MATANUSKA-SUSITNA BOROUGH INFORMATION MEMORANDUM IM No. 25-259

SUBJECT: INFORMING THE ASSEMBLY OF THE SUBMITTAL OF A GRANT TO THE ALASKA FEDERAL LANDS ACCESS PROGRAM FOR E KNIK RIVER ROAD AND OLD GLENN HIGHWAY SEPARATED PAVED PATHWAY.

AGENDA OF: December 2, 2025

ASSEMBLY ACTION: Presented to the Assembly 12/02/25 - BJH

AGENDA ACTION REQUESTED: For information only.

Route To	Signatures
Community Development Director	11/14/2025 X Jillian Morrissey Signed by: Jillian Morrissey
Finance Director	Recoverable Signature X Cheyenne Heindel Signed by: Cheyenne Heindel
Borough Attorney	11/17/2025 X Nicholas Spiropoulos Signed by: Nicholas Spiropoulos
Borough Manager	11/17/2025 X Michael Brown Signed by: Mike Brown
Borough Clerk	11/19/2025 X Lonnie McKechnie Signed by: Lonnie McKechnie

ATTACHMENT(S): 2025 Alaska Federal Lands Access Program Application (18 pp)

SUMMARY STATEMENT: The Community Development Department has applied for a grant with the 2025 Alaska Federal lands Access Program for the East Knik River Road and Old Glenn Highway Separated Paved Pathway. The grant would provide funding for a feasibility and pre-design/engineering study for a separated pathway on the Knik River Road from the Pioneer Ridge Trailhead to the Old Glenn Highway to the Old Glenn/Glenn Highway interchange. The application was submitted November 14, 2025.

Additional legislation to accept and appropriate will be sent forward if the grant is awarded. There is no match requirement for this grant.

2025 Alaska Federal Lands Access Program

Proposal ID #: AK-FY25- *(For WFL Use Only)*

(To be completed jointly by Federal Land Manager and State/Borough/Local/Tribal Government)

Project Name	E Knik River Road & Old Glenn Highway Separated Paved Pathway
Route Name/Number	E Knik River Road & Old Glenn Highway
Federal Land(s) Accessed (Show on Map)	Bureau of Land Management
Agency (ies) with Title to Road, Bridge, Trail or Transit System	Alaska DOT&PF
Agency (ies) with Title to Enhancement Facility	Alaska DOT&PF
Agency (ies) with Maintenance Responsibility for Road, Bridge, Trail or Transit System	Alaska DOT&PF
Agency (ies) with Maintenance Responsibility for Enhancement Facility	Alaska DOT&PF
Type of Proposal	☐ Capital Improvements ☑ Planning ☐ Enhancement ☐ Research ☐ Transit
Key Items of Work (check all that apply)	☑ Paving ☐ Earthwork ☐ Major Concrete Structures ☐ Bridges and/or AOPs ☐ Major Culverts ☐ Road Base or Surface Course ☐ Roadside Safety Structures ☑ Planning Study ☑ Bicycle/Pedestrian Facilities ☐ Safety Enhancements ☐ Transit Facilities or Operations ☐ Ancillary Parking Areas, Pullouts/Interpretive Sites ☐ Major Drainage Improvements ☐ Other **(specify)** _____
Proposed Work Summary	This proposal is for a feasibility and pre-design/engineering study for a separated paved pathway on E Knik River Road from the Pioneer Ridge Trailhead to the Old Glenn Highway to the Old Glenn/Glenn Highway interchange.
Primary Visitor Destinations (Show on Map)	Pioneer Ridge Trailhead, Eklutna Tailrace and Old Knik River Bridge
High Use Federal Recreation Sites and/ or Federal Economic Generators (Show on Map)	Pioneer Ridge Trailhead

Project Termini (Location)		**Mile Posts**	**Latitude** (Decimal Degrees)	**Longitude** (Decimal Degrees)
	Begin	MP 0 S. Old Glenn Highway	61.4733 N	149.2607 W
	End	MP 3.88 Knik River Road	61.4943 N	148.9276 W
	Nearest Town	Palmer, Alaska	**Fed Congressional District**	AK-At-Large
	Project Length (miles)	12.42 Miles	**Borough**	Matanuska-Susitna

Acres of Federal Land Accessed by the Project	Over 200,000 acres
Estimated Total Project Costs	$977,500.00
Funds Requested from Federal Lands Access Program	$977,500.00
Other Funding Contributions to Project	$0.00 **From:** n/a

IM 25-259

Other Contributions to the Project: Describe any additional contributions secured or being sought to implement the project proposal. Does this opportunity possible leverage other funds?

Anchorage Park Foundation received a grant from the State of Alaska to conduct a Reconnaissance Engineering Study for $300k. This study was completed and provided to partners in the Summer of 2025. The study provided recommended routes and this proposal reflects the recommendations provided by the engineers .

The lead agency for project delivery: Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration: The preferred and assumed lead agency for project delivery is WFLHD. The project proponents may suggest another federal agency, Alaska DOT&PF, or the Tribal Transportation Program take the lead for project delivery. On a case by case bases, it may be determine the local agency is best fit to deliver the project. Decisions regarding lead and participating agency roles will be based on project type, project complexity, proposed delivery, previous experience in delivering Federal Highway (Title 23) funded projects, and ability to satisfy Federal Highway Administration and Alaska DOT&PF project delivery requirements. WFLHD or the FHWA Division Office will still be responsible for stewardship and oversight of the project to assure compliance with federal requirements.

Alaska DOT &PF

Functional Classification of the Roadway (Show official designations of route)	☐ National Highway System	☒ Major Collector	☐ Local Road
	☐ Arterial	☐ Minor Collector	☐ Trail

Traffic Volumes	**Current**				**20 Year Projections**		**Basis for Projections? (e.g. Transportation Plan, population growth rate...)**
	Actual Counts		**Estimated**				
	Start of Project	**End of Project**	**Start of Project**	**End of Project**	**Start of Project**	**End of Project**	
Average Daily Traffic (ADT) on Highway	4000-8000	n/a	4000-8000	4000-8000	14,400	14,400	Population growth rate and enhanced visitor access
Seasonal Average Daily Traffic (peak season) (SADT) on Highway	4600-10000	n/a	4600-10000	4600-10000	14,400	14,400	Population growth rate and enhanced visitor access
% Trucks	8-12%	n/a	8-12%	8-12%	8-12%	8-12%	Trucks unaffected by project
% Federal Land Related	10-15%	n/a	10-15%	10-15%	10-15%	0-15%	No change to Federal Land status
Comments							

		NBI Structure Number	**Dimensions (Overall Length x Width)**	**Bridge Type**	**No. of Spans**	**NBIS Sufficiently Rating (1-100)**
+	-					

Pavement Condition

		Route No./Segment	**Mileposts**	**Surface Type**	**Surface Rating**	**Rating Method**	**Comments**
+	-						

Problem Statement: What purpose does this transportation facility serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in use, safety problems, capacity issues, bridge deficiencies, pavement or surface conditions, etc.

The Old Glenn Highway and Knik River Road corridor is a critical link between Anchorage and the Matanuska-Susitna Borough, yet it currently lacks a safe, dedicated alternative pathway for travel. This project seeks funding to study and design a separated paved pathway along this corridor—addressing urgent safety concerns and creating a vital connection for recreation and community access.This route was identified as a frontcountry and backcountry "recommended connection" in the recently published Recreation Economy (RE) Study for the Alaska Long Trail—a visionary initiative to establish a continuous trail system from Seward to Fairbanks. The proposed pathway will serve a wide range of users, including local residents and visitors, offering a reliable and accessible option for those who cannot or prefer not to travel on the main roadway.Currently, there is no alternative route; travelers have no choice but to use the highway, where high

traffic volumes and narrow shoulders create hazardous conditions for anyone outside a vehicle. The absence of a separated pathway represents a significant functional gap, limiting connectivity between communities and key recreation areas. Local data shows growing interest in outdoor recreation and tourism, further amplifying the need for safe, dedicated alternative routes.

Detailed Description of Proposed Capital Improvement or Enhancement: Describe how the proposed project will address the problem. Describe the overall design concept, scope of work, any unusual design elements, design or operational standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, surfacing depth, earthwork needs, roadside safety features, ancillary parking areas, signing improvements, bridge work, guardrail improvements, etc. Include optimum year work should be done and year work needs to be done no later than.

The proposed project will resolve the lack of a safe, dedicated alternative pathway along the Old Glenn Highway and Knik River Road by developing preliminary designs for a separated paved pathway. This design work is the essential first step toward creating a route that provides safety, accessibility, and connectivity for residents and visitors. By planning a pathway that is separated from the highway, the project eliminates hazardous conditions caused by high traffic volumes and narrow shoulders, offering a secure option for those who cannot or prefer not to travel on the main roadway. In addition to improving safety, the project strengthens community and recreational connectivity by linking neighborhoods, recreation areas, and regional trail systems, including the Alaska Long Trail. This alignment with the Reconnaisance Engineering Study and the statewide vision for the Alaska Long Trail ensures that the corridor becomes a key segment in a continuous trail system from Seward to Fairbanks, supporting tourism and economic growth. The project also anticipates future demand by addressing the growing interest in outdoor recreation and tourism, ensuring infrastructure readiness for increased use by producing preliminary designs, this effort lays the foundation for future construction and funding opportunities, moving the concept from vision to actionable plans. Ultimately, the project transforms a corridor with no alternative travel option into a safe, accessible, and connected route that enhances quality of life, promotes economic development, and advances a major recreation initiative.

Detailed Description of Proposed Transit Service: Provide operational details of the proposed service. What are specific destinations the route will serve? Is the service year-round or seasonal? What are the operating dates/service hours/day of week? Describe transit route details, including miles, number of stops, and variability in service operations. Describe any marketing, way finding, or other information that will be disseminated to promote service.

N/A

Detailed Description of Proposed Planning: Describe the details of this planning and the final product that will be developed. Would this planning effort support projects that could be submitted under future Federal Lands Access Program requests for proposals?

This planning effort will produce preliminary engineering designs for a separated paved pathway along the Old Glenn Highway and Knik River Road corridor. The work will include route analysis, conceptual alignment, safety evaluations, and cost estimates, ensuring that the design meets standards for accessibility, durability, and environmental considerations. The planning process will also incorporate stakeholder engagement and coordination with regional and state agencies to align with the Alaska Long Trail vision and local transportation priorities. The final product will be a comprehensive design package that includes detailed drawings, specifications, and supporting documentation necessary to advance the project to construction. This package will position the corridor for future funding opportunities and provide the technical foundation required for permitting and implementation. This planning effort is specifically intended to make the project shovel-ready for future funding. By completing preliminary designs and associated documentation, the project will meet the requirements for future construction funding under programs such as the Federal Lands Access Program (FLAP). This proactive approach ensures that when funding opportunities arise, the project can move quickly from planning to construction without delay.

Detailed Description of Proposed Research: Describe the type of research and the final product for this effort. Describe the need for the research and how this research enhances safety, access or stainability.

N/A

Right-of-Way Acquisition: Describe which agency (agencies) has title for the project and how that title is documented. Describe which agency (agencies) has maintenance responsibilities for the project. Does new ROW need to be acquired? If so, how much, how many owners, and what is the anticipated time (months) to acquire all needed ROW? How does the applicant plan to acquire the ROW? Will coordination with any railroads be needed? What is your agency's experience acquiring ROW for federally-funded or assisted projects? Include supporting documentations which clearly shows which agency has title or maintenance responsibility of the facilities.

N/A

Utilities: Identify utilities in the roadway corridor or project site. Would relocation be needed? What agreements exist and who pays for relocation costs?

The Old Glenn Highway and Knik River Road corridor likely contains existing utilities such as electrical lines, telecommunications, and possibly natural gas infrastructure within or adjacent to the roadway right-of-way. At this stage, the exact locations and types of utilities have not been confirmed. The planning effort will include a detailed utility review to identify all existing utility corridors and determine

whether relocation will be necessary. This process will involve coordination with utility providers to establish agreements and clarify responsibilities for relocation costs. Typically, cost-sharing or reimbursement arrangements are governed by existing utility agreements and state or local regulations, which will be documented during the planning phase. By addressing utility considerations early, the project ensures that future construction can proceed efficiently, minimizing delays and unexpected expenses.

Project is identified within the following (Check all that apply and show plan name)

☐ System Transportation Plan	
☐ Federal Land Management Plan	
☑ Regional/Borough Plan	Mat-Su Borough Asset Management Plan: Parks, Recreation and Open Space Plan
☐ City Transportation System Plan	
☐ Tribal Transportation Plan	
Would the proposal require modification or amendments to any of these plans?	No.

Which of the following environmental and social issues are within the project area?

	Yes	No	Unknown	Comments
Wetlands	☐	☐	☑	
Threatened & endangered Species	☐	☐	☑	
Other Fish & Wildlife Habitat	☐	☐	☑	
Wildlife Movement Corridors	☐	☐	☑	
Wild & Scenic River	☐	☐	☑	
Non-Attainment Air Quality Areas	☐	☐	☑	
Cultural/Archeological/Historic Sites	☐	☐	☑	
Public Parks	☐	☐	☑	
Wildlife Refuge	☐	☐	☑	
Hazardous Materials	☐	☐	☑	
Stream Encroachments	☐	☐	☑	

Describe any other environmental issues that should be considered that are within the project area: Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

The Old Glenn Highway and E Knik River Road corridor traverses areas that may include sensitive environmental features such as waterways, wildlife habitats, and connectivity zones. While specific details will be confirmed during the planning process, the route's proximity to the Knik River and surrounding natural landscapes suggests potential considerations for water quality, wildlife security, and habitat connectivity.This planning effort is designed to identify and address these environmental factors early in the process. Through site analysis, stakeholder engagement, and coordination with state and federal agencies, the project will evaluate potential impacts and incorporate mitigation strategies into the preliminary design. This includes assessing whether the corridor intersects areas receiving special management considerations and ensuring compliance with environmental regulations and best practices.By integrating environmental review into the planning phase, the project will not only protect natural resources but also strengthen its alignment with sustainability goals and regulatory requirements, ensuring that future construction can proceed responsibly and efficiently.

Describe the range of attitudes, both support and opposition, that this proposed project may receive from organizations, the public and within your own agency: State the basis for this supposition and include coordination efforts and public involvement efforts completed to date. Will this proposal be your agency's priority and will staff resources be dedicated to assure completion?

The proposed project is expected to receive broad support from key organizations, stakeholders, and the public. Significant outreach has already been conducted, and partners such as the Bureau of Land Management, Alaska Department of Transportation & Public Facilities

(AK DOT&PF), Chugach State Park, the Mat-Su Borough Assembly, and numerous outdoor recreation stakeholder groups have expressed support for improving connectivity among communities. These organizations recognize the project's alignment with regional recreation and transportation goals and its potential to enhance safety and economic development. While overall sentiment is anticipated to be positive, the planning process will include outreach to neighboring communities along the Old Glenn Highway and East Knik River Road to better understand public perspectives and address any concerns. This engagement will ensure that local voices are incorporated into the design and that the project reflects community priorities. If funded, this proposal will be a priority for our agency, and dedicated staff resources will be committed to ensure its successful completion. The project advances strategic goals for recreation, safety, and connectivity, and its planning phase will build on the strong foundation of stakeholder collaboration already in place.

**Transit Supplemental Questions: *For Transit Proposals only,* please answer the following: If transit service is currently being provided to this Federal Land Management Agency unit or service has been provided in the past, please provide details about service parameters, ridership, cost per passenger, and any other pertinent information. What revenue will be collected to support the service? Describe fare pricing, discounts, pass programs, etc. Provide number, type, and age of current fleet. What is the daily number of riders estimated currently and/or at project completion? Describe how the proposed transit service will be financially sustainable with current and future sources of funding.

N/A

**Research Supplemental Questions: *For Research Proposals only,* please answer the following: Please provide details on how this research is broad-based and not narrowly focused on a localized problem. Provide specific examples showing how this research product can be used across multiple agencies.

N/A

How does the project relate to the following evaluation criteria?

1. FEDERAL HIGH USE RECREATION AND ECONOMICS GENERATORS

Development and utilization of the Federal Land and its resources. (Show on map)

a) Describe any high use Federal recreation sites or Federal economic generators (as determined by the Federal Land Manager) that are accessed by this project. How many visitors access/use the Federal Lands site annually?

b) How does the project enhance access to these sites? What are the opportunities of economic development at the local, regional or national level?

c) Which Federal Lands are accessed by this project? How many acres of Federal Land are accessed by the project? If multiple Federal Lands are accessed, itemize acreage by agency.

d) How will the proposed project improve the transportation network to support the community's economic goals/needs or meet the needs identified in local, regional or state management plans?

a) The proposed pathway along the Old Glenn Highway and Knik River Road corridor provides access to the Alaska Long Trail, a major statewide recreation initiative connecting Seward to Fairbanks. This corridor serves as a gateway to federal lands managed by the Bureau of Land Management (BLM) and the U.S. Forest Service, which include popular destinations for hiking, skiing, and backcountry recreation. These areas attract thousands of visitors annually for activities such as trail use, wildlife viewing, and winter sports, contributing significantly to Alaska's outdoor recreation economy. While precise annual visitation numbers vary by site, the Alaska Long Trail concept anticipates substantial use, positioning this segment as a critical link for both residents and tourists.

b) By creating a safe, separated paved pathway, the project improves access to these federal recreation sites and strengthens connectivity between communities and trail systems. Enhanced access supports local businesses—such as lodging, guiding services, and outdoor equipment retailers—while promoting regional tourism. At the state level, the pathway advances the Alaska Long Trail vision, which is expected to generate economic benefits through increased visitor spending and expanded recreation opportunities. Nationally, the project contributes to the broader outdoor recreation economy, which is a key driver of economic growth in Alaska.

c)The corridor provides access to federal lands within BLM-managed areas near the Knik River. These lands encompass thousands of acres

of public recreation space. While exact acreage for this segment will be confirmed during planning, the project serves as a connector to multiple federal land units that collectively span extensive areas of protected wilderness and recreation resources.

d) The proposed pathway improves the transportation network by introducing a safe, alternative route for non-motorized travel along a corridor that currently lacks such infrastructure. This enhancement supports community economic goals by facilitating tourism, recreation, and active transportation, all of which align with local and regional development strategies. The project also meets objectives identified in the Reconnaissance Engineering Study and state management plans by advancing the Alaska Long Trail initiative, promoting sustainable recreation, and improving connectivity between federal lands and nearby communities.

2. SAFETY

Improvement of the Transportation Network for the safety of its users.

a) How would the proposed project address safety concerns such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulder widths, etc.?
b) How many and what type of crashes have occurred on the project site in the last five years, describe the basis for your information, include reported accidents and anecdotal information. Provide maps showing accidents locations.
c) How does the proposed project address potentially unsafe locations other than crash sites identified above, such as locations where recreational use may create traffic conflicts?
d) How does the project address safety for a wide range of users (vehicles, freight, bicyclists, pedestrians, etc.)?
e) With the proposed changes, what documentation has been used to determine the reduction in safety concerns? What kind of data was utilized?

a) The proposed project directly mitigates safety hazards along the Old Glenn Highway and Knik River Road corridor by introducing a separated paved pathway. Currently, travelers have no alternative route and must use the highway, where narrow shoulders, high traffic volumes, and limited sight distances create dangerous conditions for anyone outside a vehicle. By providing a physically separated pathway, the project eliminates exposure to roadside hazards and reduces risks associated with inadequate shoulder widths and alignment issues.

b) While specific crash data for the last five years will be compiled during the planning phase, anecdotal reports and local observations confirm recurring safety concerns for pedestrians and cyclists along this corridor. These hazards stem from the lack of dedicated infrastructure, forcing non-motorized users into close proximity with fast-moving traffic. Maps and official crash records will be included in the final design documentation to substantiate these findings.

c) Beyond documented crash sites, the project addresses areas where recreational use intersects with highway traffic, creating potential conflicts. The corridor serves as a gateway to popular outdoor destinations, and increased interest in recreation amplifies these risks. A separated pathway will remove these conflict points, ensuring safe access for all users.d) Safety for a Wide Range of UsersThe pathway improves safety for pedestrians, cyclists, and recreational users by providing a dedicated route away from vehicle traffic. It also benefits motorists and freight operators by reducing unexpected encounters with non-motorized travelers on the highway, improving overall traffic flow and reducing crash potential.

e) The planning effort will utilize crash reports, traffic studies, and local observational data to quantify existing risks and model anticipated safety improvements. Design standards and best practices for separated pathways will guide the project, ensuring compliance with state and federal safety criteria. These measures will demonstrate a clear reduction in safety concerns once the pathway is implemented.

3. ASSET INVESTMENT

Improvement of the transportation infrastructure for economy of operation.

a) What are the evaluated tradeoffs between the cost of maintaining existing assets and investments in new infrastructure? How will this project reduce maintenance or operating costs? What are the lifecycle costs in the planning process?
b) How does existing demand compare to the capacity of the current facility? Is the need identified in a Local, Regional or State transportation plan for the Federal Land Management Agency?
c) Does the project include any innovations (infrastructure, safety, accessibility, data, connectivity, etc.) or new technologies?
d) If the proposal includes a bridge, what is the National Bridge Inventory System (NBIS) bridge rating? How will the project extend the service life of the bridge and/or improve the NBIS bridge rating? Would the proposal increase the NBIS rating above Poor (a "Poor" rating is equivalent to "Structurally Deficient" rating starting in 2018).
e) What is the current condition of the existing surfacing? If the surfacing is pavement, what is the Pavement Condition Index (PCI)? If the surface is gravel, what is the PASER rating (if available)? How would the project improve the surface condition?

a) Maintaining the current corridor without an alternative pathway perpetuates safety risks and operational inefficiencies. The existing highway shoulders are not designed for pedestrian or bicycle use, requiring ongoing maintenance without addressing the underlying need for safe access. Investing in a separated paved pathway reduces long-term maintenance costs by creating durable infrastructure specifically designed for non-motorized travel, minimizing wear and tear on the highway and reducing emergency response costs associated with accidents. Lifecycle costs will be evaluated during planning to ensure the design meets sustainability and cost-effectiveness standards.

b) Current demand for recreation and active transportation exceeds the capacity of the existing facility, which offers no safe alternative route. This need is documented in the recently published Reconnaissance Engineering Study and aligns with the Alaska Long Trail

initiative, a priority in statewide recreation and transportation planning. The project supports regional goals for connectivity and tourism development while addressing safety and accessibility gaps.

c) The planning process will incorporate best practices for multi-use pathway design, including modern safety features, ADA accessibility standards, and potential integration of smart signage or wayfinding technology. These innovations enhance user experience and improve connectivity between communities and federal lands.

d) This proposal does not include a bridge component; therefore, NBIS ratings do not apply.

e) The existing corridor consists of highway pavement with narrow shoulders unsuitable for pedestrian or bicycle travel. While specific Pavement Condition Index (PCI) data will be confirmed during planning, the lack of a dedicated pathway represents a functional deficiency rather than a surface quality issue. The proposed project introduces a new paved surface designed for non-motorized use, improving safety, durability, and accessibility.

4. MOBILITY

Continuity of the transportation network serving the Federal Land and its dependent communities and mobility of the users of the transportation network and the goods and services provided.

a) Identify and list the planning documents directedly related to this project. What is the local or regional priority (high, medium, low) of the project considering the Federal Land, State or Borough network? How does this proposal fit within these plans and what are the consequences to the transportation system of not addressing these needs? Does the proposed project connect to a designated route on the Federal Land Management Agency's FLTP inventory? Are there any future improvements planned on the designated route?

b) How would the proposed project address travel impediments on the route (e.g. missing links, travel restrictions, bottlenecks, size/load limits) to improve the continuity of the transportation network? What work has been completed on adjacent sections to create route continuity?

c) Is the road the only access to the area? Is this sole access for recreational potential to provide a specific Federal site?

d) How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, ATV, snow machine, or rail)? Address any required ADA, ABA, PROWAG improvements.

a) This project is directly supported by the recently published Recreation Economy (RE) Study, which identifies the Old Glenn Highway and Knik River Road corridor as a recommended route for the Alaska Long Trail—a statewide initiative to create a continuous trail system from Seward to Fairbanks. The project aligns with regional and state priorities for improving recreation access and transportation safety. Given its role in connecting communities to federal lands and advancing a major recreation corridor, the project holds a high priority within local and regional planning frameworks.Failure to address this need will perpetuate safety hazards, limit connectivity, and stall progress on the Alaska Long Trail, reducing economic potential and diminishing quality of life. While the proposed pathway does not currently connect to a designated route on the Federal Lands Transportation Program (FLTP) inventory, it complements future improvements planned for the Alaska Long Trail and related recreation infrastructure.

b) The project eliminates a critical missing link in the transportation network by providing a safe, alternative pathway along a corridor that currently forces all users onto the highway. This improvement removes travel impediments for pedestrians and cyclists, reducing bottlenecks and conflicts with motorized traffic. Adjacent sections of the Alaska Long Trail are in development, and this project ensures continuity by connecting frontcountry and backcountry segments identified in the RE Study.

c) Yes, the highway is currently the only access route to this area and its associated recreation opportunities. Without an alternative pathway, visitors and residents have no safe option for reaching federal lands and trailheads.

d) The proposed pathway significantly expands travel options by creating a dedicated route for non-vehicular traffic and other users. The design will incorporate ADA, ABA, and PROWAG standards, ensuring accessibility for all users and compliance with federal requirements.

5. ENVIRONMENTAL GOALS

Environmental protection and enhancement associated with the Federal Lands

Note: It is assumed all projects will be constructed in accordance with all environmental regulations.

a) Does this project contribute to the environmental goals and objectives of the Federal Land Management Agency and/or other applicable land management plans?

b) Does this project improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity?

c) Does this project use locally native plant materials and designs that minimizes runoff and heat generation?

a) The proposed pathway aligns with the environmental goals outlined in the Reconnaissance Engineering (RE) Study and supports the Alaska Long Trail initiative, which emphasizes sustainable recreation and connectivity across public lands. By planning a separated pathway, the project promotes low-impact travel and enhances access to public lands while minimizing disturbance.

b) The project improves public safety by removing non-vehicular traffic from the highway, reducing the risk of vehicle-related accidents. While wildlife mortality data will be confirmed during planning, creating a dedicated pathway separated from traffic corridors helps reduce potential vehicle-wildlife conflicts and maintains habitat connectivity by concentrating human use in a controlled, designated

space rather than dispersing it across sensitive areas.

c) The planning process will incorporate best practices for environmental stewardship, including the use of locally native plant materials for landscaping and erosion control. Design considerations will focus on minimizing runoff, reducing heat generation through appropriate surface materials, and ensuring compliance with all environmental regulations. These measures will protect water quality, maintain ecological integrity, and enhance the natural character of the corridor.

6. READINESS AND SUPPORT

Project readiness, local support, financial support, capacity and project delivery.

a) List project support, describe how funding this proposal fits with agency priorities and describe the previous federal investment, if known.
b) Describe the applicant's leveraged funding, type of funds, availability of funds and certainty of funds.
c) Describe the costs estimate data used? Was the delivery agency involved in the development?
d) Describe the project readiness, and the preferred project delivery schedule (with the knowledge that construction funding for project will be programmed for 2029 – 2030).

a) This project has strong support from key agencies and stakeholders, including the Bureau of Land Management (BLM) and the Alaska Department of Transportation and Public Facilities (AK DOT&PF), both of which recognize the importance of improving safety and connectivity along the Old Glenn Highway and Knik River Road corridor. The project aligns with agency priorities for enhancing access to federal lands, supporting recreation, and advancing the Alaska Long Trail initiative identified in the Reconnaissance Engineering Study. Local philanthropic organizations have also expressed interest in supporting the development of this pathway, reinforcing broad community backing. Previous federal investment in the Alaska Long Trail initiative and related planning efforts demonstrates a commitment to expanding recreation infrastructure and opportunities statewide.

b) The applicant anticipates leveraging local and philanthropic contributions to complement federal funding sources. These funds will primarily support planning and design activities, ensuring readiness for construction. While exact amounts will be finalized during the planning phase, commitments from local organizations and agency partners provide a high degree of certainty that matching funds will be available. FLAP funding will be considered first for construction, positioning this project for timely advancement once planning is complete.

c) Cost estimates will be based on industry-standard methodologies and informed by similar pathway projects in Alaska. The delivery agency, AK DOT&PF, will be actively involved in developing and validating these estimates to ensure accuracy and alignment with state and federal requirements. Lifecycle costs and maintenance considerations will also be incorporated into the planning process.

d0 The project is ready to proceed with planning and design immediately upon funding approval. This phase will produce preliminary engineering designs and supporting documentation, making the project shovel-ready for construction. While construction funding under FLAP is anticipated for 2029–2030, the project could begin as soon as planning and design work is complete and funding is secured. This proactive approach ensures that the corridor will be prepared for implementation without delay when construction resources become available.

Cost Estimate for Capital Improvements and Enhancement Projects

Fill-in estimates for appropriate items in all of the **DARK BLUE** cells.

Add items as needed. Use Current Unit Prices.

Source of **Accurate** Price Information

Quantity	Item	Unit Price	Unit	Total
0	Contractor Surveying and Staking	$0.00	Lump Sum	$0.00
0	Contractor Testing and Quality Control	$0.00	Lump Sum	$0.00
0	Cleaning and Grubbing	$0.00	Acres	$0.00
0	Roadway Excavation	$0.00	Cubic Yards	$0.00
0	Imported Borrow	$0.00	Cubic Yards	$0.00
0	Sub-Excavation	$0.00	Cubic Yards	$0.00
0	Water / Dust Abatement	$0.00	Gallons	$0.00
0	Recycled Asphalt (milling, pulverizing, ripping)	$0.00	Square Yards	$0.00
0	Asphalt Concrete Pavement	$0.00	Tons	$0.00
0	Aggregate Base (may include stabilization)	$0.00	Cubic Yards	$0.00
0	Aggregate Sub-Base	$0.00	Cubic Yards	$0.00
0	Major Culverts	$0.00	Each	$0.00
0	Minor Culverts	$0.00	Each	$0.00
0	Retaining Walls	$0.00	Square Feet	$0.00
0	Riprap & Slope Protection	$0.00	Cubic Yards	$0.00
0	Revegetation	$0.00	Acres	$0.00
0	Signing	$0.00	Square Feet	$0.00
0	Pavement Marking	$0.00	Linear Feet	$0.00
0	Roadside Safety (barriers, guardrail)	$0.00	Linear Feet	$0.00
0	Bridges	$0.00	Lump Sum	$0.00
0	Traffic Control	$0.00	Lump Sum	$0.00
0	Utility Relocation	$0.00	Lump Sum	$0.00
0	Enhancement	$0.00	Each	$0.00
0	Enhancement	$0.00	Each	$0.00
			Subtotal	$0.00
Mobilization (As percentage of Sub-Total) Typically 10%, input estimated percentage in decimal form. For example: 0.10		0.10	Lump Sum	$0.00
Contingencies(As percentage of Sub-Total) Typically 30%, input estimated percentage in decimal form. For example: 0.30		0.30	Lump Sum	$0.00
			Total Estimate Construction Costs	**$0.00**
			Estimate Scoping Costs for WFLHD Delivered Projects If proposing to **not have WFLHD deliver** the project, change to $0.00. Pre-populated for the typical construction project. Will vary depending on the proposed project.	$0.00
			Estimated Stewardship and Oversight Costs for Partner Delivered Projects If proposing to **have WFLHD deliver** the project, change to $0.00. Pre-populated for WFLHD Stewardship and Oversight costs. Will vary depending on the proposed project.	$850,000.00
	Estimated Right of Way		Acres	$0.00
			Estimated Preliminary Engineering Costs (As a percentage of the Total Estimate Construction Costs) Typically 10 to 25 percent, depending on project scope and complexity. Input estimated percentage in decimal form.	0.25
			Total Estimated Preliminary Engineering Costs	**C**
			Estimated Construction Engineering Costs (As a percentage of the Total Estimated Construction Cost) Typically 10 to 20 percent, depending upon project scope and complexity. Input estimated percentage in decimal form.	0.20
			Total Estimated Construction Engineering Costs	**$0.00**
			Estimated Construction Modifications Costs (CM) (As a percentage of the Total Estimated Construction Cost) Cost to cover changes during construction, typically 10 percent of construction costs. Input estimated percentage in decimal form.	0.10
			Total Estimated Construction Modifications Costs	**$0.00**

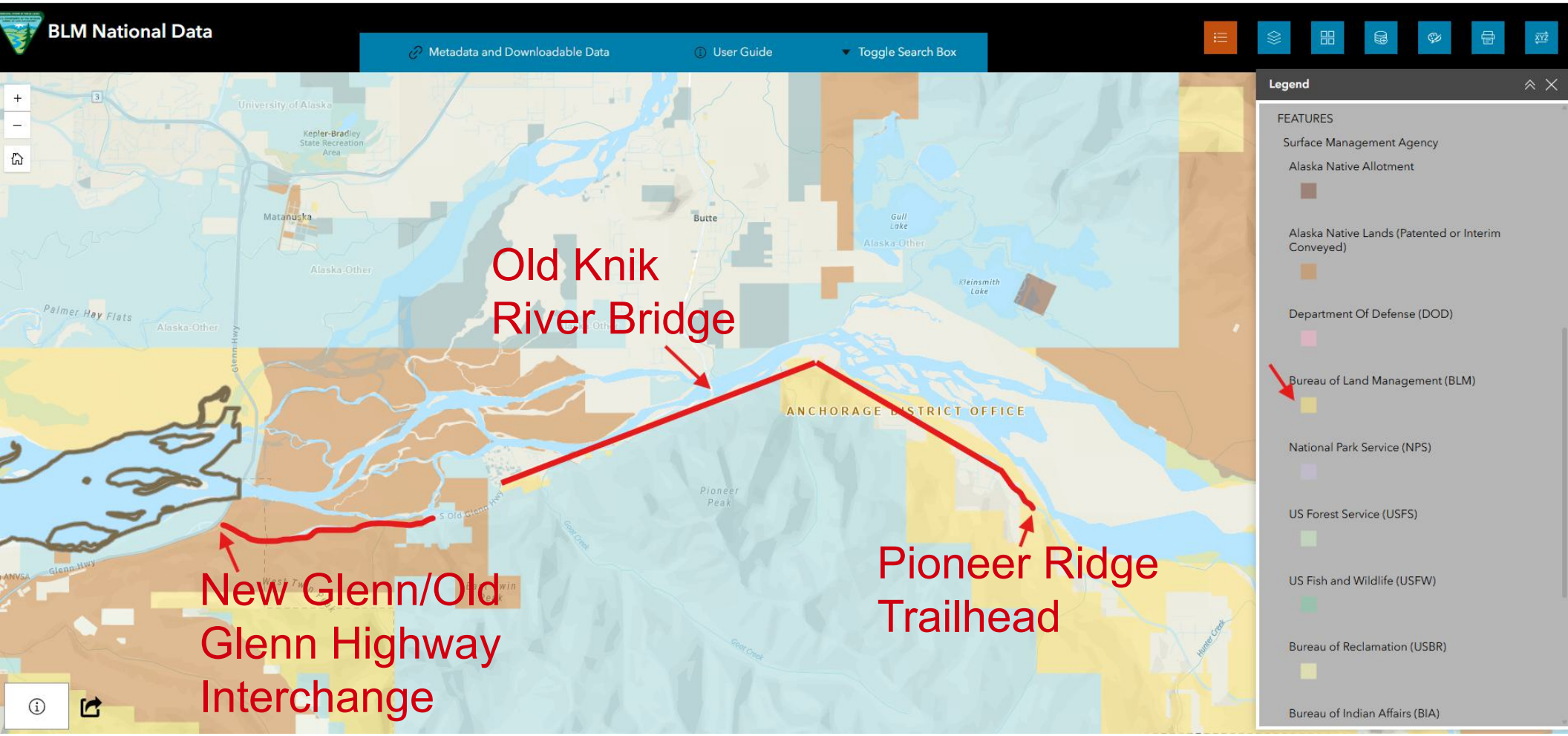
Indirect Cost (As a percent of the Total Project Costs) Typically 15% for other Federal Agency delivery Input percentage in decimal form.	0.150
Indirect Cost Allocation Plan (ICAP) (As a percent of the Total Project Costs) Typically 6.5% for the ICAP rate for DOT&PF delivery Input percentage in decimal form. For Example: .065	0.065
Total Project Cost (WFL Delivery)	**$0.00**
Total Project Cost (Other Federal Agency Delivery)	**$977,500.00**
Total Project Cost (DOT&PF Delivery)	**$0.00**

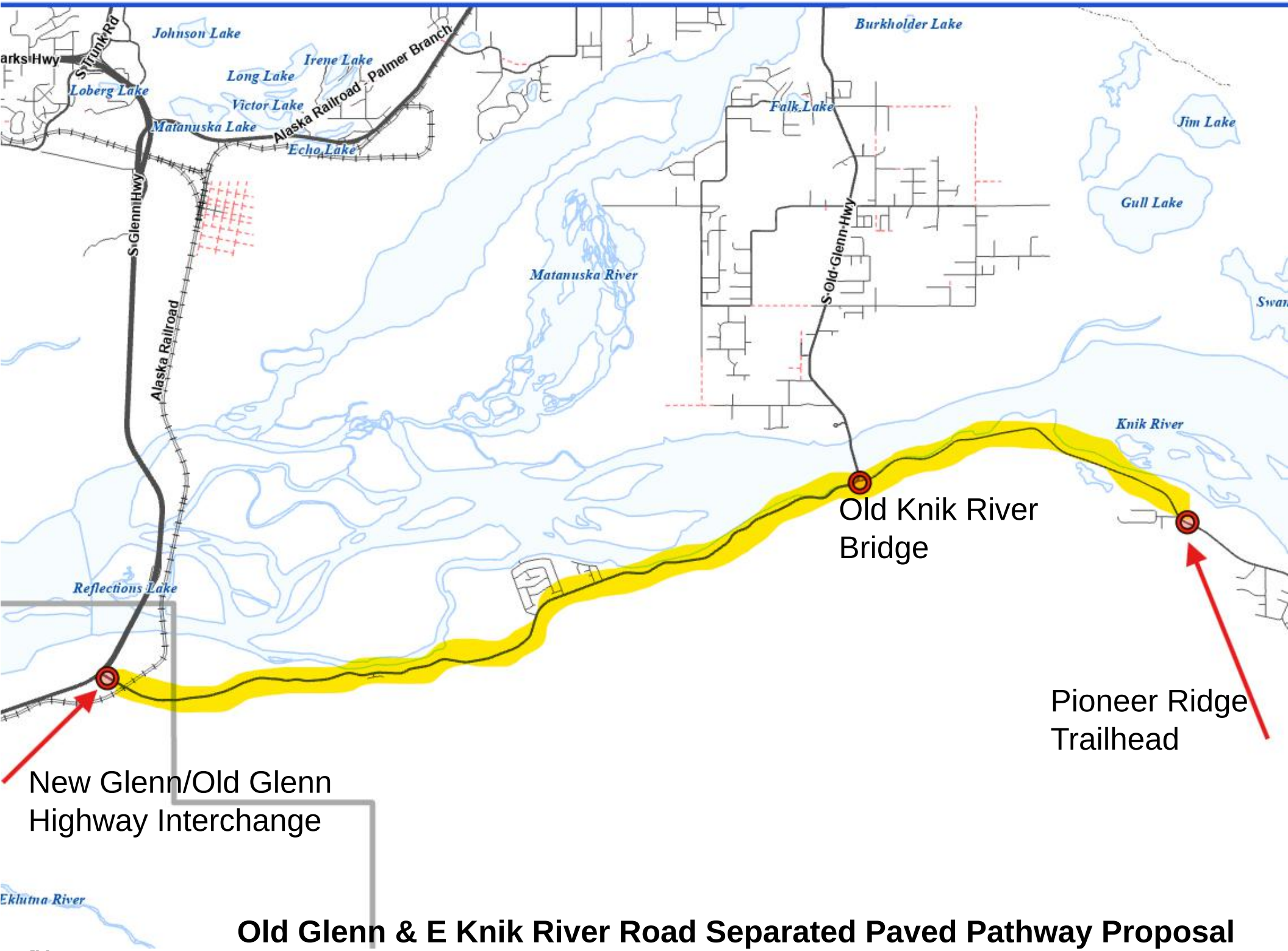
2025 Alaska Federal Lands Access Program
JOINT ENDORSEMENT - This project is supported and endorsed by

(add agency endorsements as needed)

Project Name	E Knik River Road and Old Glenn Highway Separated Paved Pathway
Federal Land Agency (ies)	Bureau of Land Management
Federal Land Unit Manager's Name	Jacob Vialpando
Title	BLM Anchorage Field Office Manager
Electronic Signature	Digitally signed by JACOB VIALPANDO Date: 2025.11.14 11:35:16 -09'00'
Date	11/14/2025
Email Address	jvialpando@blm.gov
Telephone	907-621-4640
Point of Contact	Stolf Short
Title	Outdoor Recreation Planner
Email Address	sshort@blm.gov
Telephone	(907) 267-1208
State, Borough, Local, or Tribal Government	Matanuska-Susitna Borough
Agency Official's Name	Edna DeVries
Title	Mayor
Electronic Signature	Edna DeVries Digitally signed by Edna DeVries Date: 2025.11.14 09:44:57 -09'00'
Date	November 13,2025
Email Address	edna.devries@matsu.gov
Telephone	907-861-8688
Point of Contact	Jillian Morrissey
Title	Community Development
Email Address	jillian.morrissey@matsu.gov
Telephone	907-861-8634

****Signatures (electronic signatures are acceptable) are required for BOTH the Federal Land Management Agency being accessed and the State, Borough, Local or Tribal Government.*


BLM National Data
Metadata and Downloadable Data
User Guide
Toggle Search Box
Legend
FEATURES
Surface Management Agency
Alaska Native Allotment
Alaska Native Lands (Patented or Interim Conveyed)
Department Of Defense (DOD)
Bureau of Land Management (BLM)
National Park Service (NPS)
US Forest Service (USFS)
US Fish and Wildlife (USFW)
Bureau of Reclamation (USBR)
Bureau of Indian Affairs (BIA)
Old Knik River Bridge
New Glenn/Old Glenn Highway Interchange
Pioneer Ridge Trailhead
ANCHORAGE DISTRICT OFFICE
University of Alaska
Kepler-Bradley State Recreation Area
Matanuska
Butte
Gull Lake
Alaska-Other
Palmer Hay Flats
Glenn Hwy
Pioneer Peak
Goat Creek
Hunter Creek
Kleinsmith Lake



Old Glenn & E Knik River Road Separated Paved Pathway Proposal

IM 25-259

November 10, 2025

Western Federal Lands
Federal Highway Administration, USDOT
610 East Fifth Street
Vancouver, WA 98661-3801

To whom it may concern,

The Anchorage Park Foundation is pleased to support the Matanuska-Susitna Borough's application for Federal Lands Access Program funding for their exciting project to connect the Glenn Highway to the Knik River Bridge and the Pioneer Ridge Trailhead via a paved multiuse pathway. This project will continue the collective effort among local agencies and organizations to improve regional connections and access between Anchorage and the Mat-Su along the Alaska Long Trail.

In 2025, the Anchorage Park Foundation collaborated with state and local agencies, organizations and partners to complete a Reconnaissance Engineering Study, evaluating trail route alternatives to connect Anchorage to the Mat-Su Valley. The study identified the need for safe and accessible trails for active transportation and recreation, particularly in the Mat-Su region. This project will build upon the community vision by creating connections, improving recreation and transportation while contributing to the broader Alaska Long Trail initiative.

The Alaska Long Trail is a statewide transformative recreation initiative, inspiring residents, attracting visitors, and expanding opportunities for year-round outdoor recreation. This project's trail connection will play a key role in advancing that vision and closing one of the most critical trail gaps in Southcentral Alaska. As part of the Alaska Long Trail Coalition, the Anchorage Park Foundation values our partnership with the Ma-Su Borough and their leadership in expanding trail access, improving safety, and strengthening community connections.

Thank you for considering this project for FLAP funding, as continued investment in trail access, recreation, and active transportation will strengthen connectivity, economic vitality and access throughout Anchorage, the Mat-Su region and Alaska as a whole.

Sincerely,

Beth Nordlund, Anchorage Park Foundation, Executive Director

beth@anchorageparkfoundation.org, Phone: 907-274-1003 | Cell: 907-350-9482

November 12th, 2025

Western Federal Lands
Federal Highway Administration, USDOT
610 East Fifth Street
Vancouver, WA 98661-3801

Re: Support for Matanuska-Susitna Borough Application for Federal Lands Access Program (FLAP)

To Whom It May Concern,

The Mat-Su Trails and Parks Foundation (MSTPF) is pleased to offer our strong support for the Matanuska-Susitna Borough's application for Federal Lands Access Program (FLAP) funding for the proposed project to connect the Glenn Highway to the Knik River Bridge and the Pioneer Ridge Trailhead via a paved multiuse pathway. This project will play a pivotal role in improving regional trail connectivity, safety, and access between Anchorage and the Mat-Su Valley.

Since 2014, the Mat-Su Trails and Parks Foundation has been dedicated to advancing sustainable outdoor recreation and community connectivity across the Mat-Su. Through our grantmaking program, MSTPF has provided funding to local non-profits and agencies resulting in over 85 miles of new trails and 12 parks, as well as investments in trail grooming and maintenance equipment, signage, and trailhead amenities such as restrooms. In 2024 alone, MSTPF granted over $450,000 to nine local organizations supporting trail and park projects throughout the region.

In addition to our grantmaking, MSTPF actively collaborates with land managers and agencies—including Alaska State Parks—to apply for, manage, and provide matching funds for federal and foundation grants. These partnerships have leveraged community donations into multimillion-dollar projects such as the Curry Ridge Connector Trail and preservation efforts at Independence Mine State Historical Park. To date, our total investment in the Mat-Su Borough exceeds $2.35 million, and we are committed to investing an additional $2.5 million over the next five years in sustainable trail and park development.

MSTPF was proud to participate in the 2025 Reconnaissance Engineering Study, conducted in partnership with state and local agencies, organizations, and partners, to evaluate trail route alternatives connecting Anchorage to the Mat-Su Valley. The study confirmed the strong community desire and clear need for safe, accessible routes for both recreation and active transportation. The proposed FLAP project directly builds upon this collaborative planning effort, advancing one of the study's key priorities by establishing a paved pathway connection between the Glenn Highway, the Knik River Bridge, and the Pioneer Ridge Trailhead.

This connection will not only enhance safety and accessibility for trail users but also strengthen regional mobility and tourism opportunities. By linking Anchorage and the Mat-Su Valley, the project will serve as a cornerstone of the Alaska Long Trail — a transformative statewide initiative that inspires residents, attracts visitors, and expands year-round outdoor recreation opportunities across Alaska.

As an active member of the Alaska Long Trail Coalition, the Mat-Su Trails and Parks Foundation values our partnership with the Matanuska-Susitna Borough and applauds their leadership in expanding trail access, improving safety, and strengthening community connections.

We strongly encourage support for this FLAP funding request. Continued investment in trail infrastructure, recreation, and active transportation will improve connectivity, support economic vitality, and enrich the quality of life for residents and visitors throughout the Mat-Su region and Alaska as a whole.

Thank you for your consideration of this important project.

Sincerely,

Taylor Raftery
Executive Director, Mat-Su Trails and Parks Foundation
traftery@matsutrails.org

Outlook

Re: [EXTERNAL] ‼ Deadline Today: FLAP FUNDING

From Vialpando, Jacob C <jvialpando@blm.gov>
Date Fri 14-Nov-25 10:27 AM
To Jillian Morrissey <Jillian.Morrissey@matsugov.us>
Cc Lewis, Robin C <rlewis@blm.gov>; Short, Stolf M <sshort@blm.gov>

[**EXTERNAL EMAIL** - CAUTION: Do not open unexpected attachments or links.]
Morning. BLM AFO supports moving forward.

Jake

Jacob "Jake" Vialpando
Anchorage Field Manager
(907) 621-4640
jvialpando@blm.gov

From: Jillian Morrissey <Jillian.Morrissey@matsugov.us>
Sent: Friday, November 14, 2025 7:53 AM
To: Vialpando, Jacob C <jvialpando@blm.gov>
Cc: Lewis, Robin C <rlewis@blm.gov>; Short, Stolf M <sshort@blm.gov>
Subject: [EXTERNAL] ‼ Deadline Today: FLAP FUNDING

Good Morning Jake,

We haven't had the chance to meet yet, though I've connected with both Robin and Stolf. I truly appreciate your time, especially as I'm reaching out with an urgent matter.

Just before the Federal Government shutdown, I met with Stolf to discuss a separated paved pathway from the Old Glenn/New Glenn Highway interchange to the Pioneer Ridge Trailhead. I've

also spoken with DOT, and they are supportive of submitting a proposal for Federal Lands Access Program (FLAP) funding.

I've been working diligently on this proposal since that meeting. Initially, I thought the project might not move forward because the original deadline was October 31 and required a BLM signature. Thankfully, I was notified before that deadline that the new submission date is **today**—November 14.

This project has incredible potential for our community, and to submit the proposal, I'll need your electronic signature. I'll send the form after you've had a chance to review the attached materials and confirm you're willing to proceed. *(Please note: some Adobe documents may require downloading and reopening to view.)*

Thank you so much for considering this on such short notice. Please let me know if you're available to connect today—I'm happy to adjust to your schedule. My cell is 907-795-3083 or you can email your reply.

Thank you!

Jillian

Jillian Morrissey
Director
Community Development
Phone: (907) 861-8634
350 E. Dahlia Ave.
Palmer, AK 99645
www.matsugov.us