations were selected, we are satisfied with the outcome.

We are however especially concerned about the potential elimination or delay of one of our high-priority safety projects: pathway and road improvements at Finger Lake Elementary School. This project is not just about constructing a pathway; it includes a critical 0.15-mile extension of Fir Street to the school property, which would provide a safer and more direct connection for students and significantly reduce congestion at the Earl / Bogard intersection. This intersection was flagged as a community concern and discussed in the Bogard-Seldon Corridor Access Management Plan (CAMP). The CAMP recommended creating a loop through the school property to Fir Street and ultimately to the Cottonwood Loop/Bogard intersection, identified as a key location for a future roundabout. This project received one of the highest scores in the MVP evaluation and should remain on the short-term priority list.

When the Assembly adopted the Bogard-Seldon CAMP, MSB staff noted the importance of making difficult choices to remain aligned with established strategies and goals. Upholding the MVP process in this case requires that same commitment. Making last-minute changes undermines the collaborative work and careful planning already completed.

We respectfully request that you honor the integrity of the MVP process and adhere to the plan as previously presented.

Sincerely,

Rod Hanson / North Lakes Community Council