

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. TAB 26-01**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD SUPPORTING THE ENGSTROM ROAD TO TRUNK ROAD CORRIDOR PROJECT AND RECOMMENDING NORTH ROUTE 1 AS THE PREFERRED ALIGNMENT IDENTIFIED IN THE OCTOBER 2025 DRAFT ROUTE SELECTION REPORT.

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

WHEREAS, Matanuska-Susitna Borough voters approved the 2021 Transportation Infrastructure Program (TIP21), a package of projects that included the Engstrom Road to Trunk Road Corridor project; and

WHEREAS, sustained growth within the Fishhook Triangle has increased traffic demand on a poorly connected roadway network, resulting in congestion and elevated safety issues at the Engstrom Road and Bogard Road intersection, and the Borough has identified the need for a new major collector connection between Engstrom Road and Trunk Road to improve safety, relieve congestion, and provide alternative access for residents and emergency services; and

WHEREAS, the Matanuska-Susitna Borough's 2035 Long Range Transportation Plan (LRTP) identifies a project to relieve congestion on Engstrom Road and provide secondary access to Trunk Road or Palmer-Fishhook Road; and

WHEREAS, the Matanuska-Susitna Borough's Official Streets and Highways Plan (OSHP) identifies a conceptual corridor between Engstrom Road and Trunk Road designated as a future major collector roadway; and

WHEREAS, a Reconnaissance Engineering Study was completed in July 2023 to evaluate route alternatives for a connector between Engstrom Road and Trunk Road, including preliminary desktop geotechnical and hydrologic analyses, review of prior planning documents, coordination with Alaska Department of Transportation and Public Facilities (DOT&PF), and development of a rough order of magnitude cost estimate to support comparison of alternatives; and

WHEREAS, the Transportation Advisory Board acknowledges that the rough order of magnitude cost estimates indicates the Northern Route alternatives are approximately double the estimated cost of the Southern Route alternative; and

WHEREAS, an open house was held on March 26, 2025, to introduce the project, summarize its history and purpose, and present initial considerations for an east-west connection between Engstrom Road and Trunk Road, with 114 members of the public signing in; and

WHEREAS, public input received by staff and their consultant at the March 26, 2025, open house reflects majority support for a

Northern Route; and

WHEREAS, a Route Selection Report was prepared to evaluate the identified routes based on connectivity and access, mobility and use, environmental considerations, engineering feasibility and constructability, and public engagement; and

WHEREAS, the draft Route Selection Report was made available for public review beginning November 14, 2025, and notification was provided to identified stakeholders and individuals who registered through the project website and public open house; and

WHEREAS, four potential alignments, including the Southern Route, Northern Route 1, Northern Route 2, and the Stone Creek to Aspen Ridge Route, along with a No Build alternative, were identified and evaluated through preliminary planning, reconnaissance engineering, and public input; and

WHEREAS, Borough staff presented the Route Selection Report to the Transportation Advisory Board on February 13, 2026; and

WHEREAS, the report recommended that either Northern Route 1 or 2 be further developed in design to connect Engstrom Road to Trunk Road; and

WHEREAS, the Northern Routes meet the project's purpose and need and perform at a fair to good level across the evaluation criteria, scoring highest in connectivity and access, and mobility and use, enhancing network resiliency and integration with existing and planned streets; and

WHEREAS, Northern Route 1 provides a direct connection for a dense residential area to Trunk Road, aligns with adopted planning documents, addresses the unsafe turning movement on Engstrom Road, provides an alternative route for emergency response, and balances mobility, connectivity, and overall impacts within the proposed corridors.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Board supports Northern Route 1 as the preferred alignment based on the presentation and documentation provided.

BE IT FURTHER RESOLVED, that the Transportation Advisory Board recommends the Assembly continue to support advancement of the Engstrom Road to Trunk Road Corridor project into preliminary design, environmental review and right-of-way analysis and acquisition as funding allows, in order to address the connectivity gap, congestion, safety concerns, and access needs within the Fishhook Triangle area before continued development significantly increases project costs and constraints.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 13th day of February, 2026.



Jesse Peterson, Chair

ATTEST:


Ashley Stick, Staff Member