

# Hello!

Metropolitan Transportation Plan  
Project Nominations



**MATSU VALLEY**  
PLANNING *for*  
TRANSPORTATION



# Who is MVP?

The non-profit MatSu Valley Planning for Transportation (MVP) was established in 2023 as the Metropolitan Planning Organization (MPO) to ***support local transportation planning*** within the Mat-Su Valley metropolitan area.

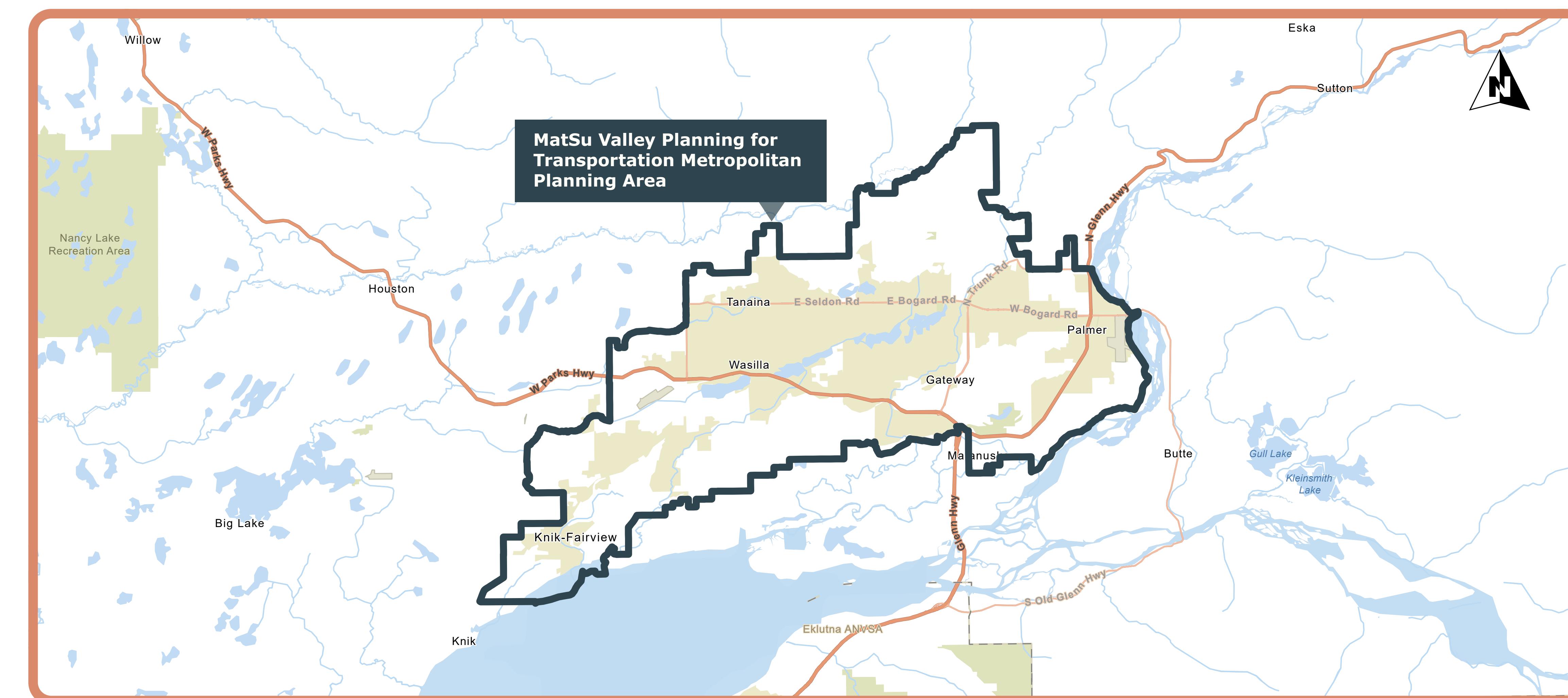
***The Mat-Su Valley is the fastest growing region in Alaska.*** More than 50,000 people live in the Wasilla—Knik—Fairview—North Lakes area, resulting in its designation as an Urbanized Area following the 2020 U.S. Census.

The Federal-Aid Highway Act of 1962 requires urbanized areas to establish MPOs to help identify transportation needs and distribute federal transportation funds through a collaborative process.

MPOs help communities work together to identify local priorities while meeting regional needs.

MVP's first task is to develop a long-range metropolitan transportation plan (MTP) for the Valley's urbanized area.

**That's why we're here today!**



# MVP Governance

MVP is guided by a **7-member policy board** comprised of elected and appointed officials and supported by a **16-member technical committee**, comprised of transportation professionals and planners. It is supported by federal funding and ensures federal transportation funds are distributed fairly and directed by local voices.

## TECHNICAL COMMITTEE

- » MSB Public Works
- » City of Wasilla Public Works
- » Alaska Railroad
- » Alaska DOT&PF Planning
- » Alaska DOT&PF Engineering
- » MSB Transportation Advisory Board
- » City of Palmer Public Works
- » Knik Tribe
- » Chickaloon Native Village
- » Valley Transit
- » MSB Planning
- » MSB School District
- » Mobility Advocate
- » Trucking Industry
- » Alaska Department of Environmental Conservation
- » Road Service Area Advisory Board

## Recommendations



## POLICY BOARD

- » Mat-Su Borough Mayor
- » Mat-Su Borough Manager
- » Chickaloon Native Village
- » Knik Tribe
- » Alaska DOT&PF
- » City of Palmer Mayor
- » City of Wasilla Mayor



# What *is* a Metropolitan Transportation Plan?

## ***What is an MTP?***

A Metropolitan Transportation Plan (MTP) is a federally-required long-range transportation plan, guiding transportation decision-making for the next 20-years.

MVP's MTP, developed with public input, will outline the transportation vision, goals and objectives - including specific transportation infrastructure changes and improvements - within MVP's boundaries. This will help guide investments in roads and transit, as well as walking and biking infrastructure.

## ***Why is an MTP important?***

The MTP will include a list of prioritized projects.

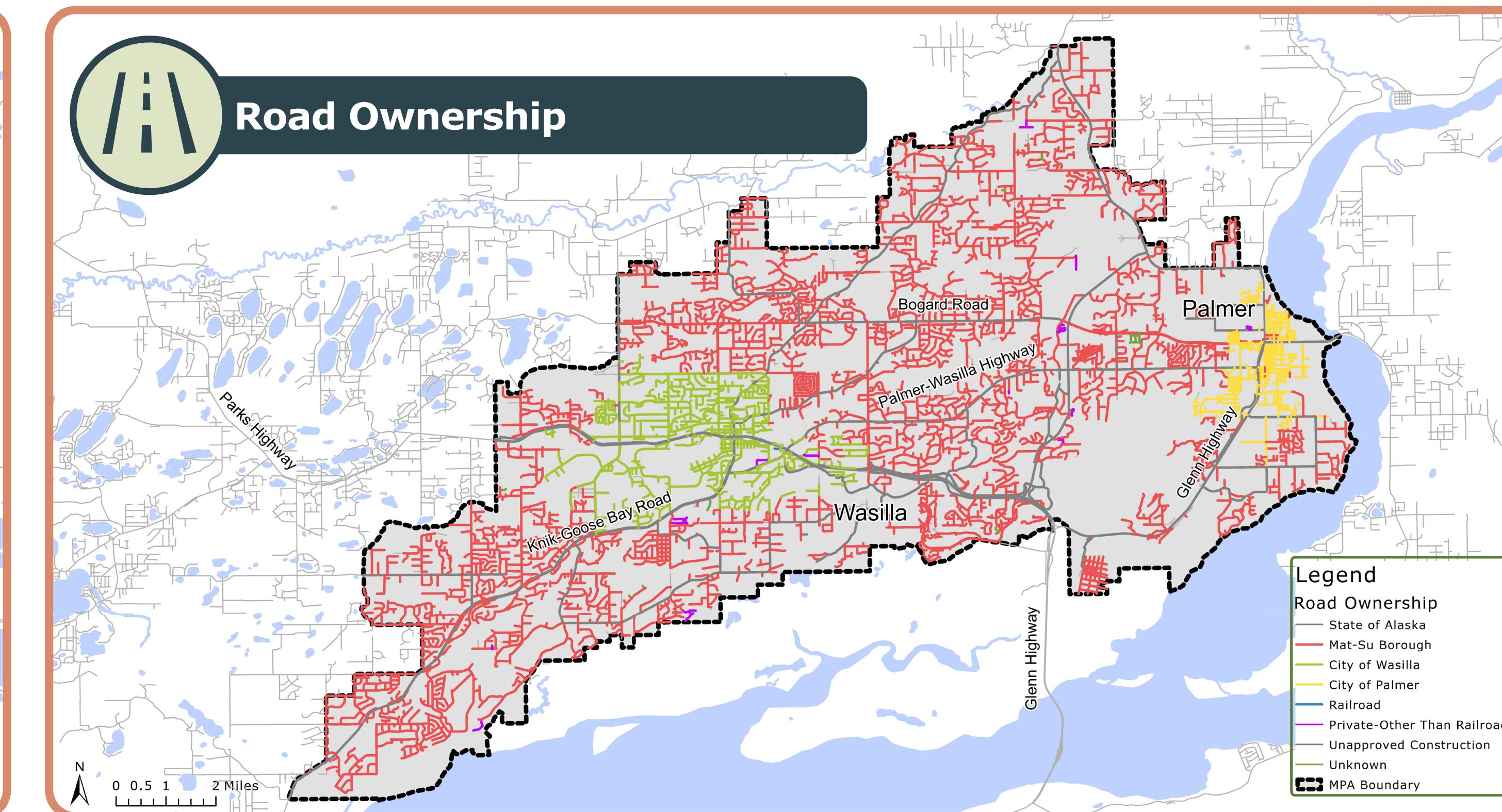
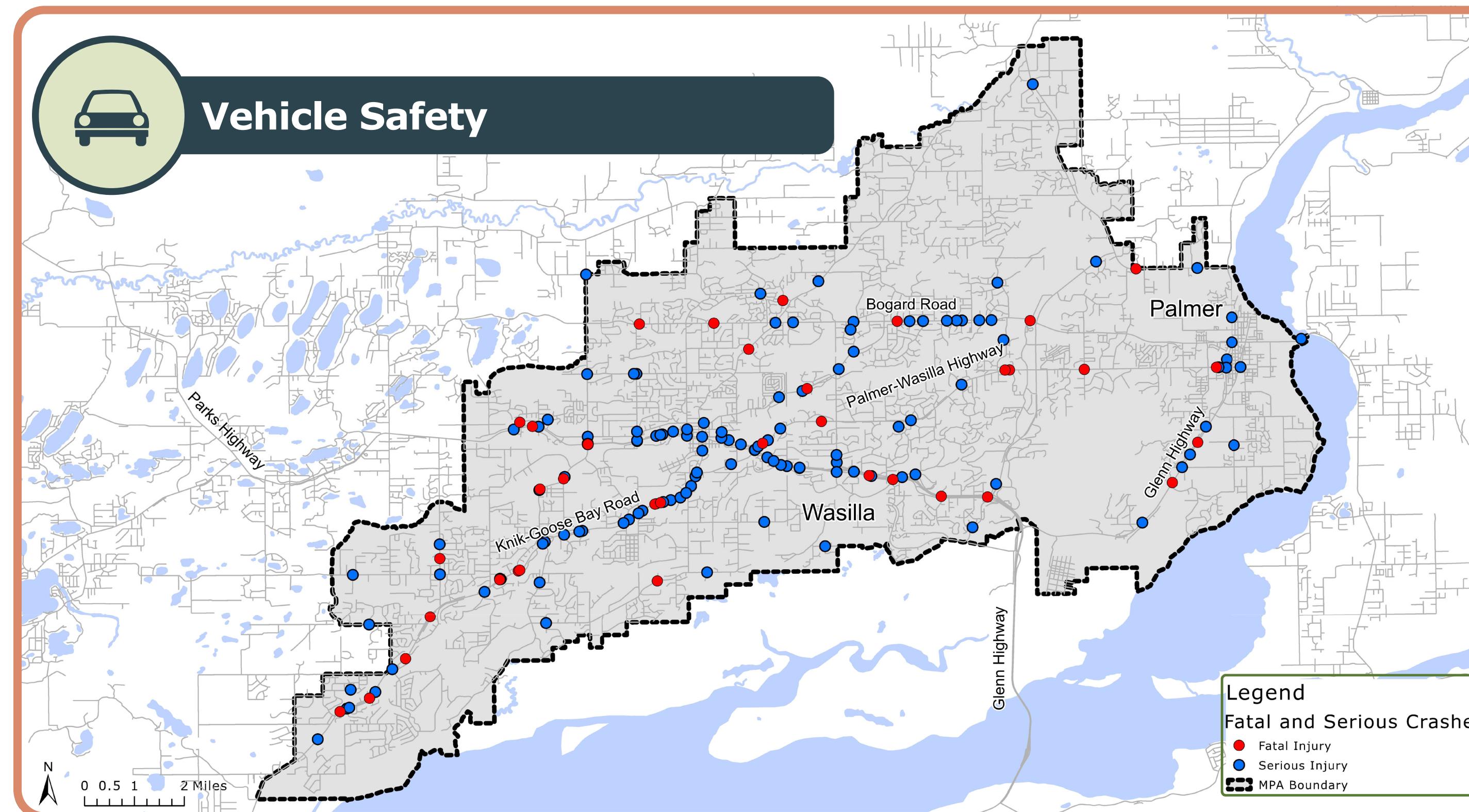
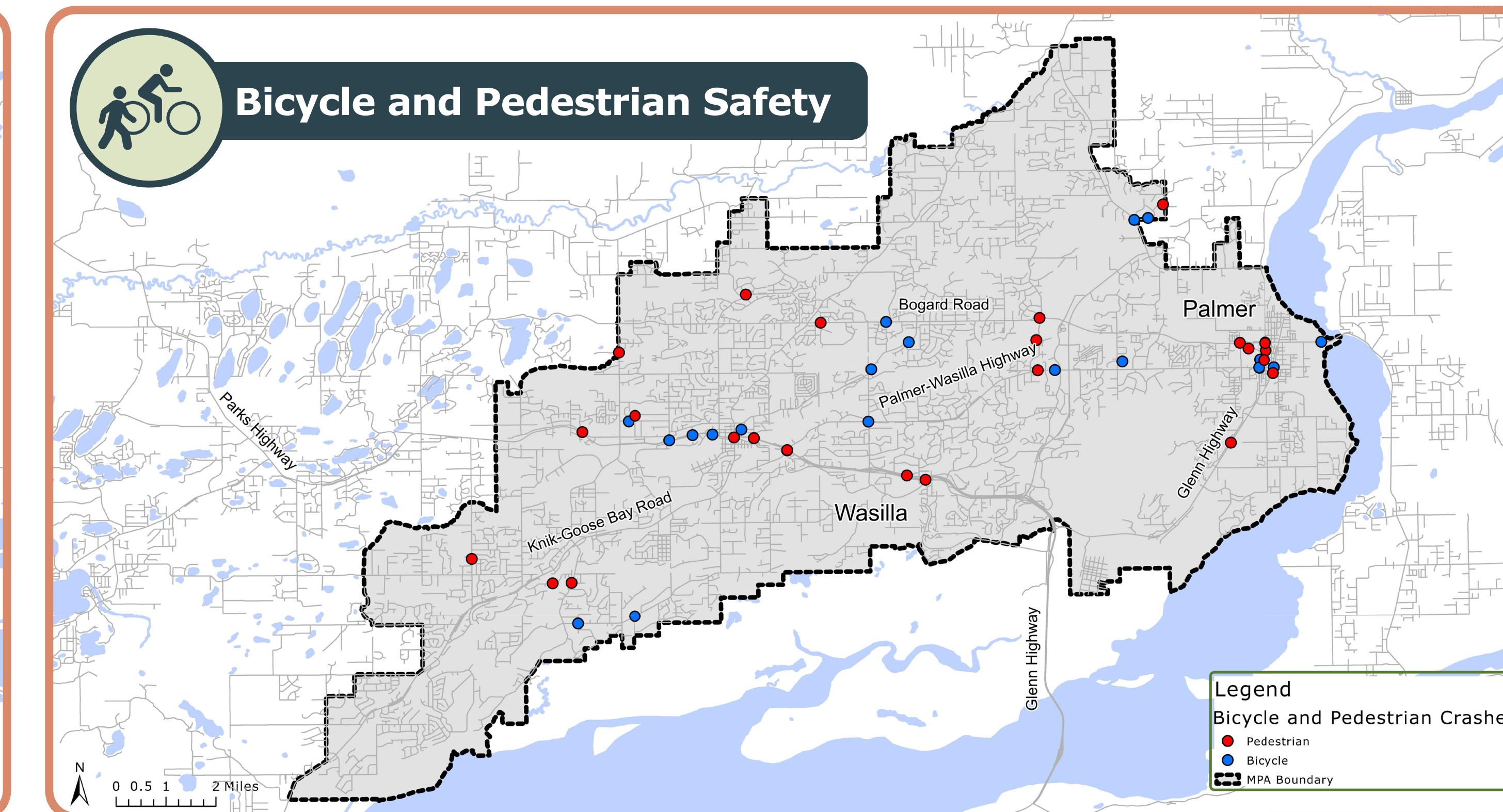
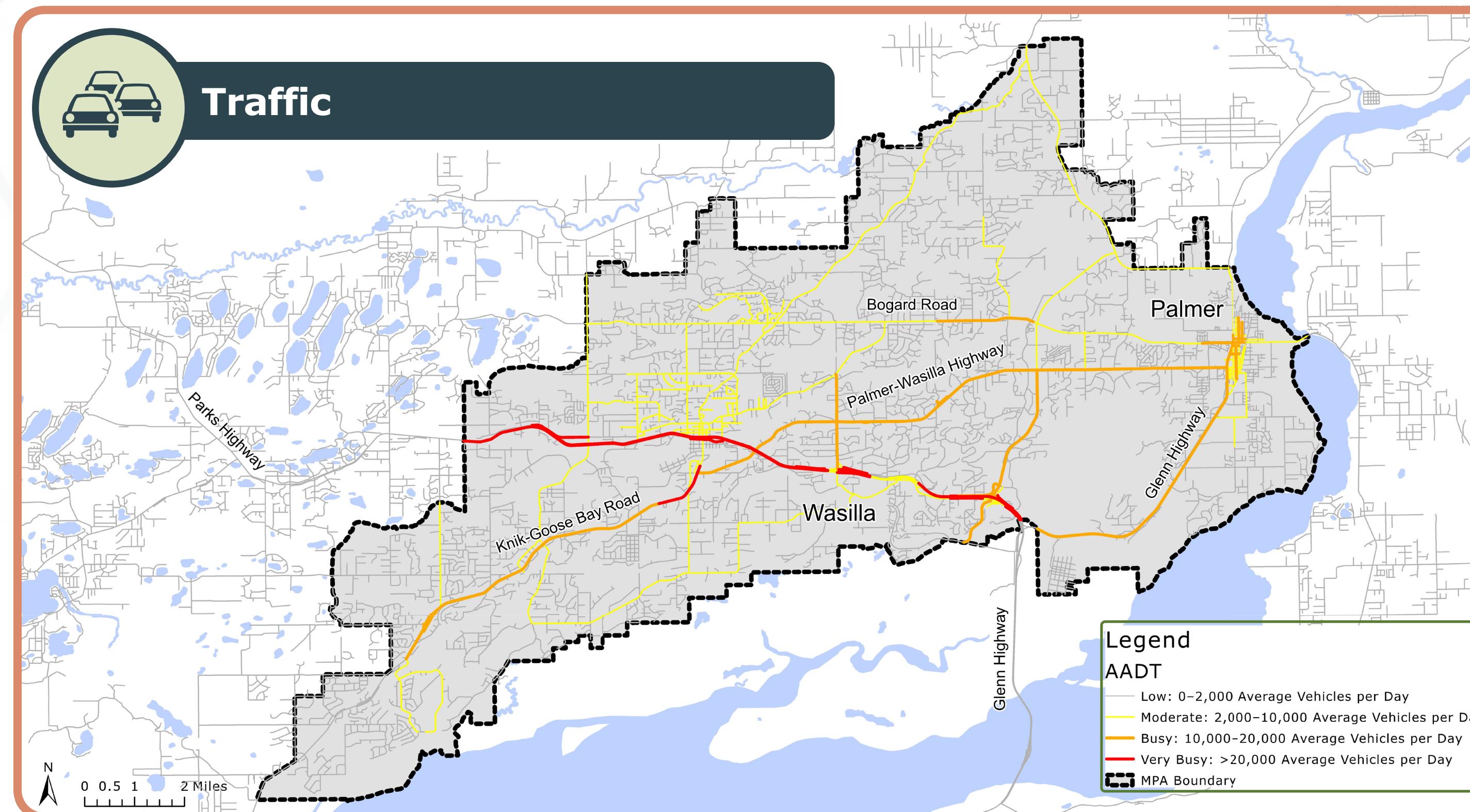
Projects need to be on the list in order to receive federal funding.

## ***Isn't this a job for the MSB or DOT&PF?***

Yes...and no.

MVP is responsible for regional transportation planning. Local governments sit on the MVP policy board to help guide and inform decision-making. See the governance poster for a list of organizations represented on the policy board. The goals, objectives, and projects identified in the MTP support the regional governments' priorities and can help leverage federal funds for local projects.

# What Does our Transportation Network Look Like **Today**?



# Vision, Goals & Objectives

## VISION

MatSv 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



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



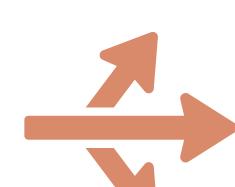
### Improve transportation safety for all modes



### Leverage all available funding resources



### Maintain the system in a state of good repair



### Create opportunities for more diverse transportation options



### Shorten commute times and improve mobility



### Build a resilient transportation network

## OBJECTIVES

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

# Our MTP builds on past planning efforts.



The MTP team is analyzed the following ***existing and former plans*** and documents to understand the needs and issues within the transportation network:

2011	Anchorage/Matanuska-Susitna Borough Regional Transit Authority Plan
2016	Mat-Su Transit Feasibility Assessment and Plan
2021	Statewide Freight Assessment - Alaska Moves 2050
2022	Matanuska-Susitna Borough Official Streets and Highways Plan
2023	<ul style="list-style-type: none"><li>» Mat-Su Borough Bicycle and Pedestrian Plan</li><li>» Coordinated Human Services Transportation Plan</li></ul>
2024	<ul style="list-style-type: none"><li>» Palmer Capital Projects &amp; Legislative Priorities</li><li>» Alaska Department of Transportation and Public Facilities Statewide Transportation Improvement Plan (2024-2027)</li></ul>
2025	Matanuska-Susitna Borough Comprehensive Safety Action Plan
2035	Matanuska-Susitna Borough Long Range Transportation Plan
2045	Wasilla Capital Projects and Legislative Priorities

# Key Issues to Consider #1



## SAFETY

- » High crash corridor on KGB Road
- » No bike/pedestrian facilities west of Connie Lane on Hollywood Road
- » No bike/pedestrian facilities on Vine Road
- » Unlighted intersections and sub-standard sight distances on Clapp Street
- » No Walking routes for students at Reddington/Dena'ina
- » Should widen shoulders for walk ability  $\frac{1}{2}$  mile around school zones
- » High number of driveways make arterial roads function like main streets



## TRANSIT

- » No fixed route transit service
- » No bus stops along KGB Road to get to Wasilla or the commuter bus to Anchorage



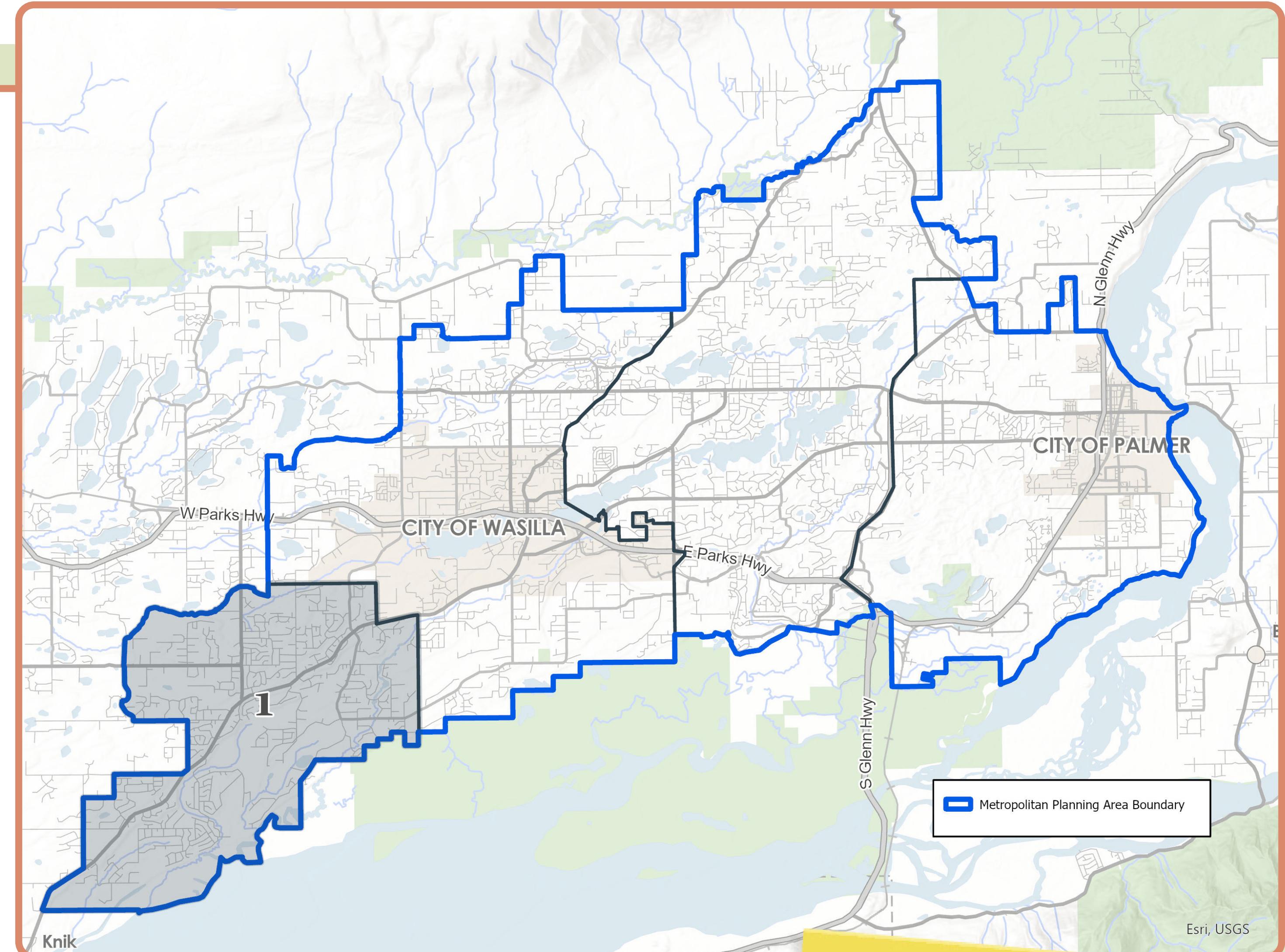
## CONNECTIVITY

- » A need for more collector streets between subdivisions to get to businesses and arterials



## LAND USE PLANNING

- » Lack of mixed-use development that would support walkability
- » Improve land use guidelines to support mixed-use development



View what the community identified as needs and issues on our online comment map.



# Key Issues to Consider #2



## SAFETY

- » High crash corridor on KGB Road
- » Unlighted intersections and sub-standard sight distances on Clapp Street
- » Should widen shoulders for walkability ½ mile around school zones
- » High number of driveways make arterial roads function like main streets



## TRANSIT

- » No bus stops along the Bogard Rd and Palmer-Wasilla Hwy corridor to get to the commuter bus to Anchorage



## CONNECTIVITY

- » Deploy access management on collector roads and above to support network function



## LAND USE PLANNING

- » Lack of mixed-use development that would support walkability
- » Improve land use guidelines to support mixed-use development



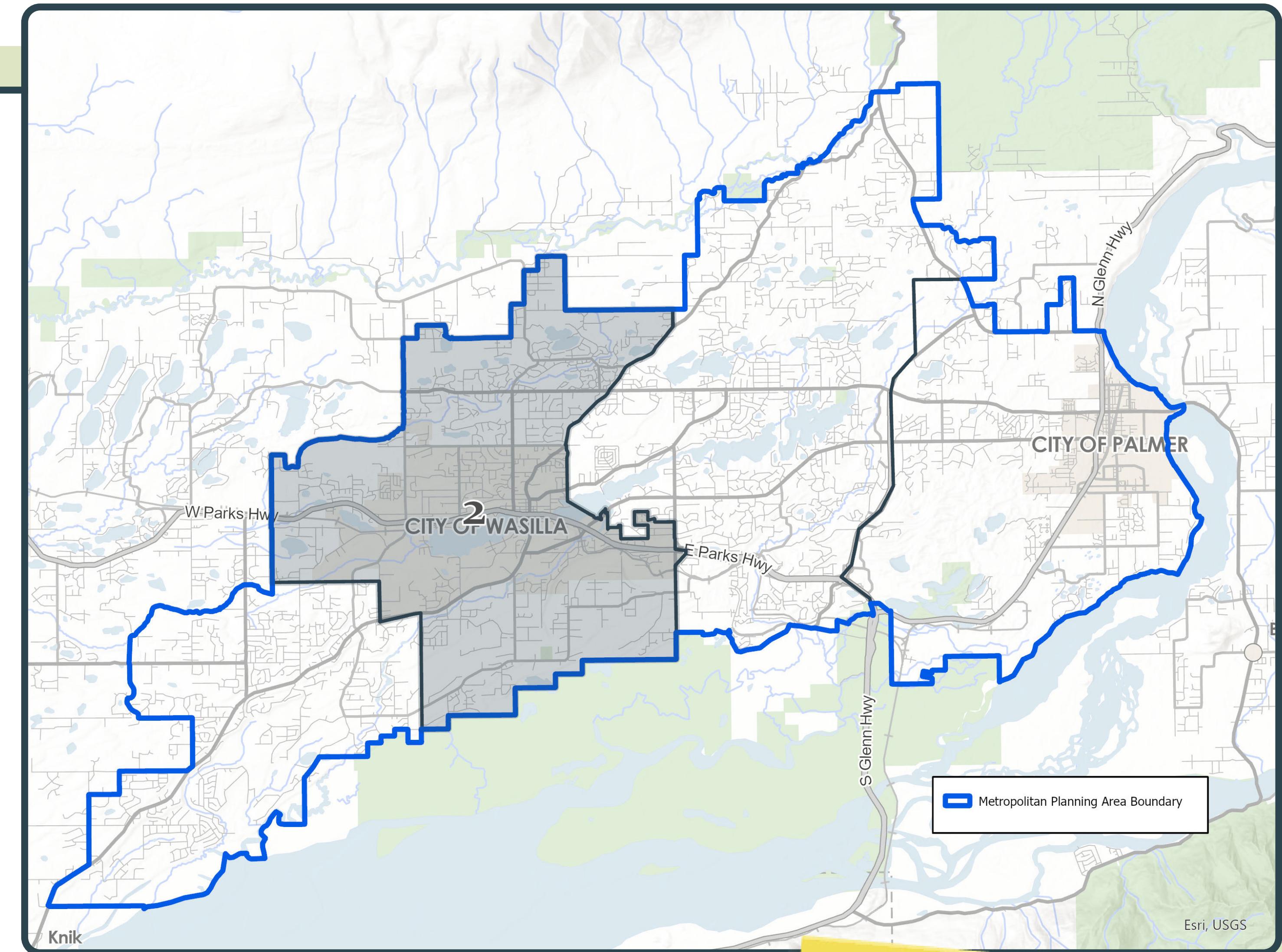
## CONGESTION

- » Freight bottleneck on Parks Highway
- » Congestion on Parks Highway through Wasilla
- » Traffic back-up heading toward Parks Highway along Palmer-Wasilla Extension



## STATE OF REPAIR

- » Poor pavement conditions on Church Road



View what the community identified as needs and issues on our online comment map.



# Key Issues to Consider #3



## SAFETY

- » Multiple direct-access lots/driveways with high incidences of crashes on Bogard Road
- » Bogard Road needs lighting and a pedestrian pathway
- » The Fishhook roads triangle lacks bike and pedestrian infrastructure and lighting
- » Should widen shoulders for walkability ½ mile around school zones
- » High number of driveways make arterial roads function like main streets



## TRANSIT

- » There is not fixed route transit service in the North Lakes area
- » No bus stops along the Bogard corridor to connect to the commuter bus to Anchorage



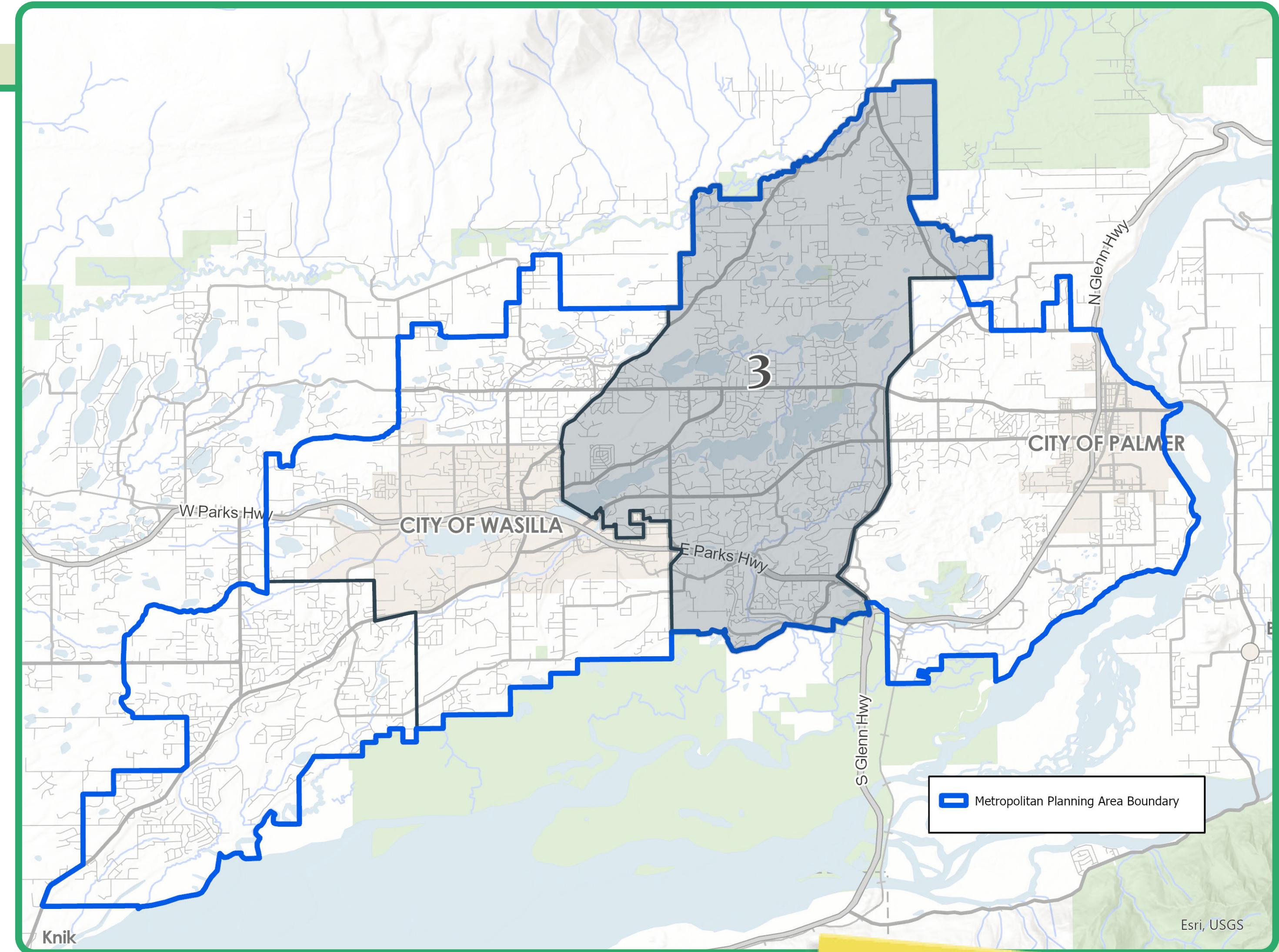
## CONNECTIVITY

- » There is a lack of a collector road network in the Fishhook triangle area
- » There is a need for more collector streets between subdivisions to get to businesses and arterials
- » Deploy access management along collector roads and above to protect the network function



## LAND USE PLANNING

- » There is a lack of mixed-use development that would support walkability
- » Improve land use guidelines for mixed-use development at major intersections



View what the community identified as needs and issues on our online comment map.



# Key Issues to Consider #4



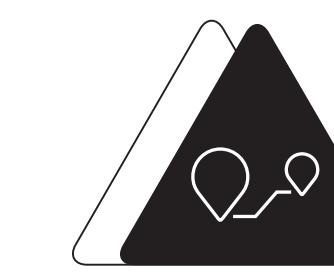
## SAFETY

- » No bike or pedestrian facilities on Inner/Outer Springer Loop
- » No pedestrian facilities around the senior center at Maple Springs Way
- » Pedestrian crossing (such as overpass) needed at Arctic Avenue and Eagle Avenue to get pedestrians out of the roadway
- » A need to widen shoulders on the Springer system
- » Should widen shoulders for walkability ½ mile around school zones
- » High number of driveways make arterial roads function like main streets



## TRANSIT

- » There is no fixed route transit service from Palmer to Wasilla or points to the west
- » No Bus stop in downtown Palmer to get to the commuter bus to Anchorage



## CONNECTIVITY

- » There is no direct access from the east to Mat-Su Regional Medical facilities
- » A need for more collector streets between subdivisions to get to businesses and arterials



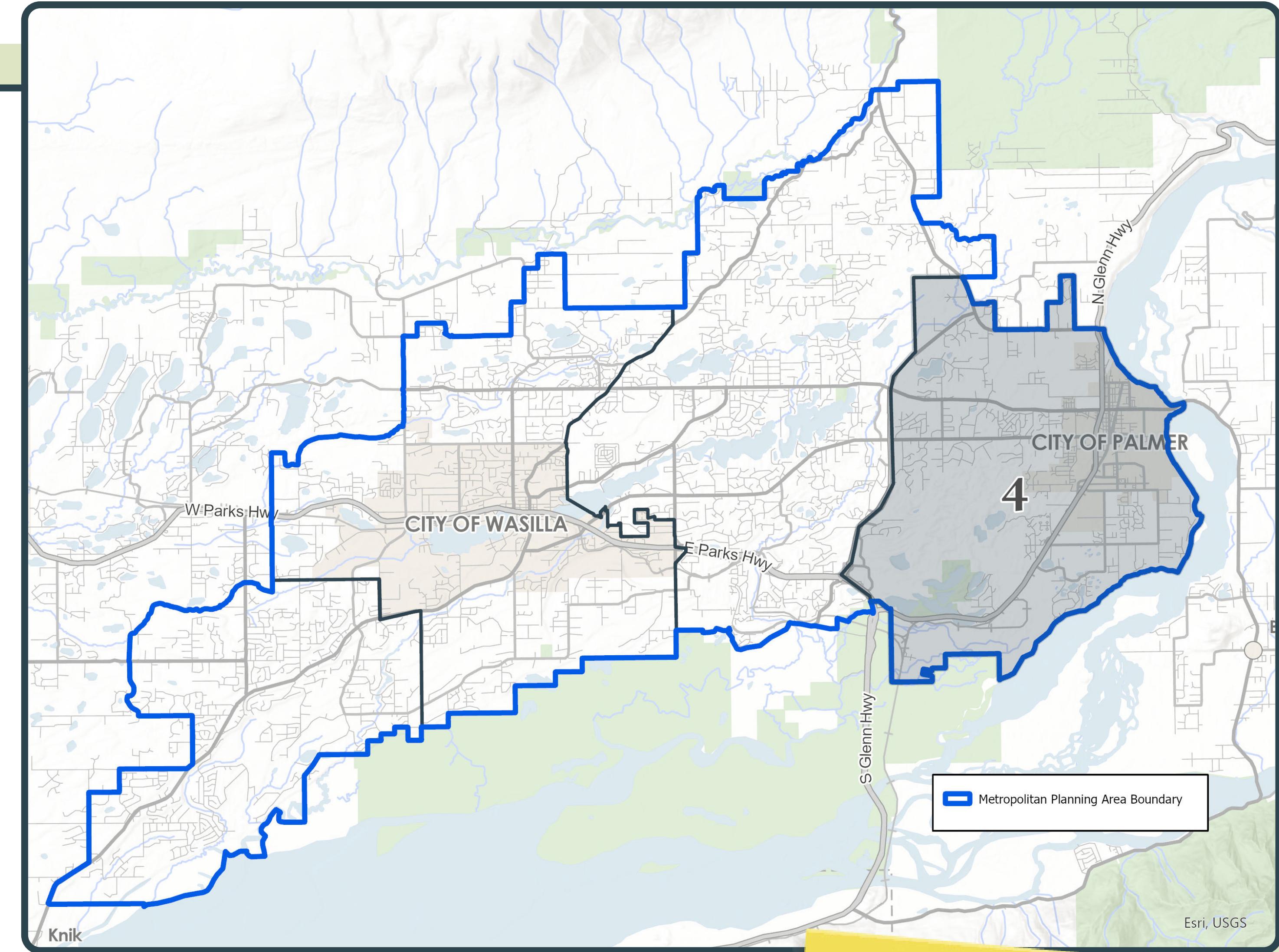
## LAND USE PLANNING

- » Lack of mixed-use development that would support walkability
- » Improved zoning for mixed-uses at major intersections



## CONGESTION

- » Congestion on the Palmer-Wasilla Highway
- » Parked train blocks some side roads in Palmer



View what the community identified as needs and issues on our online comment map.



# Formal Project Nominations

## ***Formal Project Nominations!***

- Launch Wednesday, January 28th, 2026
- All project nominations must be submitted via digital nomination form
  - Digital form will be accessible via [mvpmo.com](http://mvpmo.com)
- MVP will send email notification to stakeholders once project nominations are live to the project nomination portal and accompanying guidance documents.

## ***Nominatees will be asked to provide:***

- Project location
- Narrative descriptions of project activities
- Explanation of how project supports MTP Vision, Goals, and Objectives
- Summary of potential funding sources

## ***What types of Project Nominations are we looking for?***

- Projects that consider the broader multi-modal network (motorized, non-motorized, transit, freight)
- Projects that align with existing transportation and land use plans
- Projects that address safety, connectivity, land use planning, congestion
- Projects that address known areas of concern or need as identified by the community



**MATSU VALLEY**  
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We Want to Hear from **You!**  
Stay involved and let us know  
what you think.



***Submit a  
comment***

 ***Get  
involved***



***Take our  
survey***