

How is MVP funded?



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

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

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

2023

The first year that MVP began receiving federal funds

\$16.5 million

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

\$10 million

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

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



Congress

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



Alaska DOT&PF

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



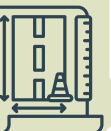
MPOs

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



MVP

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



Project Implementation

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

For more information visit www.mvpmpo.com or email info@mvpmpo.com.

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Federal Fund Sources

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



Metropolitan Planning Funds (PL/5303)

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

**MVP FY26
Allocation***

\$565,000



Surface Transportation Block Grants (STBG)

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

\$12,850,000



Carbon Reduction Program (CRP)

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

\$2,750,000



Transportation Alternatives Program (TAP)

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

\$936,000

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

Match Requirements

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

Where have MVP funds been spent so far?

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