

MVP Transportation Pre-MPO Policy Board Meeting

Tuesday, November 17, 2021
11:30 am – 1:00 pm

Microsoft Teams meeting

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Phone Conference ID: 291 280 831#

Meeting Agenda

1. Call to Order
2. Introduction of Pre-MPO Policy Board Members and other Attendees
3. Approval of the November 17, 2021 Agenda – **(Action Item)**
4. Approval of the October 20, 2021 Minutes – **(Action Item)**
5. Committee/Working Group Reports (Including the Staff Report)
 - a. Staff Report
 - b. Public Participation Plan Subcommittee Report
6. Voices of the Visitors (Non-Action Items)
7. Old Business
 - a. Operating Agreement Comments and Responses
 - b. MPO Structure Discussion
8. New Business
 - a. Interim Coordinator Position Description **(Action Item)**
9. Other Issues
10. Informational Items
 - a. Policy Board and Steering Committee Mission, Tasks and Rules of Engagement
 - b. Approved 2022 Unified Planning Work Program
 - c. Boundary Development Strategy
 - d. Project website/committee information portal
11. Policy Board Comments
12. Adjournment

Next Scheduled Pre-MPO Policy Board Meeting – **Wednesday, December 15, 2021, 11:30 am - 1:00 pm**, to be held via Microsoft TEAMS Meeting

MVP Transportation Pre-MPO Steering Committee
Action Items
November 16, 2021

Approve the November 16, 2021 Agenda. **Motion by Winnestaffer.** Passed unanimously.

Approve the October 12, 2021 minutes with the edit of marking Brad Hanson present. **Motion by Hanson.** Passed unanimously.

Recommend to the Pre-MPO Policy Board to approve the Notice of Position Vacancy for the Interim Coordinator of the Metropolitan Planning Organization with the minor edits as discussed. **Motion by Dolan.**

Motion to amend the document to include the third bullet point as follows: Work with the local tribal governments to develop an agreement regarding future consultation processes and to address the government - government relationship with the MPO.
Amendment by Sollien. Passed unanimously.

Motion to approve the Notice of Position Vacancy as amended. **Motion by Dolan.** Passed unanimously.

Mat-Su Pre-MPO Policy Board Meeting

Wednesday, October 20, 2021
11:30am – 1:00 pm

Meeting Minutes

1. Call to Order

2. Introduction of Pre-MPO Policy Board Members and other Attendees

Members Present:

Bob Charles, Knik Tribe IRR Roads Manager
George Hays, MSB Deputy Manager
Glenda Ledford, City of Wasilla Mayor
Jennifer Busch, Valley Transit Executive Director
John Moosey, City of Palmer Manager
Kaylan Wade, Chickaloon Native Village Assistant Director of Transportation
Mike Brown, MSB Manager
Wes Hoskins, Mat-Su Trails & Parks Foundation Executive Director
Wolfgang Junge, DOT&PF Regional Director

Members Absent:

Vern Halter, MSB Mayor

Other Attendees:

Antonio Weese, MSB TAB
Archie Giddings, City of Wasilla
Brian Lindamood, ARRC
Brian Winnestaffer, Chickaloon Native Village
Craig Lyon, AMATS
Donna Gardino, Gardino Consulting Services
Jewelz Barker, Catalyst Alaska
Joshua Shaver, Alaska Pioneer Homes
Kelsey Anderson, MSB Planning
Kim Sollien, MSB Planning
Natalie Lyon, RESPEC Inc.
Patrick Cotter, RESPEC Inc.
Todd VanHove, DOT&PF

3. Approval of the October 20, 2021 Agenda – (Action Item)

Mr. Moosey made a motion to approve the October 20, 2021 meeting agenda. Seconded. No discussion or objections. Agenda approved.

Mat-Su Pre-MPO Policy Board Meeting

4. Approval of the September 15, 2021 Minutes – (Action Item)

Mr. Hoskins made a motion to approve the September 15, 2021 meeting minutes. *Seconded. No discussion or objections. Meeting minutes approved.*

5. Committee/Working Group Reports (Including the Staff Report)

a. Staff Report

Ms. Sollien provided a brief staff report on her attendance at the 2021 AMPO Conference. She apologized that she has not yet written up her notes from the conference but will share more details at a later meeting. Ms. Sollien reported that she went to sessions about transportation demand modelling, public participation, how to use surveys for community engagement, and other MPO best practices. Ms. Sollien reported that she also had the opportunity to meet with peer Alaskan MPO leaders including Mr. Jackson Fox and Mr. Craig Lyon and their staffs. Ms. Sollien reported that overall, it was a great opportunity and that she is very grateful for the training support from the MSB that supported her attendance.

6. Voices of the Visitors (Non-Action Items)

N/A

Ms. Sollien noted that all Steering Committee members and Pre-MPO Policy Board members will each be invited to both group's meetings each month and are of course welcome to attend the other group's meetings moving forward.

7. Old Business

a. 2022 UPWP (Action Item)

Ms. Gardino directed attendees to turn to page 9 in the meeting packet to the revised UPWP. She noted that the team and Steering Committee have been working on this document all summer long. This version of the 2022 UPWP has been recommended by the Pre-MPO Steering Committee for approval by the Pre-MPO Policy Board. This document was drafted and sent to the Pre-MPO Steering Committee for comments. Those comments have now been integrated into this version. The purpose of the UPWP is to outline the pre-MPO and MPO's planning activities each year. The UPWP outlines all tasks that the pre-MPO plans on accomplishing and who will accomplish those, as well as outlining funding sources for the work.

Ms. Gardino explained that the Mat-Su MPO could do 2-year UPWPs, but that the team decided to do 1-year UPWPs for the pre-MPO phase to put the new Mat-Su MPO on the same funding cycle as the two other Alaskan peer MPOs; AMATS and FAST Planning. This will be important in April 2023 when the State, the two existing MPOs, and the new Mat-Su MPO sit down to determine how federal planning funds will be allocated between the three MPOs. Since the Mat-Su is not in an air non-attainment area, a simplified statement of work can also be submitted. Neither of the other two MPOs in Alaska can use this format because they are in air quality non-attainment areas. We recommend getting the preferred format from the DOT&PF before using the simplified format.

Mat-Su Pre-MPO Policy Board Meeting

Ms. Gardino directed attendees to page 11 of the meeting packet to provide a brief overview on the other required plans of the MPO described in the UPWP. These include the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Public Participation Plan (PPP). The MTP is the fiscally constrained long-range plan that looks out at least 20 years. It includes short range, middle range, and long-range projects. The projects from the MTP are then included in the TIP. The PPP outlines all of the public involvement process that the MPO will follow when developing all of the other required plans. Those four plans are the required plans of the MPO.

Ms. Gardino directed attendees to the next few pages of the UPWP, including details on MPO formation including the 50,000-population threshold for an urbanized area designation. Ms. Gardino asked whether Ms. Sollien would like to provide more details on preliminary data analyses in the Mat-Su regarding potential urbanized area status.

Ms. Sollien provided an explanation of preliminary census data from the MSB GIS team that indicates that the Mat-Su area is very likely to be designated as urbanized with the full release of 2020 Census data in April 2022. The data shows that the Mat-Su area is very likely going to meet the urbanized area threshold regardless of whether the Census uses a population density (50,000 people in a contiguous area and 1,000 people per square mile) or dwelling unit density definition (385 dwelling units per square mile in a contiguous area of at least 50,000 people). In the 2010 Census, there were 44,000 people in the Mat-Su urban cluster. Preliminary data received by the MSB from the Census Bureau in August 2021 showed that this same area has grown to 59,000+ people. This gives the MSB confidence that the urbanized area designation will apply if the Census does not change its criteria, since there are already over 50,000 people in the core area. If the criteria are changed to dwelling units, the Census Bureau would consider 385 dwelling units per square mile in a contiguous area of at least 50,000 people as an urbanized area. Preliminary analyses by MSB GIS show that there are approximately 459 dwelling units per square mile in the urban core of the Mat-Su. Ms. Sollien shared an Excel spreadsheet and map showing population and dwelling unit estimates developed by the MSB. *These materials will be included as an attachment to these meeting minutes.* Ms. Sollien explained that this data has been helpful in advocating for additional funds for MPO development moving forward into 2022 and that it also justifies the pre-planning process so far because it shows that the urbanized area designation is highly likely to occur.

Ms. Gardino continued walking through the 2022 UPWP document, introducing the boundary development process. She explained that the boundary must contain the urbanized area designated by the Census in April 2022 as well as the area expected to become urbanized within the next 20 years. Ms. Gardino noted that the data and type of analyses just presented by Ms. Sollien will be extremely helpful in establishing the MPO's boundary. She explained that the pre-planning team has developed a boundary development strategy. Ms. Gardino explained that the boundary development process will be a very important task completed next year and will require cooperation with the state. Preliminary discussions with the MSB and the state indicate that these two entities likely have the resources and capacity internally to facilitate the boundary development process.

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Mr. Charles explained that at the October Steering Committee meeting, he made the statement that additional considerations beyond just the Census data should be considered and reflected in the boundary development process. These other factors include the planned projects and infrastructure upgrades of the borough, cities, utilities, and entities such as the school district, etc. Mr. Charles stated that input from the business community should also be reflected in the boundary development process, as well as review of the comprehensive plans of the cities and borough.

Ms. Gardino thanked Mr. Charles for reiterating his comment. She reiterated that the boundary at minimum must include the urbanized area and the area expected to be urbanized within the next 20 years but that it should also be comprehensive, taking into consideration other factors like those that Mr. Charles mentioned. The PPP should describe a process to ensure that everyone in the community is able to provide input into the boundary development process. We can foresee if that will be in-person or online meetings at this point in time, but public meetings will certainly be used to ensure that the boundary development process is as comprehensive as possible.

Ms. Gardino directed attendees to page 14 of the UPWP showing the federal planning factors that must be considered when developing the MPO's planning documents. Ms. Gardino noted that the planning factors are referenced in the MSB's current LRTP and that they ground the development of all MPO plans in sound transportation planning goals.

Ms. Gardino directed attendees to page 17 of the UPWP for an overview of all tasks required in 2022 to ensure that the MPO is established by the April 2023 deadline. She explained that in order to complete the significant work of these tasks, the MSB and planning team recommend hiring an Interim Coordinator as a one-year project position based at the MSB.

Ms. Sollien explained that the work of the pre-MPO planning effort will take a significant amount of time in the coming year, which is the rationale for hiring a full-time Interim Coordinator for 1-year to support the process. The funding this coming year would support some continued contractual support as well as the new full-time Interim Coordinator.

Ms. Gardino explained that the Interim Coordinator will assist the Steering Committee and Policy Board in further developing and finalizing the Operating Agreement (draft included in meeting packet). The Interim Coordinator will also assist Steering Committee members and organizations in developing their resolutions of support for the MPO as well. The coordinator will also assist with back and forth between Governor and MPO.

Mr. Junge noted that the DOT&PF Commissioner will be the ultimate official who will recommend to the Governor to approve the MPO's operating agreement and founding documents. The MPO should not forget about the Commissioner and should strategize about when and how to bring the Commissioner into this process.

Ms. Gardino thanked Mr. Junge for the good point.

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Ms. Gardino explained that before the MPO is finalized, there will need to be an MOU for the MPO's office. Regardless of structure, this document must outline which organizations are contributing what resources to the MPO. For example, the Fairbanks MPO, FAST Planning, started out being housed at the state DOT&PF, and then was housed at the City, and over the years received different types of support from the member organizations. The MOU reflects all of these relationships within the chosen MPO structure. Over the next year, this will all be figured out for the Mat-Su MPO as well. Everything that the MPO needs to operate must be included and outlined in the MOU. An example would be the state or borough supplying GIS services to the MPO, if the MPO doesn't have the capacity to do this internally. Another example would be who will be providing computers or IT support.

Ms. Gardino explained that additionally, the Bylaws of the MPO will also need to be developed during 2022. This document will be submitted with the Governor's packet and will outline operating procedures of the MPO including who the members of the organization are, how the Policy Board and Technical Committee Chairs are chosen, and how and when meetings occur. The pre-planning team has developed draft Bylaws for the MPO as well.

Ms. Gardino explained that the MPO's Policies and Procedures will also need to be developed. These do not need to be finalized and included with the Governor's packet, but the MPO should begin working on those soon to guide the MPO's functioning. The team has also developed draft Policies and Procedures for eventual review by the Pre-MPO Steering Committee and Pre-MPO Policy Board.

Ms. Gardino also explained that the PPP will continue to be developed in 2022 and that development of the Title XI Plan will occur in 2022 as well. Additionally, there are also agreements that the MPO will need to have with the state on Performance-based planning. Both MPOs and the state are bound by these performance-based planning requirements. The MPO can either adopt the performance-based planning targets of the state or develop their own. Those conversations and agreements with the state on how those targets are set will occur next year. Other agreements may also be considered and developed between the Mat-Su MPO and the other MPOs in the state, as well as with local and tribal governments outlining the consultation processes with these entities. All of this will be coordinated with the PPP currently in development that sets out minimum standards for public involvement. The PPP can be amended and updated at any time and during any process to improve public involvement strategies for a specific plan. The Interim Coordinator will be essential to completing all these tasks in 2022 and shepherding the MPO forward.

Ms. Gardino explained that the Interim Coordinator will monitor the Federal Highway Bill Reauthorization and any implications for the MPO, including new performance targets. Ms. Sollien will continue with reporting with the support of the Interim Coordinator for funding received from the DOT&PF. The Interim Coordinator will also assist with development of the 2023-2024 UPWP. The 2023-2024 UPWP will cover 2 years and within this time frame the MTP and the TIP will be developed, the two most important planning documents of the MPO.

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Ms. Gardino explained that a public transit system planning task has been included in the 2022 UPWP, but not much is known at this time how much work will go into this in 2022. Additionally, Contingency Projects task including developing the MTP and TIP have been included in the 2022 UPWP. These are included as Contingency Projects in case additional funding is received that would allow the MPO to begin work on these tasks in 2022.

Ms. Gardino directed the attendees to page 29 of the meeting packet for the revised UPWP Budget. Ms. Gardino explained that there was a slight change in the budget just before the meeting today regarding ICAP funds, which is what the DOT&PF uses to pay their overhead funds. For example, ICAP supports DOT&PF administrators who don't bill directly to a construction, design, or federal project. This year it is a 4.64% ICAP rate and that goes directly to the state. The correction to the budget is that the ICAP amount is not on top of the \$230,000 but rather comes out of the \$230,000. That correction has been made in the UPWP budget.

Ms. Gardino invited a motion to approve the revised UPWP as amended.

Mr. Junge asked whether October was the month in which the new urbanized area designations would be released by the Census Bureau.

Ms. Sollien clarified that the MSB received preliminary data from the Census Bureau in August 2021 and that the final data and urbanized designations will be released in April 2022.

Mr. Charles made a motion *to approve the revised UPWP as amended. Seconded. No objections. Motion approved.*

Mr. Hoskins asked Ms. Sollien to give some details on the next steps moving forward to hire the new Interim Coordinator.

Ms. Sollien explained that Ms. Gardino has drafted a job description for that position, and it has been reviewed and revised by the team. This will be brought to the Steering Committee at its November meeting for review and recommendation to be sent to the Pre-MPO Policy Board for approval at its November meeting. Ms. Sollien explained that she is working internally to set up the term position and structure the 1-year project position at the MSB. Ms. Sollien stated that she is pretty sure that the MSB will be able to host the Interim Coordinator, but if not, then this would be brought back to the Steering Committee and Pre-MPO Policy Board to consider other options.

Mat-Su Pre-MPO Policy Board Meeting

b. Revised Pre-MPO Policy Board Mission and Tasks (Action Item)

Ms. Sollien introduced the revised Pre-MPO Policy Board Mission and Tasks document and handed the floor to Ms. Gardino to walk through the revised document.

Ms. Gardino directed attendees to pages 30-31 in the meeting packet to review the revised Pre-MPO Policy Board Mission and Tasks document and Steering Committee comments and responses on the document. She explained that the mission and tasks of the Pre-MPO Policy Board and final Policy Board are different as reflected in the document and that the document has been restructured into three sections, Mission, Tasks, and Rules of Engagement with the Responsibilities section removed as recommended by Steering Committee comments. Additionally, the Rules of Engagement section includes that no proxy voting shall be allowed at the Pre-MPO Policy Board level. The Pre-MPO Steering Committee sent the revised document to the Pre-MPO Policy Board for approval. (See *packet pages 30-31 for full feedback and response details*).

Ms. Sollien asked for a motion to approve the revised Pre-MPO Policy Board Mission and Tasks document.

Mr. Charles made a motion *to approve the revised Pre-MPO Policy Board Mission and Tasks document for the purpose of discussion. Seconded.*

Mr. Charles asked whether a timeline has been considered to go along with the Pre-MPO Policy Board Mission and Tasks document to guide the work of the board?

Ms. Sollien answered that there is a timeline for the project posted on the www.matsumpo.com website, but that perhaps this should be revisited to make sure that we are on track.

Ms. Barker offered to put a link of the most recent timeline in the meeting chat, that is available on the website.

Mr. Charles stated that he thinks it would be helpful to have a timeline for the Pre-MPO Policy Board that members could reference before each meeting to track progress and anticipate next steps to establish an order of engagement.

Ms. Gardino shared the most updated project timeline on the screen and said that this can be adapted for 2022 and shared with the Pre-MPO Policy Board.

Mr. Junge asked for further clarification on the 'no proxy voting' rule for the Pre-MPO Policy Board and final Policy Board. If a year or two down the road and a member cannot attend, is the assumption that if the group has a quorum, business can still be conducted?

Ms. Sollien answered yes.

Mat-Su Pre-MPO Policy Board Meeting

Mr. Junge asked whether the rules including on proxy voting could be changed down the road if deemed necessary?

Ms. Gardino answered that yes, that will be defined in the MPO Policies and Procedures next year and can be updated as the MPO sees fit.

Ms. Sollien asked for any other questions, comments, or edits to the revised Pre-MPO Policy Board Mission and Tasks overview document. No additional discussion. No objections.
Motion approved.

8. New Business

a. Pre-MPO Steering Committee Mission and Tasks (**Action Item**)

Ms. Sollien introduced the Pre-MPO Steering Committee Mission and Tasks document and handed the floor over to Ms. Gardino to walk through the document.

Ms. Gardino explained that the main difference between the Pre-MPO Policy Board Mission and Tasks document and the Mission and Tasks document for the Steering Committee is that the Steering Committee makes recommendations to the Pre-MPO Policy Board to approve documents, and the Pre-MPO Policy Board makes the final approval decision. A primary responsibility of the Pre-MPO Steering Committee is to shepherd the various documents of the MPO development process through their respective organizations. Ms. Gardino explained that another difference between the Pre-MPO Steering Committee and Pre-MPO Policy Board documents is that proxy voting is allowed at the Steering Committee level because the body is interim and staff-level, making only recommendations to the Pre-MPO Policy Board, and is not the final decisionmaker. The document lists out the tasks expected to be performed by the Pre-MPO Steering Committee. Ms. Gardino reiterated that a revised schedule will also be shared with the Steering Committee to guide its work, as with the Pre-MPO Policy Board as requested by Mr. Charles.

Ms. Sollien asked for a motion to approve the revised Pre-MPO Steering Committee Mission and Tasks overview document.

Mr. Charles made the motion to *approve the revised Pre-MPO Steering Committee Mission and Tasks overview document for the purpose of discussion. Seconded.*

Mr. Charles suggested that the document should be amended to reflect the same structure and organization as the Pre-MPO Policy Board Mission and Tasks overview document including having a Rules of Engagement section. The bullet point currently under the Mission section that states proxy voting is allowed at the Pre-MPO Steering Committee level should be moved down to a new Rules of Engagement section to make the structure of the two Mission and Tasks overview documents parallel.

Ms. Gardino asked the Steering Committee for a motion to amend the document as described.

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Mr. Charles made a motion *to amend the Pre-MPO Steering Committee Mission and Tasks document as described above. Seconded. Amended without objection*

Ms. Sollien asked for any additional discussion or objections to approving the document as amended. *No discussion. No objections. Pre-MPO Steering Committee Mission and Tasks Overview document approved as amended.*

b. Draft Boundary Development Strategy and Comments and Approval (Action Item)

Ms. Gardino provided an overview of the revised draft Boundary Development Strategy document (*See October 12 Steering Committee Meeting Minutes for a detailed overview and discussion of this document*).

Mr. Junge noted that an acknowledgement from the state DOT&PF stating that the MSB's current CTP program will not be impacted by the development of the MPO should also be established.

Ms. Sollien thanked Mr. Junge for this reminder.

Ms. Gardino responded that yes, that is another agreement that needs to be put into place and that it will be added to the to-do list.

Mr. Junge asked how the MPO development process impacts the MS4 process in the Mat-Su?

Ms. Gardino explained that both the MPO and the MS4 are triggered by the urbanized area designation, but the two processes do not trigger each other.

Ms. Sollien explained that planners at the MSB are working on MS4 and that a Steering Committee will be formed around January 2022. The MSB has a Stormwater Management Plan from 2010, because they thought the urbanized area designation was going to apply then. She stated that many of the same individuals involved in the MPO development process may be asked to also be involved in the MS4 effort. Ms. Sollien explained that it will be a herculean task to complete the MS4 requirements as well, but that she has an MSB Planner working on it already thought the Steering Committee has not yet begun to meet.

Ms. Gardino continued to walk the attendees through the revised Boundary Development Strategy document. (*See October 12 Steering Committee Meeting Minutes for a detailed overview and discussion of this document*).

Mr. Moosey made the note that the MPO boundary will be tiny compared to the size of the entire MSB and made a motion *to approve the revised Boundary Development Strategy. Seconded.*

Ms. Gardino commented that yes, this is a similar situation to the Fairbanks MPA size versus the entire FNSB's much larger area.

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Mr. Junge noted that since the CTP funding stream is very competitive, the result is that the larger the Mat-Su MPA is, the less opportunity that the MSB will have to compete for CTP funds. This is because CTP funds cannot be applied within the MPA.

Ms. Gardino directed the group to the Road Miles appendix included with the revised Boundary Development Strategy. She explained that this data will be very helpful when considering the different boundary alternatives for the MPO. This data can help better understand the implications of including different roadways within the boundary and the amount of responsibility the MPO takes on. The larger the MPA is, the more challenging it may become to create noticeable improvements in the road system, since MPO resources are being spread thinner across a larger area and CTP funds do not apply within the MPO boundary.

Mr. Charles made a motion *to amend the revised Boundary Development Strategy to include as a task reviewing the MSB Comprehensive Plans, the City of Wasilla Comprehensive Plan and the City of Palmer Comprehensive Plans as a part of the boundary development process. Seconded. No objections. Amendment approved.*

Ms. Sollien asked if there were any other amendments or additions. No additional amendments or additions.

Ms. Sollien asked if there were any objections to approving the revised Boundary Development Strategy as amended. No objections. *Motion to adopt as amended approved.*

- c. **Mat-Su MPO Naming Recommendation from the Steering Committee (Action Item)**
 - **Mat-Su Valley Planning for Transportation (MVP Transportation)**

Ms. Sollien introduced the naming item and passed the floor to Ms. Barker to provide an overview of the naming process so far.

Ms. Barker provided an overview of the Mat-Su MPO naming process thus far (*refer to pages 120-122 in the meeting packet*). At its September meeting, the Mat-Su Pre-MPO Steering Committee recommended to the Pre-MPO Policy Board to approve the name MVP Transportation for the new Mat-Su MPO.

Ms. Busch made a motion *to approve the name MVP Transportation for the new Mat-Su MPO. Seconded. No questions or discussion. None opposed. Motion approved.*

- d. **Operating Agreement Comments and Responses**

This item moved to the agenda for next meeting.

9. Other Issues

10. Informational Items

Mat-Su Pre-MPO Policy Board Meeting

Ms. Sollien noted that she will be reaching out to Pre-MPO Policy Board members and Pre-MPO Steering Committee members in advance of their next meetings to gather any agenda items desired to be added to the agendas by members.

11. Pre-MPO Policy Board Comments

Ms. Sollien noted that at the next Pre-MPO Steering Committee meeting MPO structure will be discussed, and that Pre-MPO Policy Board members are welcome to attend.

12. Adjournment

Ms. Busch made a motion to adjourn. No objections. *Meeting adjourned at 1:04pm.*

Next Scheduled Pre-MPO Policy Board Meeting – **Wednesday, November 17th 11:30am-1:00pm**, to be held via Microsoft TEAMS Meeting

| Area Name | April 2010 | April 2020 | difference |
|----------------------------------|---------------|----------------|---------------|
| Matanuska-Susitna Borough | 88,995 | 107,081 | 18,086 |
| Big Lake CDP | 3,350 | 3,833 | 483 |
| Buffalo Soapstone CDP | 855 | 1,021 | 166 |
| Butte CDP | 3,246 | 3,589 | 343 |
| Chase CDP | 34 | 19 | -15 |
| Chickaloon CDP | 272 | 254 | -18 |
| Eureka Roadhouse CDP | 29 | 24 | -5 |
| Farm Loop CDP | 1,946 | 2,747 | 801 |
| Fishhook CDP | 3,338 | 5,048 | 1,710 |
| Gateway CDP | 4,205 | 5,748 | 1,543 |
| Glacier View CDP | 234 | 375 | 141 |
| Houston city | 1,912 | 1,975 | 63 |
| Knik-Fairview CDP | 14,912 | 19,297 | 4,385 |
| Knik River CDP | 744 | 792 | 48 |
| Lake Louise CDP | 48 | 15 | -33 |
| Lazy Mountain CDP | 1,479 | 1,506 | 27 |
| Meadow Lakes CDP | 7,570 | 9,197 | 1,627 |
| North Lakes CDP | 7,595 | 9,450 | 1,855 |
| Palmer city | 5,937 | 5,888 | -49 |
| Petersville CDP | 4 | 27 | 23 |
| Point MacKenzie CDP | 540 | 1,852 | 1,312 |
| Skwentna CDP | 37 | 62 | 25 |
| South Lakes CDP | 5,032 | 5,229 | 197 |
| Susitna CDP | 18 | 11 | -7 |
| Susitna North CDP | 1,260 | 1,564 | 304 |
| Sutton-Alpine CDP | 1,447 | 1,038 | -409 |
| Talkeetna CDP | 908 | 1,055 | 147 |
| Tanaina CDP | 7,655 | 8,817 | 1,162 |
| Trapper Creek CDP | 481 | 499 | 18 |
| Wasilla city | 7,831 | 9,054 | 1,223 |
| Willow CDP | 2,102 | 2,196 | 94 |
| Greater Palmer | 3,974 | 4,899 | 925 |
| | 88,995 | 107,081 | 18,086 |

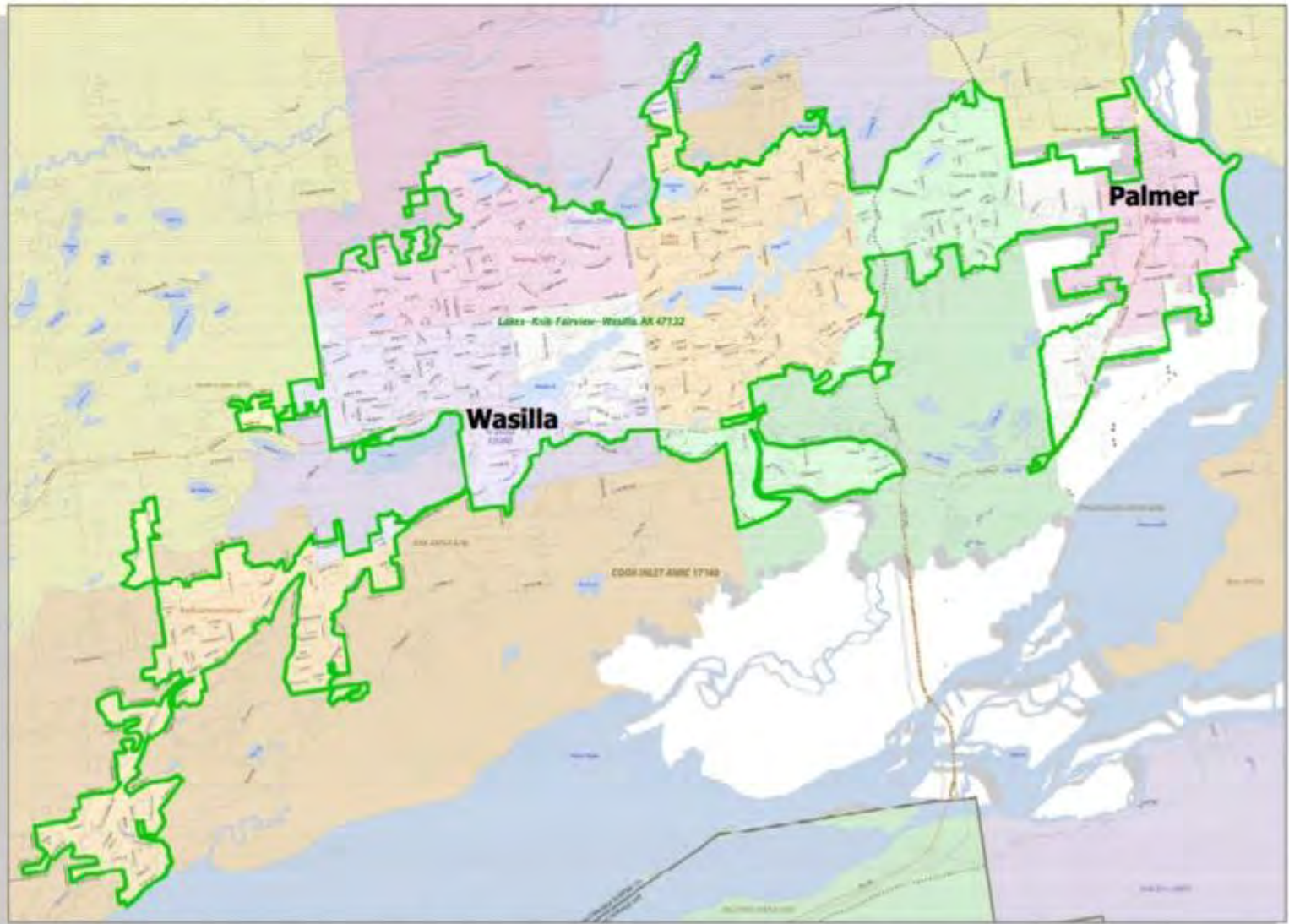
**** at or exceeding 2035 build-out projections**

Red is considered our greater Core Area communities
population of this area 85,111

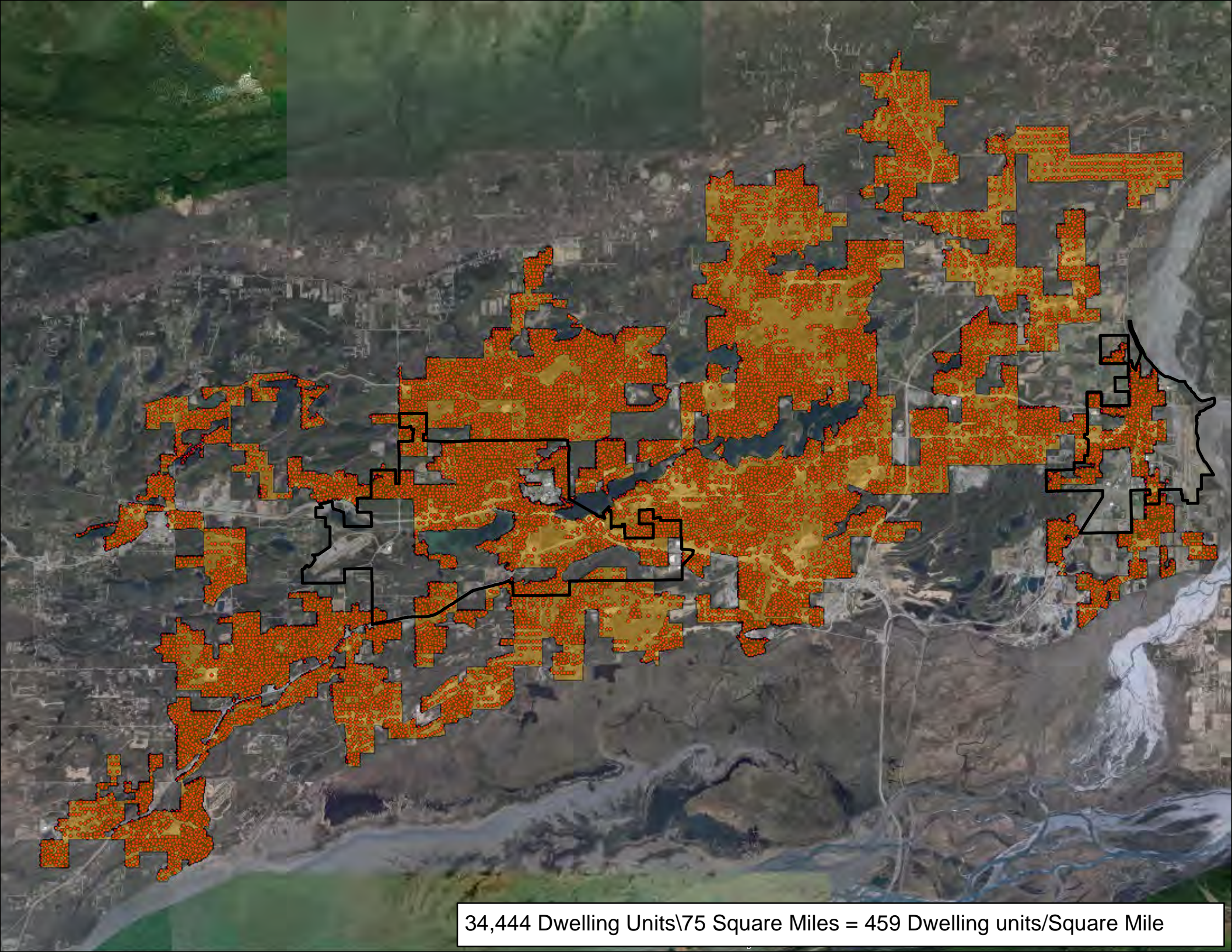
Urban Cluster identified by the 2010 Census = 44,000

The same area in 2020= 59,298

Exhibit 1-2: Matanuska-Susitna Borough Urban Cluster, 2010 Census



2



34,444 Dwelling Units\75 Square Miles = 459 Dwelling units/Square Mile

**Matanuska-Susitna Borough,
City of Palmer,
City of Wasilla,
Knik Tribe,
Chickaloon
Native Village
and
State of Alaska**

MAT-SU MPO

**INTER-GOVERNMENTAL OPERATING AGREEMENT
and
MEMORANDUM OF UNDERSTANDING
for
TRANSPORTATION PLANNING**

**In the
Metropolitan Area
of the
Mat-Su Metropolitan Planning Organization**

Matanuska-Susitna Borough,
City of Palmer,
City of Wasilla,
Knik Tribe,
Chickaloon
Native Village
and
State of Alaska

**MAT-SU MPO INTER-GOVERNMENTAL OPERATING AGREEMENT
AND
MEMORANDUM OF UNDERSTANDING
FOR
TRANSPORTATION PLANNING**

In the Metropolitan Area of the Mat-Su Metropolitan Planning Organization

SECTION 1 – PARTIES TO THIS AGREEMENT

The Parties to this Agreement are the State of Alaska (State), Matanuska-Susitna Borough (MSB), Knik Tribe, Chickaloon Native Village, City of Palmer, and City of Wasilla.

SECTION 2 – PURPOSE

This Agreement is entered into in accordance with 23 USC § 134 – 135, 49 USC § 5303 – 5306, and 23 CFR 450.300 to provide the structure and process for the continuing, cooperative and comprehensive consideration, consultation, development and implementation of transportation plans and programs for intermodal transportation in the metropolitan planning area (MPA).

MPOs are required to develop long-range transportation plans and Transportation Improvement Programs through a performance-driven, outcome-based approach to planning. The MPO will conduct the transportation planning process and provide for consideration and implementation of projects, strategies, and services that will address the planning factors outlined in 23 CFR 450.306 (b) and (c).

SECTION 3 – LEGAL AUTHORITY

3.1 Federal Transportation Planning Statutes

23 USC § 104(f), 23 USC § 134 and 49 USC § 5303 – 5306 provide funding and

require designation of a metropolitan planning organization (MPO) for urbanized areas of at least 50,000 population to carry out a transportation planning process and receive federal funding. Those Statutes require the State and the local governments to coordinate the planning and construction of all urban transportation facilities with a continuing, cooperative, and comprehensive transportation planning process.

3.2 MPO Designation

On <insert month and day>, 2023, the Governor of the State of Alaska designated the MPO and identified the <insert MPO name> (MPO) Policy Board as the body providing the direction of transportation planning in the MPA in accordance with Federal law. In addition, the insert name is a designated recipient of Urbanized Formula Grants from the FTA.

SECTION 4 – DEFINED TERMS

“ADOT&PF” means the State of Alaska Department of Transportation and Public Facilities.

“ASSEMBLY” means the MSB Assembly, the legislative governing body of the MSB.

“Chickaloon Native Village” means

“CITY OF PALMER” means the home rule city, a political subdivision of the State of Alaska within the MPA.

“CITY OF WASILLA” means a first-class city, a political subdivision of the State of Alaska, and the most populated city located within the MPA.

“CONSULTATION” means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the MPOs in comparing the long-range statewide transportation plan and the MTP, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources.

“COOPERATION” means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

“COORDINATION” means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

“DBE” or “Disadvantaged Business Enterprise” means a for-profit small business concern (1) that is at least 51-percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; and (2) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

“FHWA” means the Federal Highway Administration, an operating agency of the United States Department of Transportation (USDOT).

“FTA” means the Federal Transit Administration, an operating agency of the USDOT.

“<insert name>” means the Mat-Su Metropolitan Planning Organization.

“Knik Tribe” means

“Metropolitan Planning Agreement” means a written agreement between the MPO, the State(s), and the providers of public transportation serving the metropolitan planning area that describes how they will work cooperatively to meet their mutual responsibilities in carrying out the metropolitan transportation planning process.

“MPA” or “METROPOLITAN PLANNING AREA” means the geographic area in which the MPO carries on metropolitan transportation planning process as described in Section 5.4 of this Agreement.

“MPO” or “METROPOLITAN PLANNING ORGANIZATION” means the policy board created by Section 5.2 of this Agreement to carry out the metropolitan transportation planning process.

“MSB” means the Matanuska-Susitna Borough, a second-class borough, a political subdivision of the State of Alaska that includes the City of Palmer, City of Wasilla, and MPA within its boundaries.

“MTP” or “METROPOLITAN TRANSPORTATION PLAN” means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the MTP process.

“PALMER CITY COUNCIL” means the legislative governing body of the City of Palmer.

“PERFORMANCE-BASED APPROACH” means the application of performance management within the planning and programming process to achieve desired performance outcomes for the multimodal transportation system.

“PL FUNDS” means the Federal Highway Administration Metropolitan Transportation Planning funds authorized under 23 USC 104 to carry out the requirements of 23 USC 134.

“POLICY BOARD” means the board established under Section 5.2 of the Agreement for cooperative decision-making in accordance with this Agreement.

“PUBLIC PARTICIPATION PLAN” means a documented process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representative of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

“SECTION 5303 FUNDS” means the FTA funds made available under 49 USC 5305(g) to carry out the requirements of 49 USC 5303.

“SSOW” OR “SIMPLIFIED STATEMENT OF WORK” means a statement of work documenting metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in accordance with the provisions of 23 CFR 450.308 and 23 CFR part 420.

“STATE” means the State of Alaska.

“TECHNICAL COMMITTEE” means the Mat-Su MPO committee established in Section 5.3 of this Agreement for the cooperative decision-making in accordance with this Agreement.

“TIP” or the “TRANSPORTATION IMPROVEMENT PROGRAM” means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the MTP process, consistent with the MTP, and required for projects to be eligible for funding under title 23 USC and title 49 USC chapter 53.

“UPWP” or “UNIFIED PLANNING WORK PROGRAM” means a statement of work identifying the planning priorities and activities to be carried out within an MPA. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

“URBANIZED AREA” means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census.

“USDOT” means the United States Department of Transportation.

“WASILLA CITY COUNCIL” means the legislative governing body of the City of Wasilla.

SECTION 5 – ORGANIZATION AND RESPONSIBILITIES

5.1 <insert name>

<insert name> is the MPO's staffed organization, in cooperation with the State, units of local government and public transportation operators.

5.1.1 In order to receive and expend federal funding for transportation in urbanized areas with a population of more than 50,000 individuals, there must be coordination between the State and the MPO as required by federal regulation. Therefore, the purpose of the <insert name> is to provide the framework and mechanism for the MPO and the State to jointly develop and implement transportation plans and programs, which will assure compliance with State and Federal transportation planning.

5.2 Policy Board

The <insert name> Policy Board (Policy Board) shall have as members, a **designated representative of the ADOT&PF, MSB Mayor, City of Palmer Mayor, City of Wasilla Mayor, Knik Tribe Representative, Chickaloon Native Village Representative, Mat-Su Trails and Parks Foundation and a designated representative of the MSB Assembly.** Each member of the Policy Board shall have one vote. <insert name>'s Executive Director will serve as Secretary to the Policy Board.

5.2.1 Powers and Duties of the Policy Board

The Policy Board shall have overall responsibility for the implementation of this Agreement, coordination of <insert name>'s efforts and responsibilities of the <insert name>'s Technical Committee, and the ultimate development and adoption of the UPWP, TIP, and MTP.

5.3 Technical Committee

<insert name> shall have a Technical Committee, which consists of representatives, such as planners, engineers, and other specialists from the City of Palmer, City of Wasilla, MSB, ADOT&PF, Valley Transit, Port Mackenzie, ADEC, University of Alaska Palmer, Alaska Railroad Corporation, Mat-Su local freight industry, Mat-Su Health Foundation and local Tribal entities. Each member of the <insert name> MPO Technical Committee (Technical Committee) shall have one vote and all actions of the Technical Committee, including recommendations to the Policy Board, shall be by a majority vote of the total authorized number of members.

5.4 MPA

The MPA specified by 23 USC § 134(e) shall be the geographical area shown on Attachment #1 to the Agreement incorporated herein by reference. Provided such boundaries conform to the requirements of 23 USC § 134(e), the MPO and the Governor may mutually agree to change the boundaries of the MPA.

5.5 MPO Self-certification

Every four years the MPO will, in coordination with the ADOT&PF, self-certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of 23 CFR 450.336(a).

SECTION 6 – KEY PLANS and PROGRAMS

6.1 There are three primary planning or programming activities that the MPO is responsible for developing. This section summarizes these key plans and programs, which include the MTP, TIP, and UPWP.

6.1.1 MTP

The MPO, in cooperation with the State, is responsible for developing or updating an MTP. The MPO shall follow the latest federal planning requirements, as prescribed in 23 CFR 450.324. The MPO shall update the MTP every five (5) years as prescribed by 23 USC § 134(i).

6.1.2 TIP

The MPO, in cooperation with the State, is responsible for developing or updating the TIP. The MPO shall follow the latest federal planning requirements, as prescribed in 23 CFR 450.326 and 23 USC § 134(j).

6.1.3 UPWP or SSOW

(1) The MPO, with full assistance from the State and all other cooperating agencies, is responsible for developing or adjusting the UPWP or SSOW, as prescribed by 23 CFR 450.308. The MPO shall:

(a) Describe all the transportation activities to be completed in a fiscal year.

(b) Ensure early coordination with FHWA and FTA.

(2) No later than July 1 of each year, the ADOT&PF, in consultation with the MPO, will provide to the Policy Board in writing the

amount of estimated Federal PL and Section 5303 funds, and required match ratios, to be made available to <insert name> for the next fiscal year of October 1 through September 30. ADOT&PF, MSB, City of Palmer, City of Wasilla and <insert name> staff shall recommend work tasks with budgets for tasks in which it participates. <insert name> staff shall develop and implement a UPWP or SSOW public involvement program, within a Public Participation Plan, and prepare a UPWP or SSOW with the full cooperation of ADOT&PF, MSB, the City of Palmer, the City of Wasilla and the MPO. Discussions between ADOT&PF, MSB, City of Palmer, City of Wasilla and the MPO shall take place to determine how the proposed tasks can be accomplished in the most efficient and effective manner. The UPWP or SSOW shall be reviewed by the Technical Committee, approved by the Policy Board, and forwarded to ADOT&PF for concurrent approval by FHWA and FTA prior to any work being performed.

6.2 Changes/Amendments to Key Plans and Programs

6.2.1 Amendments to the MTP and TIP

The MPO, with its responsibility to maintain existing plans and programs, shall approve amendments, in accordance with its Public Participation Plan. An Amendment is triggered by the addition or deletion of a project or a major change in the project cost, project / project phase initiation dates, or a major change in design concept or design scope. An amendment is a revision that requires public review and comment periods consistent with the MPO public involvement policy and re-demonstration of fiscal constraint. Amendments require the concurrence of the Mat-Su MPO, ADOT&PF, FHWA, and FTA before becoming effective.

6.2.2 Administrative Modifications to the MTP and TIP

The MPO, with its responsibility to maintain existing plans and programs, shall approve Administrative Modifications in accordance with the Public Participation Plan. An Administrative Modification is triggered by a minor revision to a metropolitan transportation plan or TIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. It is a revision that does not require public review and comment, re-demonstration of fiscal constraint. Administrative Modifications require the concurrence of the MPO and the ADOT&PF before becoming effective. The FHWA and FTA will be notified as soon as possible of these changes.

6.2.3 Amendments/Changes to the UPWP or SSOW

Changes in work assignments and studies to be performed to meet transportation planning requirements may be made by the MPO at such times and to such extent as deemed necessary. Total funds to be made available for the performance of said work and services shall not exceed the amount specified in the UPWP or SSOW. Reimbursement will be made by ADOT&PF in accordance with procedures stated herein and shall be expended only on the UPWP or SSOW approved by the MPO, ADOT&PF, FHWA, and FTA.

(1) Changes in funding levels for tasks, or changes in tasks, shall be requested as soon as possible after the need for such change is recognized.

(a) Amendment to the UPWP or SSOW
(No additional funding required)

An Amendment to the UPWP or SSOW is triggered when task budget amounts exceed 20 percent of the original approved program budget, when there are individual changes of \$35,000 or more to task budgets, or when there are significant scope changes. Amendments require the concurrence of the MPO, ADOT&PF, FHWA, and FTA before becoming effective. Amendments to the UPWP or SSOW require public review.

(b) Administrative Modifications to the UPWP or SSOW
(No additional funding required or no significant change to scope)

An Administrative Modification is triggered when task budget amounts do not exceed 20 percent of the approved program budget or when individual changes are for \$35,000 or less of a task budget. Administrative Modifications require the concurrence of the MPO and the ADOT&PF before becoming effective. The FHWA and FTA will be notified as soon as possible of these changes.

SECTION 7 – CONSULTANT CONTRACTS

7.1 FHWA and FTA Approval: For all federally-funded work to be done under a consultant contract, prior FHWA and/or FTA approval of a Project Development Authorization including the scope of work is required before a Request for Proposal (RFP) is issued. Early coordination is essential. The contracting agency will be the ADOT&PF which will coordinate review and approvals directly with FHWA and FTA.

- 7.2 ADOT&PF Approval: The contracting agency will be the ADOT&PF for review of the final RFP, scope of services, project budget, and project management plan. ADOT&PF shall also reserve the right to select members for the Selection Committees for all consultant contracts. ADOT&PF may provide opportunity to **<insert name>**, as appropriate, to serve on the Selection Committees.
- 7.3 Work Products: ADOT&PF and Mat-Su MPO will have an opportunity to review draft work products prior to review by the Technical Committee and Policy Board.
- 7.4 Inspection of Work: ADOT&PF and/or the owner of the facility shall at all times be accorded review and inspection of the work performed by consultants and shall at all reasonable times have access to the premises, to all data, notes, records, correspondence, and instruction memoranda or description which pertain to the work involved.

SECTION 8 – ADDITIONAL AND SEPARATE WORK PROJECTS

From time to time, ADOT&PF or the MPO may desire one of the other parties to perform additional work projects for services separate and apart from those set forth in the UPWP. At such times, the requesting party will notify the other party of the intention, including a request for the specific work and/or services desired. If the other party is willing and able to do the work or perform the services requested, written acceptance by the requesting party of the terms accepted shall constitute authority to proceed with the work and/or services requested. The requesting party shall pay for such work or services within a reasonable time after billing. Such billing shall be made pursuant to the terms agreed upon for each particular work project.

SECTION 9 – PROGRAM REPORTING REQUIREMENTS

9.1 Reporting: UPWP or SSOW

In accordance with 23 CFR 420.117, the ADOT&PF is responsible for monitoring the UPWP or SSOW supported activities to assure compliance with applicable Federal requirements and assure performance goals are being achieved. Monitoring must cover each program, function or activity. The reporting procedures shall include, but are not limited to, the following:

9.1.1 Quarterly Reports

All parties receiving federal planning funds pursuant to this Agreement shall prepare a quarterly financial statement and a narrative progress report, in a format provided by the ADOT&PF, for all tasks identified in the UPWP or SSOW for which they are responsible and submit to the ADOT&PF

Central Region office no later than 30 days following the last day of each UPWP or SSOW fiscal quarter. The quarterly reports shall serve as the basis for quarterly reimbursements.

Within 40 days of the last day of the fiscal quarter, ADOT&PF will compile all reports and shall either, review and approve the reports, or request modifications. Upon approval, the ADOT&PF Central Region staff will forward the reports to the MPO.

If ADOT&PF requests modifications, the report will be forwarded to the MPO as a draft report. Within 50 days following the last day of each UPWP or SSOW fiscal year quarter, all requested report modifications shall be submitted to ADOT&PF Central Region. Upon approval, the ADOT&PF will re-submit the report to the MPO no later than 60 days following the last day of each UPWP fiscal year quarter.

This final UPWP or SSOW Quarterly Report shall consist of the following:

- (1) A financial statement which shall include task and program summary of the following data:
 - (a) Current quarterly expenditures
 - (b) UPWP fiscal year to date expenditures
 - (c) PL, Sec. 5303, and local funds / in-kind expended to date
 - (d) PL, Sec. 5303, and local funds / in-kind remaining

- (2) A narrative progress report which shall include:
 - (a) A description of work accomplished during the quarter
 - (b) Significant events (i.e. travel, training, conferences)
 - (c) Milestones reached in sufficient detail to justify the quarterly expenditures

For tasks consisting of a scheduled completion date, the progress report shall include each task's percentage complete, explanatory information on the progress, and any issues relating to the task such as schedule delays.

9.1.2 Annual Report

Upon receipt of the final (fourth quarter) UPWP or SSOW Quarterly Report, the ADOT&PF will draft the UPWP or SSOW Annual Report. The ADOT&PF will forward the UPWP or SSOW Annual Report to the MPO no later than 60 days following the last day of the UPWP or SSOW fiscal year. The ADOT&PF will submit the UPWP or SSOW Annual Report to FHWA

and FTA to meet the reporting requirements of 23 CFR 420.117, as currently adopted or hereafter amended. DOT&PF may combine the UPWP or SSOW Annual Report with similar reports from other subrecipients of federal planning funds into a single report.

The Annual Performance and Expenditure Report for the UPWP or SSOW fiscal year will contain all information required by 23 C.F.R. 420.117.

9.1.3 Significant Events

Events that have significant impact on UPWP or SSOW work elements must be reported by the Parties to this Agreement to ADOT&PF as soon as they become known. The types of events or conditions that require reporting include: problems, delays, or adverse conditions that will materially affect the ability to attain program objectives. This disclosure must be accompanied by a statement of action taken, or contemplated, and any Federal assistance required resolving the situation.

9.1.4 Other Reports

Copies of formal reports, informal reports, and material emerging out of a task specified in the UPWP or SSOW shall be governed by Section 10 of this Agreement.

SECTION 10 – PLANNING REPORTS

10.1 Planning Reports

From time to time, ADOT&PF and the MPO may publish reports, documents, etc., upon completion of a portion and/or a phase of a particular planning element in the continuing transportation planning process. In order for the preparation and publishing of such reports to be eligible for participation of Federal funds, the Technical Committee shall review the reports with final approval by the MPO Policy Board, as appropriate.

10.2 Publication

Publication, whether in hard copy or through the use of digital technologies such as via the World Wide Web, by any party to the Agreement shall give credit to other parties, FTA, and FHWA. However, if any party, FTA, or FHWA does not wish to subscribe to the findings or conclusions in the reports, the following statement shall be added:

“This report was funded in part through grant(s) from the Federal Highway

Administration and/or the Federal Transit Administration, U.S. Department of Transportation. The views and opinions of <insert name> expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.”

Furthermore, consultant logos are prohibited from the cover of all reports, documents, etc. that are approved by FTA and FHWA.

10.3 Copies

Copies of draft and final reports, documents, etc., will be provided as required to Federal and State Agencies. Parties to this Agreement will be provided copies as requested.

The FHWA reserves a royalty-free, non-exclusive, and irrevocable right to reproduce, publish, or otherwise use, and authorize others to use, the work for Government purposes.

SECTION 11 – DIVISION OF COST AND PAYMENT

11.1 Reimbursement

The maximum amount of Metropolitan Planning Funds available each year for reimbursement to the Parties shall not exceed the budget approved in the UPWP or as amended. ADOT&PF will make reimbursement in accordance with the following procedures:

- (1) The Parties shall submit to ADOT&PF quarterly narrative progress reports and financial statements, as defined in Section 10 of this Agreement.
- (2) Reimbursement will be made within 30 days after ADOT&PF receives and approves the quarterly narrative progress reports and financial statements, subject to Federal planning funds being made available and received for the allowable cost.
- (3) Within 60 days of ADOT&PF’s approval of the last quarter narrative progress report and financial statement for the fiscal year, ADOT&PF will close the UPWP or SSOW account and request that an audit be performed.
- (4) The audit will be completed, and final payment adjustments made

within 120 days of the last quarter or as soon thereafter as reasonably possible.

11.2 ADOT&PF Tasks

The Parties may agree that ADOT&PF can most efficiently and effectively perform a task or a portion of a task to be funded with PL funds in the approved UPWP. In such cases, ADOT&PF shall:

- (1) Provide the MPO with all necessary documentation in order to permit the preparation of the reports required in Section 10 of this Agreement.
- (2) Upon ADOT&PF approval of the quarterly, ADOT&PF shall submit a billing to FHWA for direct payment to ADOT&PF for approved UPWP or SSOW costs.
- (3) ADOT&PF shall be reimbursed at the rate contained in the applicable UPWP or SSOW.
- (4) ADOT&PF shall promptly provide the MPO with copies of its billings and statements.

11.3 Overruns

When expenditures are anticipated to overrun in any UPWP or SSOW work element, the procedures for budget changes as outlined in Section 6.2 must be followed.

11.4 Cost Limitations

Reimbursement of administrative and operational costs will be made without profit or markup. These costs shall be limited to:

- (1) Direct salaries and wages, with payroll taxes and fringe benefits at actual costs, or if prorated to be allocated on an equitable basis;
- (2) Telephone charges and necessary travel limited to program specific charges;
- (3) Overhead or indirect costs as approved annually in the respective UPWP or SSOW line item budget and verified by audit. Eligibility shall conform to the provisions of 23 CFR 420.113;

- (4) Training as approved specifically in the UPWP or SSOW or otherwise specifically approved by ADOT&PF, FHWA or FTA.

11.5 Rate of Reimbursement

Reimbursement shall be at the rate specified and contained in the applicable UPWP.

11.6 Financial Accounting Level

The expended funds will be accounted for at the task level (100, 200, 300 etc.).

11.7 Fiscal Year

The UPWP or SSOW fiscal year will be October 1 to September 30.

SECTION 12 – PROCUREMENT, MANAGEMENT, AND DISPOSITION OF PROPERTY

Procurement and management of property acquired for the program, including disposition of property if the program is discontinued, will be in accordance with 23 C.F.R. 420.121(f) and any other regulatory requirements applicable to the expenditure of federal funds made available for the implementation of this Agreement.

SECTION 13 – AUDIT PROCEDURES

13.1 In addition to the requirements stated in this section, requirements for audit as defined in 23 CFR 420 will be used as guidelines.

13.2 Each participating party will maintain complete records of all manpower, materials and out-of-pocket expenses, and will accomplish all record keeping in accordance with the following procedures:

13.2.1 Each participating party will furnish ADOT&PF copies of all certified payrolls which shall include the hourly rate for each employee working on the project during the reporting period. In addition, a loaded rate factor will be shown in a manner compatible with existing approved local procedures. The load rate factor is subject to adjustment based upon audits occurring during the life of this Agreement.

13.2.2 Time Sheets

Individual time sheets will be maintained reflecting the daily total amount of hours worked and amount of time spent on each task within the program. It is imperative that the hours be traceable to the task.

13.2.3 Materials

Copies of invoices shall support costs of any purchased materials utilized on this project.

13.2.4 Out-of-Pocket Expenses

Copies of receipts shall support all expenses.

13.2.5 Record System

The record system will be such that all costs can be easily traceable from all billings through the ledgers to the source document. Each expenditure must be identified with the task within the current approved UPWP or SSOW.

13.3 Each consultant contract or professional services agreement, in which any party engages, may require a specific audit for that project or agreement. The award of any such construction related engineering design services contract must be made in conformity with applicable Federal and ADOT&PF contracting procedures including ADOT&PF Procedure 10.02.010, and related Professional Services Agreement Handbook, or based on acceptable alternative contracting procedures approved by ADOT&PF and FHWA. This requirement is in addition to any agency-wide audit conducted pursuant to OMB Circular A-133 (Single Audit Requirements).

13.4 **<insert name>** may be audited every year by ADOT&PF Internal Review auditors for compliance and to insure adequate coverage. **<insert name>** will additionally hire an independent Certified Public Accountant (CPA) to conduct an annual audit of all revenues and expenditures, as well as participate in a state and/or federal single audit as requested. All Parties and/or their subcontractors under this Agreement shall maintain all records and accounts relating to their costs and expenditures for the work during any fiscal year for a minimum of three (3) years following receipt of the final payment and shall make them available for audit by representatives of ADOT&PF, FHWA, and FTA at reasonable times. All Parties shall maintain records in a form approved by ADOT&PF. Final payment is defined as the final voucher paid by FHWA to ADOT&PF based on an audit. A request to close out a fiscal year or project account does not constitute final payment.

- 13.5 Any review, which does not meet Federal requirements, will be resolved between ADOT&PF and the other party. The financial records relating to a UPWP or SSOW year may be closed out once FHWA accepts the audit and final payment adjustments have been made.

SECTION 14 – COMPLIANCE WITH TITLE VI, CIVIL RIGHTS ACT OF 1964

All Parties hereby agree as a condition to receiving any Federal financial assistance from USDOT, to comply with Title VI of the Civil Rights Act of 1964 and all requirements imposed by or pursuant to Title 49 CFR, Part 21, Nondiscrimination in Federally-Assisted Programs of the USDOT, Effectuation of Title VI of the Civil Rights Act of 1964.

SECTION 15 – DBE PROGRAM REQUIREMENTS

15.1 Compliance

The Parties, their agents and employees shall comply with the provisions of 49 CFR 26 and Title VI of the Civil Rights Act of 1964. 49 CFR 26 requires that all parties shall agree to abide by the statements in paragraphs 15.2 and 15.3 and shall include these statements in all Parties' USDOT financial assistance agreements and in all subsequent agreements between any party and any sub-grantees and any contractor.

15.2 Policy

It is the policy of the USDOT that DBEs, as defined in 49 CFR 26.5, shall have an equal opportunity to participate in the performance of contracts financed in whole or part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR 26 apply to this Agreement.

15.3 DBE Obligation

The Parties to this Agreement agree to ensure that DBEs, as defined in 49 CFR 26.5, have an equal opportunity to participate in the performance of contracts and sub-contracts financed in whole or part with Federal funds provided under this Agreement. In this regard the Parties to this Agreement and/or their contractors shall not discriminate on the basis of race, color, national origin, or in the award and performance of USDOT assisted contracts.

SECTION 16 - AMENDMENTS

This Agreement may be amended only in writing and must be done prior to undertaking

changes or work resulting therefrom or incurring additional costs or any extension of time. Said amendments are subject to approval by the MPO and the State.

SECTION 17 – LIMITATION OF LIABILITY

No liability shall be attached to any party to this Agreement by reason of entering into this Agreement, except as expressly provided herein.

SECTION 18 – COMPLIANCE WITH LAWS

In addition to the laws, statutes, regulations and requirements stated herein, all Parties to this Agreement shall be knowledgeable of and comply with all Federal, State and local laws and ordinances applicable to the work to be done under this Agreement.

SECTION 19 – TERMINATION OF AGREEMENT

This Agreement will continue in force until or unless the Parties terminate the Agreement in writing.

SECTION 20 – NON-APPROPRIATION CLAUSE

Nothing in this agreement shall obligate any party to expend monies if there are insufficient or other lack of funds lawfully appropriated by their respective legislative bodies for performance under this Agreement.



SIGNATURES

Mayor – Matanuska-Susitna Borough

Date

Mayor – City of Palmer

Date

Mayor – City of Wasilla



Date

Date

Date

Governor – State of Alaska

Date

Attachment #1

<insert name> Metropolitan Planning Area Boundary Map

Mat-Su MPO Operating Agreement Comments and Responses

| # | Comment | Response |
|----|---|---|
| 1 | Both Knik Tribe and Chickaloon Native Village need to be spelled out in the first page of the agreement, definitions, and signature block. We should also compare operating agreements from other states, such as Washington that have tribes in their MPO. Attached is a copy of | The Washington State guidance has been reviewed. |
| 2 | On the MOU for Transportation Planning, if the Tribal governments are going to be parties to the agreement they should be listed in section 1. Also, we may want to include the word “consultation” in section 2 since consultation is required in the CFRs. | Done. This list of parties to the agreement is a tentative list until the final list has been approved by the Pre-MPO Policy Board. |
| 3 | In 5.1 we list the appointing authority for Policy Board members except for the Tribal entity. It just says member. Does not seem to be the correct terminology. | Modified. |
| 4 | In 7.2 I like the idea of using ADOT for procurement. They understand the federal requirements and should be able to keep the MPO from making mistakes with federal funds. The | Great input. This needs to be further discussed by the Steering Committee. |
| 5 | The authority in 7.4 should apply to the government entity operating the right-of-way where the project is being built. | Modified. |
| 6 | In Section 1, Parties to this Agreement: Are tribes party to the agreement? | Modified to include the tribes |
| 7 | In Section 5.2 Policy Board: If we have one tribal member then we have both? If so to get to nine I believe MSB should have Mayor, Assembly member, and Manager as reps | Policy Board make-up is still to be determined. |
| 8 | In Section 5.2 Policy Board: I would also prefer a transit rep over trails if goal is nine. | Final makeup of the Policy Board, as to number and representatives, will be up for discussion. |
| 9 | My only comment is with the operating agreement page 6 of 21, section 5.2 needs to be updated with the current 10 member board. | The board listed in this draft will be the Final Policy Board, not the Pre-MPO Policy Board. |
| 10 | List of Participants does not match parties to the agreement or signatories. i.e. Tribal Entity | Corrected. |
| 11 | Section 2 – Purpose: Include 450.306(a) language. MPO’s required to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to | Added. |
| 12 | Section 2 – Purpose: Include reference to consideration of planning factors identified in | Modified to include the reference. |
| 13 | Section 4 – Defined Terms: Terms should be ordered by alphabet. | Modified |
| 14 | Section 4 – Defined Terms: Add new Term – Performance-based approach. Defined in 450.306 Scope of the metropolitan transportation planning process sub-section (d). | Done. |
| 15 | Section 5 – Organization and Responsibilities: Insert “units of local government” in sub- | Done. |
| 16 | Sub-section 5.1.1 – Insert “in urbanized areas with a population of more than 50,000 individuals” after the word ‘transportation’. | Done. |

October 4, 2021

Mat-Su MPO Operating Agreement

Comments and Responses

- | | | |
|----|---|---|
| 17 | Sub-Section 5.2 Policy Board – Further discussion is warranted as to exact make-up of the Policy Board. Example: Given past action regarding Air Quality Alerts in the Mat-Su, it may be appropriate to include a representative from ADEC. | Agreed. |
| 18 | Sub-Section 5.3 Technical Committee – Further discussion is warranted as to exact make-up of the Technical Committee. Some examples: Should a member from the Mat-Su School District be included as operations of pupil transportation can significantly impact the performance of the transportation system. Port MacKenzie may be outside the Metropolitan Planning Area and thus not priority concern of the MPO. The City of Houston may warrant a position on the Technical Committee. The Borough may warrant more than one person on | Agreed. |
| 19 | Sub-Section 5.5 MPO Self-Certification – Insert “in coordination with the ADOT&PF” after ‘will’ and before ‘self-certify’ to comply with 450.336(a). | Done. |
| 20 | 6.1.1 MTP has a reference to 23 CFR 450.322 Congestion management process in transportation management areas. This only applies to MPOs over 200,000 population which are designated Transportation Management Areas. The correct reference is 450.324 | Corrected. |
| 21 | b.6.1.2 TIP has a reference to 23 CFR 450.324 which is the MTP. The correct reference is 450.326 Development and content of the transportation improvement program (TIP). | Corrected. |
| 22 | 6.2 Changes/Amendments to Key Plans and Programs – The sub-sections could be improved by noting a specific percentage or funding trigger as illustrated in 6.2.3(1)(a) and (b). The 10% could be increased to 20%. | Modified. Details on the triggers for Administrative Modifications and Amendments will be detailed in the Public Participation Plan for the TIP, MTP and UPWP. |
| 23 | 7.1 FHWA and FTA approval – Language could be improved. FHWA/FTA do not approve RFPs but rather the general purpose when they review and approve inclusion in a programming document. | Modified the language to include approval of the scope of work through a Project Development Authorization. It may be advantageous to have DOT be the contracting authority. To be discussed. |
| 24 | 7.2 DOT&PF Approval – Clarification is necessary. The language applies to Design and Construction Contracts but not to all Planning projects. For example, the MTP is often managed by the MPO with participation by the ADOT&PF. | To be discussed. |
| 25 | 9.1.2 Annual Report – ADOT&PF requires an MPO to submit in order to process necessary reimbursements. However, it is the responsibility of the MPO to compile all quarterly reports into the Annual Report. There is a typo in the third sentence (SSWOW). | This should be discussed. The DOT has that responsibility in the Northern Region and is the state's responsibility to monitor according to 23 CFR 420.117.E37 |
| 26 | 10.1 Planning Reports – Insert “with final approval by the MPO Policy Board, as appropriate.” | Modified. |

Mat-Su MPO Operating Agreement

Comments and Responses

- | | | |
|----|--|------------------|
| 27 | 10.2 Publication – The Section could be improved by adding references to digital technologies, social media and the World Wide Web. | Modified. |
| 28 | Section 11 Division of Cost and Payment: These sections may warrant language addressing the process for financial participation by the units of local government (City of Wasilla, City of | To be discussed. |
| 29 | Section 17 Limitation of Liability – This language may warrant revision. | To be discussed. |
| 30 | Section 19 Termination of Agreement – This language is inadequate. A more detailed process should be spelled out. | To be discussed. |
| 31 | Section 20 Non-appropriation clause – This language may warrant revision. | To be discussed. |

Notice of Position Vacancy

External/Internal Advertisement

DATE: 10/27/2021

CLOSES: **12/31/2021**

TO: All Interested Persons

FROM: MSB Planning

THROUGH: Mat-Su MPO Pre-MPO Policy Board

POSITION: Interim Coordinator, Metropolitan Planning Organization (MPO)

DEPARTMENT: MSB Planning / Pre-MPO project

PAY SCALE: DOE

NATURE OF WORK

The MSB is recruiting for the position of Interim Coordinator to lead the formation of the Mat-Su area MPO. This work must be completed by April 2023. Under the direction of the Pre-MPO Policy Board, the successful applicant will work with and coordinate between MSB Planning and the Pre-MPO Policy Board and Pre-MPO Steering Committee providing information and guidance with respect to duties, responsibilities, and requirements of laws and procedures governing the MPO. All documents will be developed with MSB Planning and presented to the Pre-MPO Steering Committee for review and subsequent approval by the Pre-MPO Policy Board. The Interim Coordinator will report to the MSB Planning Services Manager and the Pre-MPO Policy Board and be responsible for the following:

- Oversee the preparation of the 2023 – 2024 Unified Planning Work Program (UPWP) including the budget through a collaborative effort with the State of Alaska DOT &PF
- Oversee the finalization of the Operating Agreement and ensure resolutions of support are obtained from all member organizations
- Work with the local tribal governments to develop an agreement regarding future consultation processes and to address the government - government relationship with the MPO
- Manage the development of the MPO Boundary
- Finalize and implement the Public Participation Plan
- Finalize the Bylaws of the Mat-Su MPO
- Develop and finalize an agreement with the State on performance-based planning
- Finalize all necessary intergovernmental agreements with special attention to the agreements that will dictate the operation of the future MPO including membership dues and maintenance fees
- Identify the location of the new MPO and establish the office
- Develop all necessary documents to support the formation of the MPO that address the organization's structure, personnel policies, human resources, risk management, benefits, payroll, IT support, utilities and the like
- Review all applicable federal laws, regulations, state statutes and other appropriate laws to ensure compliance with the intermodal transportation requirements and guidance, including the Federal Highway Administration, Federal Transit Administration, Alaska Department of Transportation and Public Facilities, and others as appropriate
- Advertise all meetings in accordance with the Public Participation Plan

- Provide technical and professional information and consultation on MPOs and metropolitan planning issues to elected officials, funding and regulatory agencies, general public, and others as appropriate
- Conduct MPO 101 presentations to stakeholders, community groups and the public
- Attend the annual AMPO conference
- Serve as Secretary to the Pre-MPO Policy Board
- Serve as Secretary of the Pre-MPO Steering Committee
- Meet at least quarterly with the other Alaska MPOs
- Coordinate intermodal transportation requirements with the State and other MPOs within the State
- Manage projects using intergovernmental resources and contractors in the on-going formation of the MPO including administrative and planning functions
- Travel as needed to locations within and outside Alaska to perform MPO responsibilities.

Minimum Qualifications

These factors will be the basis for selecting those qualified candidates to be interviewed. Candidates selected for employment must satisfactorily demonstrate possession of these factors during a prescribed probationary period for continued employment.

1. Graduation from an accredited college or university. Specialization in transportation planning, urban planning, business administration, political science, communications, financial planning, geography, public administration, or related field is preferred plus two years of professional expertise dealing with the public and stakeholders. A Master's Degree may be substituted for the required experience; directly related professional experience may be substituted for the formal education requirement on a year-for-year basis.
2. Strong written and oral communication skills.
3. Ability to work with high level officials, both elected and appointed, in a collaborative environment.
4. Public speaking and presentation skills.
5. Ability to define problems, collect data, establish facts, and draw valid conclusions and share information with decision-makers.
6. Familiarity with the principles and practices of budget preparation, administration, and control.
7. Command of the principles of accounting, economics, and geography.
8. Ability to understand pertinent federal, state, and local laws, codes, and regulations.
9. Experience with state and federal legislative and administrative funding processes.
10. Project management skills.
11. Advanced computer proficiency skills including with the Microsoft Suite of programs (Outlook, Word, PowerPoint, Excel).
12. Strong attention to detail and a working knowledge of Robert's Rules of Order for public meetings and/or the willingness and ability to learn Robert's Rules.
13. Eagerness and enthusiasm for working with the public and diverse groups of community members toward a common goal.
14. Physical ability to perform representative duties.

JOB CONTACTS

1. Elected officials and tribal representatives
2. Federal and State officials
3. Not-for-profit organizations
4. Community organizations

5. General public

APPLICANTS

Individuals interested in applying for this position should email cover letter and resume to _____.
Application should not exceed four pages, due December 31, 2021. Cover letter should describe:

Experience in organizational development

- 1) Experience in working in a collaborative and fast-paced environment with multiple stakeholders
- 2) Experience in planning for and conducting multi-agency and public meetings
- 3) Your communication style/communication preferences

XXXX is an Equal Opportunity Employer.

Mat-Su Valley Planning for Transportation
Pre-MPO Steering Committee
Approved Mission and Tasks
10.20.2021

Mission

To guide the pre-MPO formation process for the Mat-Su Valley as it relates to presenting recommendations to the Pre-MPO Policy Board regarding organizational and operational structure

- Members will serve on the Pre-MPO Steering Committee from October 2020 until Designation of the MPO by the Governor (anticipated to be no later than April 2023).
- The Pre-MPO Steering Committee will provide a recommendation to the Policy Board on Technical Committee membership. Some Steering Committee members may transition into a Technical Committee role.
- Members will serve as an advisory body to the Pre-MPO Policy Board at the Interim Staff Level of the MPO and will make informed recommendations to the Pre-MPO Policy Board regarding development of the MPO.
- Members shall work together to make recommendations to the Pre-MPO Policy Board that are in the best interest of the MPO. Members will represent the MPO and make recommendations about the best way forward for the MPO to accomplish its mission.
- Members should meet with their leadership representatives on the Pre-MPO Policy Board on a regular basis to inform leaders about technical issues and provide answers to any questions they may have regarding matters before the Pre-MPO Policy Board.

Tasks

- Conduct public meetings in accordance with Roberts Rules of Order and the Public Participation Plan (when complete).
- Review, provide written feedback, and make recommendations to the Pre-MPO Policy Board on the development and implementation of the:
 - Public Participation Plan
 - Title VI Implementation Plan
 - Boundary Development Strategy
 - MPO Structure (housing and hosting arrangement, as applicable)
 - 2022 Unified Planning Work Program (UPWP)
 - 2023 – 2024 UPWP
 - Metropolitan Transportation Plan (MTP) Scope of Work
 - Policy and Procedures of the MPO
 - Interagency and Intergovernmental Agreements, as applicable.
- See that the appropriate resolutions of support are obtained from your respective organizations, as applicable, in support of the Operating Agreement, Bylaws and Boundary of the new MPO
- Review, provide feedback, and provide recommendations to the Pre-MPO Policy Board on the Operating Agreement, Boundary Map and Bylaws. The Pre-MPO Policy Board will vet and approve these documents and send them to the State of Alaska DOT & PF who will forward to the Governor for approval. Approval is to be obtained by April 2023.
- Other tasks, as required.

Rules of Engagement

- Proxy voting will be allowed at the Interim Staff Level of the Pre-MPO Steering Committee.

Mat-Su Valley Planning for Transportation
Pre-MPO Policy Board
Approved Mission and Tasks
10.20.2021

Mission

To oversee the development of all federally required documents necessary to be designated by the Governor as the Metropolitan Planning Organization of the Mat-Su Valley urbanized area and that area which is expected to be designated, by the Department of Commerce, as urban in the next 20 years.

- To serve on the Pre-MPO Policy Board from September 2021 until Designation of the MPO by the Governor (anticipated to be no later than April 2023). All tasks will then be turned over to the designated Policy Board.
- Act as the Interim Leadership Level of the MPO in making decisions that will bind the new MPO.
- Direct the development of the new MPO And as a board, give direction to Staff.
- Communicate with your staff member(s) on the Pre-MPO Steering Committee on a regular basis in order to obtain answers to any questions you may have regarding matters before the Pre-MPO Policy Board.

Tasks

- Conduct public meetings in accordance with Roberts Rules of Order and the Public Participation Plan (when complete)
- Attend all meetings of the Pre-MPO Policy Board.
- Participate in Pre-MPO Steering Committee meetings as time allows.
- Vet, approve and oversee the implementation of the:
 - Public Participation Plan
 - Title VI Implementation Plan
 - Boundary Development Strategy
 - MPO Structure (housing and hosting arrangement, as applicable)
 - 2022 Unified Planning Work Program (UPWP)
 - 2023 – 2024 UPWP
 - Metropolitan Transportation Plan (MTP) Scope of Work
 - Policy and Procedures of the MPO
 - Interagency and Intergovernmental Agreements, as applicable.
- Vet, approve and forward the Operating Agreement, Boundary Map and Bylaws to the State of Alaska DOT & PF who will forward to the Governor for approval. Approval is to be obtained by April 2023
- Other tasks, as required

Rule of Engagement

- No proxy voting will be allowed as it is expected that the leaders selected for the Pre-MPO Policy Board are fully involved in the process to make the best decisions regarding the future of transportation infrastructure, policy and organizational structure. While a Proxy member can attend in case of an absence by a Pre-MPO Policy Board member, that individual will not have the ability to vote.

MAT-SU PRE-MPO Federal Fiscal Year 2022 Unified Planning Work Program (UPWP)



Approved 10.20.2021

Contents

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MAT-SU MPO FEDERAL FISCAL YEAR 2022
Estimated Costs by Task
October 1, 2021 - September 30, 2022

| Task | Description | FFY22 | Federal Fund Code | Non-Federal Share | In-Kind (State, MSB, MPO Partners) * |
|------------|---------------------------------------|------------------|----------------------|----------------------|---|
| 100 | MPO Planning Process | | | | |
| 100(A) | Support Services | \$210,000 | PL | | \$8,900 |
| | Total Task 100 | \$210,000 | | | |
| | <i>match cash</i> | \$11,945 | MSB | 9.03% | |
| | <i>Match in-kind</i> | \$8,900 | | | |
| | <i>Subtotal</i> | <u>\$230,845</u> | | | |
| | <i>Less ICAP (4.64%)</i> | <u>\$11,232</u> | | | |
| | Total Task 100 | \$219,613 | | | |
| 200 | Public Transit System Planning | \$0 | | | |
| 300 | Contingency Projects | | | | |
| 300(A) | Metropolitan Transportation Plan | \$450,000 | | | \$17,000 |
| 300(B) | Transportation Improvement Program | \$0 | | | |
| | Total Task 300 | \$450,000 | | | |
| | <i>9.03% match (cash)</i> | \$27,669 | | | |
| | <i>(in-kind)</i> | \$17,000 | | | |
| | <i>Subtotal</i> | <u>\$477,669</u> | | | |
| | <i>ICAP (4.64%)</i> | <u>\$23,242</u> | | | |
| | Total Task 300 | \$454,426 | | | |

Assumptions:

The State and Borough will provide all necessary GIS services for the development of the MPA boundary, in kind.

Support Services includes wages for an Interim Executive Director/Coordinator and management and operation of the Pre-MPO. This also includes consulting services regarding MPO formation and consultation, as needed.

FED TBD = Federal Funding Type to Be Determined by the State

ICAP = Indirect Cost Allocation Plan for FFY22 per DOT&PF memo dated 06.21.2021

Approved 10.20.2021

Purpose of the UPWP

The Unified Planning Work Program (UPWP) for the Matanuska-Susitna Pre-MPO (MPO) documents the MPO's transportation planning activities. It is a planning document that identifies and describes the MPO's budget, planning activities, studies, and technical support expected to be undertaken in a one- or two-year period (23 CFR 450.104). The purpose of the UPWP is to ensure that a continuing, cooperative, and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between the MPO, Alaska Department of Transportation & Public Facilities (DOT&PF), Matanuska-Susitna Borough, the Cities of Palmer and Wasilla and other jurisdictions. It is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area (MPA). At a minimum, a UPWP includes a description of the planning work and resulting products, deadlines, who will perform the work, time frames for completing the work, and the source of funds.

This document covers only one year to sync the MPO with the other two in the State when PL funds are expected to be allocated in FFY2023 and the desire to take a more measured approach in the pre-MPO planning effort.

The UPWP is required for the MPO to receive metropolitan planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), through the DOT&PF. It is a fiscally constrained document based on the amount of programmed planning grants and match contributions and may be revised as needed after adoption by Administrative Modification or Amendment.

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process (23 USC 134 & 23 CFR 450):

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20- year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP.

With the prior approval of the DOT&PF, Federal Highways Administration (FHWA), and Federal Transit Administration (FTA), an area not designated as a Transportation Management Area (TMA) may prepare a simplified statement of work in cooperation with the DOT&PF and the public transportation operator(s) in lieu of a UPWP. The simplified statement of work must include a description of the major activities to be performed during the next one- or two-year period, who will perform the work, the resulting products, and a summary of the total amounts and sources of federal and matching funds. If a simplified statement of work is used, it may be submitted as part of the DOT&PF's planning work program, in accordance with 23 CFR 420. The MPO may elect to

use a simplified statement of work in the future with direction from and using the desired format as proposed by the DOT&PF. A newly designated MPO does not need to develop an MTP or TIP within the first 12 months. However, the initial MPO work plan should include tasks and a schedule to develop a TIP and MTP (23 CFR 450.308). Administrative requirements for UPWPs and simplified statements of work are contained in 23 CFR 420 and FTA Circular C8100, as amended (Program Guidance for Metropolitan Planning and State Planning and Research Program Grants).

MPO Formation

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. It is expected that in the spring of 2022, the U.S. Census Bureau will publish a notice in the Federal Register identifying an area within the Borough as a Qualifying Urbanized Area for Census 2020. Designation of a new MPO consists of a formal agreement between the governor and units of general-purpose local government that together represent at least 75 percent of the population to be included in the MPA. The agreement should, at minimum, identify the membership structure of the policy board and establish the metropolitan planning area boundaries (23 USC 134 (b) and 49 USC 5303 (c)). Each UZA listed in the relevant Federal Register notice must be represented by an MPO within 12 months of the official Census Bureau listing.

The MPA boundary must be examined by the MPO, in cooperation with the state and public transportation operator(s) to determine if existing MPA boundaries meet the minimum statutory requirements for new urbanized areas and shall adjust them as necessary. The MPA boundaries shall encompass the entire urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. Following the MPA boundary approval by the MPO and the governor, the MPA boundary descriptions shall be provided to the FHWA and the FTA for informational purposes.

The MPO and its eventual structure and boundary are currently being discussed by a Pre-MPO Steering Committee (Steering Committee) that represents general purpose local governments that together represent at least 75 percent of the expected affected population including the largest incorporated city, based on population, as named by the Bureau of the Census. Also on the Steering Committee, is a representative of a provider of public transportation, DOT&PF, the Alaska Department of Environmental Conservation (DEC), the Alaska Railroad (ARRC), the City of Wasilla, the City of Palmer, the Borough, the Borough Transportation Advisory Board, the Native Village of Knik, Chickaloon Native Village, Mat-Su Trails and Parks Foundation, Mat-Su Health Foundation, and members of peer MPOs in Anchorage and Fairbanks.

Under the review and guidance of the Steering Committee, a Boundary Development Strategy is being developed in FFY21. Facilitated by the Consultant team (Team), meetings have taken place between the Borough and the DOT&PF to determine if the necessary data and GIS resources are

available to prepare the necessary mapping and background information for the development of boundary alternatives. At this time, development of the MPA boundary will likely be conducted by staff of the jurisdictional agencies with assistance from subject matter experts in areas such as forecasting, real estate and several planning specialties. This effort will begin in earnest in the new federal fiscal year in preparation for the release of the list of new UZA's noticed in the Federal Register in Spring 2022.

All work to date has been conducted under a Pre-MPO Steering Committee. It is expected that a Pre-MPO Policy Board will be in place in the Summer of 2021. The Pre-MPO Policy Board will begin to make decisions, based on recommendations by the Pre-MPO Steering Committee, on this UPWP, the structure of the future MPO, its membership and boundaries in anticipation of completing the Operating Agreement package that will be forwarded to the Governor in late 2022. It is the goal to have the official MPO be designated by the Governor in accordance with the regulations by Spring of 2023.

Operation of the MPO

The MPO means the Policy Board of an organization created and designated to carry out the metropolitan transportation planning process. It is expected that the Pre-MPO Policy Board will be formed early in the summer of 2021 and the Technical Committee will be formed shortly thereafter. The make-up of both the official Policy Board and the Technical Committee will be defined in the MPO Bylaws and the Inter-Governmental Operating Agreement for Transportation Planning (Operating Agreement).

Under a current consultant agreement, the Team conducted a literature analysis and review of peer MPOs to present to the Steering Committee to discuss alternative structures for this new MPO. The Steering Committee is playing a vital role in providing a recommended structure for the MPO to the Pre-MPO Policy Board. These alternative structures range from a Freestanding, Independent organization through an All-In-One Agency. Currently, the Fairbanks MPO, FAST Planning, is on one end of the spectrum and the Anchorage MPO, Anchorage Metropolitan Area Transportation Solutions (AMATS), is on the other end of the spectrum. After several meetings with the Steering Committee, the tentative recommendation is to create a Leaning Independent/Independent structure for the new MPO. Further discussions will take place to recommend a final structure after the finalization of the Pre-MPO Policy Board. The recommendation will include where the MPO will be physically located and how it will be administrated (hosted or independent).

Throughout this process, the Team has been currently developing the following draft documents which will be submitted to the Steering Committee throughout calendar year 2021 for review, comment, and recommendation:

- Public Participation Plan including Branding and educational materials
- MPO Boundary Development Strategy
- Scope of Work for the Metropolitan Transportation Plan (MTP)
- Report on the Team's work on FFY2021 Tasks

- This 2022 Unified Planning Work Program (UPWP)
- Updates to Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation Planning in the Mat-Su Metropolitan Planning Area, as required
- MPO Staff Roles and Responsibilities

The Steering Committee will continue to meet monthly in 2021 and will begin to make recommendations to the Pre-MPO Policy Board in the summer of 2021. Monthly meetings from September 2020 through May 2021 were in a presentation format. Beginning in June 2021, meetings will be conducted by a Chair that is elected by the Steering Committee complete with an agenda that is developed by the Team in consultation with the Steering Committee and Project Manager. The Steering Committee will make recommendations (proposed action items) to the Pre-MPO Policy Board and all meetings will follow Robert's Rules of Order. All meetings will be advertised beginning in July 2021 to ensure public participation in the Pre-MPO process.

Federal Planning Factors and Performance-Based Planning

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. In 23 CFR 450.306, it states that the metropolitan planning process shall be continuous, cooperative and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation (Moving Ahead for Progress in the 21st Century Act [MAP-21]) required that state Departments of Transportation (DOTs) and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which

relate to the seven national goals of:

1. Improving Safety
2. Maintaining Infrastructure Condition
3. Reducing Traffic Congestion
4. Improving System Reliability
5. Improving Freight Movement & Supporting Regional Economic Development
6. Protecting the Environment
7. Reducing Delays in Project Delivery

The current Borough LRTP 2035 addresses the planning factors above and addresses performance-based planning. This LRTP provides a good base to develop the MTP which will likely encompass a much smaller area than the entire Mat-Su Borough, which is over 25,000 square miles.

The FAST Act supplemented the MAP-21 legislation by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. The MPO will need to develop a Memorandum of Understanding between the DOT&PF, AMATS, and FAST Planning to cooperatively support a performance-based approach to the metropolitan transportation planning and programming process and to develop and share information related to transportation performance data. The table on the following page shows how UPWP work tasks relate to these seven national performance goals.

The FAST Act expired on September 30, 2020. Through a Continuing Resolution, it has been extended through federal fiscal year 2021. However, current draft highway reauthorization lists additional planning factors and other requirements that may need to be addressed in the MTP upon passage of the new highway bill. For example, the draft Surface Transportation Reauthorization Act of 2021 contains provisions that would:

- Establish a performance measure for greenhouse gas emissions from transportation projects
- Direct the U.S. Department of Transportation and the Environmental Protection Agency to develop the data to be used in implementing such standards; and
- Provide dedicated funding to build out electric vehicle charging systems and expand current programs eligibility to support climate mitigation activities and emphasize resiliency to natural disasters.

Team is currently monitoring the federal highway bill reauthorization and informing Project Management as changes occur.

Table 1 FFY2022 UPWP Work Tasks & National Performance Goals

| FFY2021 Work Tasks | Safety | Infrastructure Condition | Congestion Reduction | System Reliability | Freight Movement and Economic Vitality | Environmental Sustainability | Reduce Project Delivery Delays |
|---|--------|--------------------------|----------------------|--------------------|--|------------------------------|--------------------------------|
| 100 Plans & Programs | | | | | | | |
| 100(A) Support Services | X | X | X | X | X | X | X |
| 200 Borough Public Transit System Planning | | | | | | | |
| 200 PUBLIC TRANSIT SYSTEM PLANNING | X | | X | X | | X | X |
| 300 Contingency Projects | | | | | | | |
| 300(A) METROPOLITAN TRANSPORTATION PLAN | X | X | X | X | X | X | X |
| 300(B) TRANSPORTATION IMPROVEMENT PROGRAM | X | X | X | X | X | X | X |

Task 100 MPO Planning Process

Task 100(A) Support Services

This task encompasses all planning and program needs for the operation of the MPO. It is recommended that the MPO hire an Interim Coordinator to manage the critical tasks listed below. These include work regarding **the MPO Structure, Public Participation, Research, and Operations and Reporting** and include but are not limited to the following:

1. MPO Structure

- Finalize all coordination and work necessary to implement the MPO structure including the following work products:
 - **Mat-Su MPO Intergovernmental Operating Agreement and Memorandum of Understanding for Transportation Planning within the Metropolitan Area of the Metropolitan Planning Organization (Operating Agreement) and Boundary Development:** This agreement details the agreed upon structure and process for the continuing, cooperative and comprehensive consideration, development and implementation of transportation plans and programs for intermodal transportation in the MPA. MPO designation shall be made by agreement between the Governor and units of general-purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable or local law. It defines the membership of the Policy Board by Title and voting rights of its members. It also defines the members of the Technical Committee by Title. Federal and state law are silent on the size, composition and voting rights of a Policy Board under in a non-Transportation Management Area (under 200,000 persons). This agreement defines the key plans and programs of the MPO, rules for consultant contracts, reporting requirements, planning reports, division of cost and payment, audit procedures as well as other standard required contractual elements.

The metropolitan planning area boundary, conforming to the requirements of 23 USC 134(e), is included as an attachment to the Operating Agreement. The Interim Coordinator will be responsible for the managing the implementation of the Boundary Development Strategy, but the DOT and Borough will provide the GIS services required for this effort. The development of the boundary must utilize the latest planning assumptions, and these must include the information from the 2020 Census regarding the designation of urbanized areas, expected to be available in April 2022.

The MPO may utilize the Mat-Su MPA Boundary Development Strategy developed in FFY21 to guide the development of the MPO boundary. The MPO will develop alternatives to be examined in a public process to determine the final Metropolitan Planning Area of the MPO to be included in the Operating Agreement. The boundary

of an MPA shall be determined by agreement between the MPO and the Governor in accordance with 23 CFR 450.312. At a minimum, the MPA boundaries shall encompass the entire urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area, as defined by the Office of Management and Budget. MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas. Additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

The Operating Agreement and Metropolitan Planning Area Boundary will have to be presented to the various member agency councils and assemblies for review and to obtain a resolution of support for the package to be presented to the Governor. The package will also need to be reviewed and approved by their respective attorneys prior to submission to the Governor for designation. It is the responsibility, with Staff oversight and assistance, of the Pre-MPO Steering Committee members to champion this package through their respective organizational processes to ensure the timely designation of the Mat-Su MPO by the Governor. This can take time and may be a reiterative process. This includes the review by the State's Attorney General office as well. Staff, which is limited due to the current part-time Project Manager's status, may be available to present information regarding the MPO to each council/assembly, but it may be that the Pre-MPO Steering Committee member of each respective organization will have to take the lead. Documentation on the time spent on this process may serve as in-kind match so each person participating in this effort should document their time, by the quarter hour, and present this monthly to the Project Manager. This includes all time by all involved in obtaining the resolutions of support. Format and information necessary to document the time will be provided by the DOT.

After the boundary is approved, DOT&PF or the FHWA Division Office should provide the boundary files electronically to the FHWA Office of Planning (HEPP-30) for inclusion into the FHWA Office of Planning Executive Geographic Information System (HEPGIS) database. The preferred submission formats are ArcGIS or TransCAD GIS file formats, the GIS software packages most commonly used by State DOTs and MPOs.

- ***Memorandum of Understanding for the Implementation of the Mat-Su MPO Office (MOU)***: The MPO, DOT and providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation

planning process. These responsibilities shall be clearly identified in written agreements with the MPO. The purpose of the MOU is to outline the responsibilities of each of the parties to the Operating Agreement regarding operation of the MPO. The responsibilities will vary based on the structure of the MPO. For example, if the MPO is housed at one of the participating agencies or organizations, the responsibilities will be very different than if it is a free standing MPO. Items that may need to be addressed include membership dues, project development, financial reporting, audits, GIS services, land use planning, project planning, programming, human resources, risk management, office space, telephone services, IT services, accounting services, procurement services and the like. A stand-alone MPO needs to file Articles of Incorporation, obtain EIN and DUNS numbers, complete IRS Form 1023 to obtain tax-exempt status, complete a DOT&PF internal review audit to establish an indirect cost rate for billing in order to receive federal reimbursement, lease office space, consider outsourcing payroll and IT services, and the like.

- **Bylaws of the Mat-Su MPO (Bylaws):** The Bylaws spell out the members and officers of the organization, how the Chair and Vice Chair are chosen and who will serve as Secretary of the organization and what those responsibilities entail. The Bylaws define when meetings will occur, at a minimum, and line out the standard order of business. The Bylaws define committee structures and the purpose and duties of the Technical Committee. The Bylaws also address ethics, conflict of interest, and other miscellaneous standards of conduct. The Bylaws should be submitted with the Operating Agreement.
- **Policies and Procedures** Finalize the Policies and Procedures of the Mat-Su MPO to ensure operations are in accordance with the Operating Agreement, MOU and Bylaws. Some policies to be developed include, administrative policies, amendment and administrative modification policies, personnel policies, social media policies, human resources, employment practices and the like.
- **Title VI Implementation Plan Development:** Once recognized as the MPO through an *Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation Planning*, the MPO has the responsibility to ensure, for all people, that its programs, plans and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender). Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”* *The Federal Aid Highway Act of 1973 (23 USC 324), and related federal regulations (23 CFR 200.5 (p)), prohibit discrimination on the basis of sex (gender).*
 - Later Executive Orders placed further emphasis upon the Title VI protections of race and national origin, added low-income populations to the list of protected groups, and clarified that minority and limited

English proficient populations are included under national origin. The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients and contractors, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557], March 22, 1988).

Together these requirements form the legal basis for the Federal Highway Administration (FHWA) Title VI Program. According to 49 CFR 21.7 (b), recipients of federal financial assistance are required to provide for such methods of administration, as determined by the Secretary of Transportation, for a program to give reasonable guarantee that it, and other participants under the program including contractors and subcontractors, will comply with all requirements imposed or pursuant to Title VI related federal regulations. Guidance provided by FHWA, Public Funds for Public Benefit: Subrecipient’s Guide to Implement Title VI, outlines additional information to be addressed in a Title VI Nondiscrimination Plan. The State of Alaska has long recognized the importance of ensuring non-discrimination in the way they conduct business and provide services to the public. This Title VI Non-Discrimination Implementation Plan will document a process specifically for ensuring non-discrimination by the MPO and should be consistent with non-discrimination policies of both the DOT&PF and FHWA Title VI requirements.

The Title VI Plan is integral to the PPP and provides specific goals, objectives, and strategies for reaching low-income, minority, and Limited English Proficiency populations to help mitigate barriers to public participation in the transportation planning process. As a Federal Aid recipient, the MPO has the responsibility to ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) in accordance with Title VI of the Civil Rights Act of 1964, as amended. Measures to include are listed but are not limited to:

- Hosting all meetings open to the public and broad advertising of meetings, events, and public comment opportunities
- Opportunities in accordance with the PPP to reach different demographics of the population
- Holding meetings in a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments
- Preparing Title VI Reports for the DOT&PF Civil Rights Office for every meeting and event held open to the public and public comment periods

- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or sex (gender) under any MPO plan, program, or activity
 - Annual participation by all MPO staff in Title VI training
- **Other Agreements:**
- Develop an agreement to coordinate with the DOT&PF, Anchorage Metropolitan Transportation Solutions (AMATS) and FAST Planning on PL and STPBG funding, target setting and other transportation issues of common interest. Set performance targets in coordination with the State and other MPOs in accordance with a to-be established memorandum of understanding for a performance-based approach to the metropolitan transportation planning and programming process.
 - Consider a coordination agreement with AMATS, and others, as appropriate and necessary
 - Consider an agreement with the local tribal governments regarding future consultation processes and to address the government - government relationship with the MPO

2. Public Participation

- The PPP will assist in defining the minimum standards for public involvement in developing the MPO's plans and programs and amend the PPP, as necessary. It will also assist in developing the proper public involvement necessary for the development of the MPO structure and associated documents. The Interim Coordinator will implement the Public Participation Plan (PPP).
- Throughout FFY21, it is expected that the Interim Coordinator will conduct monthly meetings of the Pre-MPO Steering Committee and Pre-MPO Policy Board until the MPO is designated. They will also be responsible to educate the public and other stakeholders on the MPO and its function and value. The Interim Coordinator will attend project status meetings, open house events, stakeholder group consultations, and other governmental planning meetings. The Interim Coordinator will ensure that all meetings are properly advertised in accordance with the PPP.
- The Interim Coordinator will provide guest presentations to the Borough, cities, tribal governments, committees, commissions, local organizations and chapters, and other interest groups
- Serve on the Statewide Transportation Innovation Council and Statewide Connected & Autonomous Team and participate in other statewide or regional planning efforts, as requested.

3. *Research*

- The Interim Coordinator will monitor the Federal Highway Bill Reauthorization and modify the development of the final MPO structure and documents in accordance with the latest planning assumptions. They will study the Federal Regulations for Metropolitan Transportation Planning and research other available grant opportunities.

4. *Office Operations and Reporting*

- **FFY2022 UPWP Reporting:** The DOT&PF is responsible for providing the management oversight of the UPWP. The MPO and any of its partners that receive Federal PL funding will prepare and submit quarterly reports through FFY2022 to the DOT&PF. The quarterly reports will document the planning activities performed and expenditures by the MPO in accordance with the tasks listed in the Unified Planning Work Program (UPWP). The DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. The MPO will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's Intergovernmental Operating Agreement, when executed. This work is currently be done by the Borough Staff.
- **Develop the 2023 – 2024 UPWP:** The 2023 - 2024 UPWP will be developed to include a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the sources of funds. It shall identify work proposed for the next two-year period by major activity and task, including activities that address the planning factors in 23 CFR 450.306(b), in sufficient detail to indicate the proposed funding by task/activity and a summary of the total amounts and sources of federal and matching funds. This may be submitted as part of the state's planning work program if a simplified statement of work is used in accordance with 23 CFR 420. This work will be coordinated with the DOT&PF and the Pre-MPO staff and will include the consultation process to determine the Federal PL and Section 5303 Distribution Formulas to be used by the state in determining the MPO's share of the funding distribution. The DOT&PF is currently planning to issue a Request for Proposal (RFP) to assist in the development of the new PL Distribution Formula and the Pre-MPO Project Manager/Coordinator will be involved in this process.

It is recommended that the new draft 2023 – 2024 UPWP be completed and released for a 30-day Public Comment period by the Pre-MPO Policy Board in mid-June. This UPWP must provide a plan for the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to become an MPO in good-standing.

- The Interim Coordinator will obtain all the necessary items for the formation of the MPO office. They will supply or cause to arrange supplies, information technology, website development, social media presence, office administration, utilities, payroll, and benefits, and the like. They will procure services as necessary to bring the MPO office to an operational status based on the agreed upon structure.

- The Interim Coordinator will track the budget and conduct all necessary reporting and make amendments, as needed.
- Respond to and fulfill all data requests
- Obtain GIS mapping services for the development of the MPO boundary from the DOT and the Borough.
- Conduct general communication, correspondence and presentations to members of the public, organizations, agencies, elected/appointed officials, and other interested parties
- Coordinate with the DOT and other MPOs, as requested

5. Training

- Attend annual AMPO Conference and Alaska American Planning Association Conference and trainings
- Professional development for staff (attending online and in-person trainings and conferences)
- Attend and participate in local, regional, and state committee and commission meetings

Completion Date: September 30, 2022

Responsible Party: Pre-MPO Staff, Interim Coordinator and/or Borough Staff or DOT managed Consultant(s)

Task 200 Public Transit System Planning

Non-urbanized Formula Program grants provide transit capital, operating assistance, and program administration to non-urbanized areas for public transportation. State agencies, local public bodies and agencies thereof, private-non-profit and private for-profit (inter-city only) organizations and operators of public transportation services are eligible to apply. These program grants are detailed in 49 USC 5311.

In order to be eligible for Federal Transit Administration (FTA) or Alaska Mental Health Trust funds through the Alaska DOT&PF Alaska Community Transit (ACT) office, projects must be derived from a locally developed, coordinated plan that is updated at least every five (5) years. These funding sources substantially support transit operations in the Borough. The Borough's previous plan update was in 2011 and required significant changes to reflect current community needs and opportunities, in addition to meeting federal and state requirements. The 2018-2022 Coordinated Human Services Transportation Plan (CHSTP) serves this purpose. It documented community efforts to coordinate public and human service transportation for the Borough's residents—especially older adults and individuals with disabilities. FTA 5310 grants through the Fixing America's Surface Transportation (FAST) Act and Alaska Mental Health Trust funding each focus on the transportation needs of disadvantaged persons and those with special transportation needs that cannot be met through traditional personal automobile or public transportation means. Valley Transit and Sunshine Transit Coalition are prepared to receive Alaska Community Transit State Fiscal Year 2021 Public Transit Grants for Administration, Operating and Preventive

Maintenance. Sunshine Transit Coalition was awarded \$729,663 and Valley Transit was awarded \$1,100,000. Sunshine Transit Coalition and Valley Transit are also to receive Public Transit Capital Grants of \$737,692 and \$1,350,207, respectively.

The Federal Transit Administration (FTA) has defined the goals of the 5311 Program to:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas.
- Encourage and facilitate the most efficient use of all rural transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers to the extent feasible.

Due to the operational changes in FFY2020 related to the COVID-19 pandemic, these planning funds will be critical to planning the future of the public transit system within the MPA. Beginning in FFY21, and continuing through FFY2022 and FFY2023, the transit providers will need to develop, implement, and continually update Public Transportation Agency Safety Plan (PTASP) to include the processes and procedures to implement Safety Management Systems (SMS). This may result in significant changes to operation and ridership of the system and may affect the transit routes, frequency, and timing, as well as staff employment, facilities and equipment, and fare collection.

The transit services within an MPA, once designated, are eligible to receive **FTA Section 5303, 5304 and 5305 planning funds** through a Metropolitan Planning Grant Agreement between the DOT&PF and FTA. Metropolitan & Statewide Transportation Planning Section 5303, 5304 and 5305 provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states.

Planning needs to be cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities. Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs. One meeting has been conducted between the local transportation provider, DOT&PF, Alaska Railroad and FTA and more coordination will take place to determine the necessary work tasks for this UPWP.

Funds are available for planning activities that:

- support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- increase the safety of the transportation system for motorized and nonmotorized users;
- increase the security of the transportation system for motorized and nonmotorized users;
- increase the accessibility and mobility of people and for freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between

transportation improvements and State and local planned growth and economic development patterns;

- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system.

This funding is used to conduct planning activities related to the operation and improvement of the public transit system, including data collection, studies, system performance management, capital planning and asset management, preparation of reports and plans, and training and technical assistance for staff. Example plans include:

- Coordinated Transportation Plan
- Short- and Long-Range Transit Plan
- Mobility Management Plan
- Bus Stop Amenity & Design Development Plan
- ITS Improvement Plan
- Comprehensive Fixed Route Analysis & Improvement Plan
- Traffic Signal Prioritization Impact Study



Upon designation as an MPO, the Mat-Su MPO transit providers will be eligible to apply for the urbanized FTA 5303 formula grants and other competitive grant programs.

Completion Date: Upon designation as an MPO

Responsible Party: Valley Transit, Sunshine Transit Coalition

Task 300 Contingency Projects

The following projects are Contingency Projects, which are, by definition, a future event or circumstance which is possible but cannot be predicted with certainty. That is, these are projects listed that could occur in FFY22 if funding becomes available.

Task 300(A) Develop the Metropolitan Transportation Plan

The MTP is the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts and updates through the metropolitan transportation planning process. The MPO will develop its first MTP using the 2017 MSB LRTP 2035 as its base. The MTP is not due within 12 months of being designated as an urbanized area but must be planned for within the UPWP. The UPWP will provide the work plan that will include the tasks and a schedule to complete the MTP. It must be updated every five years. A draft Scope of Work for the consultant development of the MTP will be presented to the Steering Committee for review and comment in the summer of 2021. The MTP planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. The MPO shall consider factors described in CFR 450.306 as the factors relate to a minimum 20-year forecast period.

The MTP effort will involve the following:

TransCad Modeling: The development of the MTP will require updates to the TransCad Travel Model currently being managed and updated by the DOT&PF. This will be necessary to model the proposed projects to be included in the MTP and to perform any requested scenario planning analyses. Borough staff will provide a demographic analysis to update and recalibrate the travel demand model for existing and future conditions, travel patterns, and utilization of the transportation network with updated population, employment, and household data using the latest planning assumptions. Coordination on the horizon year of the MTP should occur between the MPO, DOT&PF and AMATS.



Development of the MTP: The planned schedule is to release an RFP for consulting services in early Winter 2022-2023 to develop the MTP. The DOT, or its consultants, will provide for all required and desired TransCad modeling. The plan will focus on the MPA boundary and will address all transportation planning within those boundaries, regardless of ownership. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The update will include collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in the 2035 MSB L RTP and new project needs not yet identified. The Public Participation Plan will define the minimum public involvement efforts but those used may be more robust. The draft MTP will be released for public comment, and after resolution of public comments, the final MTP will then be presented to the Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP will be transmitted to FHWA and FTA for approval.

Advanced Project Definition and Financial Estimates: The MTP must be fiscally constrained. The DOT&PF will be responsible for providing Scope, Schedule, and Estimate (SSEs) for all projects to be included in the MTP. This will be an ongoing project as estimates may need to be updated as new projects are nominated. The SSEs are completed by DOT&PF staff at the MPO's request at the time projects are nominated by local agencies, DOT&PF and the public for funding and inclusion in the MTP. The local agencies may be able to reach an agreement with the State to participate in the development of SSEs, but the work must be done under the federal project development regulations.

The DOT&PF will also be responsible for developing financial projections for all funding anticipated to be received by the MPO for the period covered by the MTP. This will include all reasonably anticipated funding sources. This will be provided by the DOT&PF in-kind.

Completion Date: July 31, 2023

Responsible Party: Pre-MPO Staff, Interim Coordinator or Borough Staff managed Consultant(s) and DOT&PF Staff


Task 300(B) Transportation Improvement Program (TIP)

The TIP is a prioritized listing/program of transportation projects covering a four-year period that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the MTP and required for projects to be eligible for funding under 23 USC and 49 USC Chapter 53. Currently, the federally funded transportation projects for the area can be found in the 2020–2023 Alaska Statewide Transportation Improvement Program (STIP). Upon official designation as an MPO, projects funded by federal transportation funds on locally or state-owned (non-NHS) roadways and transit projects will be found in the MPO’s TIP. Federally funded projects within the MPO boundaries that are located on the State-owned National Highway System (NHS) or are owned by the Alaska Railroad Corporation will generally be shown in the TIP for informational purposes. This will require careful coordination with the state and transit providers.

2020-2023 Alaska Statewide Transportation Improvement Program
2020-2023 Original STIP, Approved April 28, 2020

Need ID: 00911
Title: Vial Street Improvement from Gonsky Road to Hollywood Blvd
Region: Central
Place Name: Central Region
Highway: NHS

Project Description:
Project will rehabilitate the existing two-lane rural road from the Hollywood Boulevard to Vial Gonsky Road. The road will be designed to accommodate regional traffic growth. Scope includes repaving roadbed, drainage improvements, repaving, pedestrian accommodations and provide VSP safety improvements.



| Phase | Fund | FFY20 | FFY21 | FFY22 | FFY23 | Adm/2023 |
|---------------|------|----------------|------------------|-----------|------------------|------------------|
| Design | SM | 10,184 | 0 | 0 | 0 | 0 |
| Design | STP | 404,898 | 0 | 0 | 0 | 0 |
| Right of Way | AC | 0 | 3,200,750 | 0 | 0 | 0 |
| Right of Way | ACC | 0 | 0 | 3,200,750 | 0 | 0 |
| Right of Way | SM | 0 | 27,247 | 0 | 0 | 0 |
| Right of Way | STP | 0 | 0 | 3,200,750 | 0 | 0 |
| Construction | AC | 0 | 0 | 0 | 5,640,140 | 0 |
| Construction | SM | 0 | 0 | 0 | 529,600 | 0 |
| Utilities | SM | 0 | 0 | 0 | 207,600 | 0 |
| Utilities | STP | 0 | 0 | 0 | 2,082,510 | 0 |
| Totals | | 415,000 | 3,629,000 | 0 | 8,500,000 | 5,840,140 |

Program: Alaska Highway System
Primary Work: System Preservation
2018 Election District: 0 Big Lake/Paleo/Meekerville
Borough Census Area: Matanuska - Susitna Borough
Municipal Planning Org. (MPO): JRM-MPO
Performance Measures: Safety, Travel Time

Sponsor: PER Score
Criteria: Functional Class: MAJOR ARTERIAL

For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and FTA as part of the STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements as set forth in 23 CFR 450.336.

Development of a new TIP will begin concurrently with development of the MTP, which is anticipated to be completed in September 2024. The initial effort will involve development of project scoring criteria, development of nomination forms followed by a call for project nominations. Projects included in the TIP must be prioritized in the MTP. The project nominations often, but are not all required to, come from the short-range list of projects included in the updated MTP. A workshop will be held for local agencies and the public to learn about the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, the Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP.

Concurrently, DOT&PF staff will prepare a scope, schedule, and estimate (SSE) for each project nominated. Once the SSEs and project rankings are complete, the MPO will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public

comment. After public comments are addresses and/or resolved, the final TIP will then be presented to the Technical Committee and Policy Board for consideration and adoption. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to DOT&PF for inclusion into the STIP.

The MPO Staff will work in cooperation with the DOT&PF in the development of an E-TIP that is compatible with the state's Statewide Transportation Improvement Program (STIP).

Completion Date: September 30, 2024

Responsible Party: Pre-MPO Staff with DOT&PF providing Advanced Project Definition (estimates and schedules) and financial constraint limits and technical support for E-TIP, as necessary

Budget

MAT-SU MPO FEDERAL FISCAL YEAR 2022
Estimated Costs by Task
October 1, 2021 - September 30, 2022

| Task | Description | FFY22 | Federal Fund Code | Non-Federal Share | In-Kind (State, MSB, MPO Partners) * |
|------------|---------------------------------------|------------------|----------------------|----------------------|---|
| 100 | MPO Planning Process | | | | |
| 100(A) | Support Services | \$210,000 | PL | | \$8,900 |
| | Total Task 100 | \$210,000 | | | |
| | <i>match cash</i> | \$11,945 | MSB | 9.03% | |
| | <i>Match in-kind</i> | \$8,900 | | | |
| | <i>Subtotal</i> | <u>\$230,845</u> | | | |
| | <i>Less ICAP (4.64%)</i> | <u>\$11,232</u> | | | |
| | Total Task 100 | \$219,613 | | | |
| | | | | | |
| 200 | Public Transit System Planning | \$0 | | | |
| | | | | | |
| 300 | Contingency Projects | | | | |
| 300(A) | Metropolitan Transportation Plan | \$450,000 | | | \$17,000 |
| 300(B) | Transportation Improvement Program | \$0 | | | |
| | Total Task 300 | \$450,000 | | | |
| | <i>9.03% match (cash)</i> | \$27,669 | | | |
| | <i>(in-kind)</i> | \$17,000 | | | |
| | <i>Subtotal</i> | <u>\$477,669</u> | | | |
| | <i>ICAP (4.64%)</i> | <u>\$23,242</u> | | | |
| | Total Task 300 | \$454,426 | | | |

Assumptions:

The State and Borough will provide all necessary GIS services for the development of the MPA boundary, in kind.

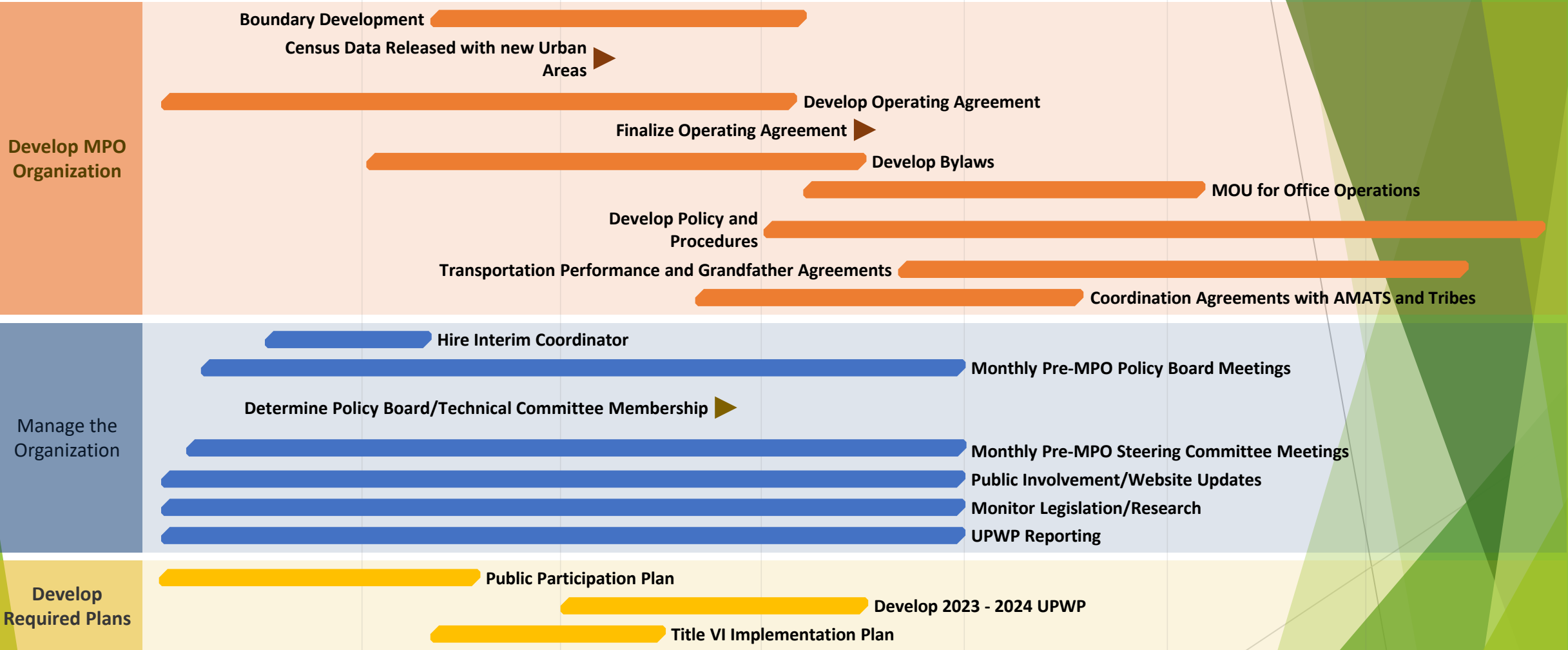
Support Services includes wages for an Interim Executive Director/Coordinator and management and operation of the Pre-MPO. This also includes consulting services regarding MPO formation and consultation, as needed.

FED TBD = Federal Funding Type to Be Determined by the State

ICAP = Indirect Cost Allocation Plan for FFY22 per DOT&PF memo dated 06.21.2021

Approved 10.20.2021

Q4 | Q1 2022 | Q2 | Q3 | Q4 | Q1 2023 | Q2



FFY 2022 Mat-Su Valley Planning for Transportation Pre-MPO Work Plan

APPROVED

Mat-Su Pre-MPO Metropolitan Planning Area (MPA) Boundary Development Strategy

Background

This paper will outline a methodology to form the Mat-Su Metropolitan Planning Organization (MPO) Metropolitan Planning Area (MPA) boundary to be included in the Operating Agreement that is to be submitted to the Governor for designation as an MPO in accordance with USC 23 Sec 134(e) and 23 CFR 450.312:

- The boundaries of a MPA shall be determined by agreement between the Metropolitan Planning Organization (MPO) and the Governor.
- Each MPA shall encompass at least the existing urbanized and the contiguous area expected to become urbanized within a 20-year forecast period; and may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census.
- The MPA boundary shall, as a minimum, cover the UZA (Urbanized Area) and the contiguous geographic area likely to become urbanized within the 20-year forecast period of the Metropolitan Transportation Plan.
- The MPA boundary should be established to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation investment strategies.
- The boundaries of the MPA shall include at least the boundaries of the nonattainment or maintenance areas, except as otherwise provided by agreement between the MPO and Governor.
- Approval of MPA boundaries by the FHWA or the FTA is not required. However, MPA boundary maps must be submitted to the FHWA and the FTA after their approval by the MPO and the Governor.

Terms

“CENSUS BLOCK” A geographic area bounded by visible and/or invisible features shown on a map prepared by the Census Bureau. A block is the smallest geographic entity for which the Census Bureau tabulates decennial census count data.¹

“CENSUS BLOCK GROUP (BG)” A block group (BG) is a cluster of census blocks having the same first digit of their four-digit identifying numbers within a census tract. BGs generally contain between 600 and 3,000 people, with an optimum size of 1,500 people. Most BGs were delineated by local participants as part of the U.S. Census Bureau's Participant Statistical Areas Program. The U.S. Census Bureau delineated BGs only where a local, state, or tribal government declined to participate or where the U.S. Census Bureau could not identify a potential local or tribal participant. Each census tract contains at least one BG.²

“CENSUS DESIGNATED PLACE (CDP)” Statistical geographic entities representing closely settled, unincorporated communities that are locally recognized and identified by name. They are the statistical equivalents of incorporated places, with the primary differences being the lack of a legally defined

¹ U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53042. Washington, DC: U.S. Census Bureau.

² U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53042. Washington, DC: U.S. Census Bureau

APPROVED

Mat-Su Pre-MPO Metropolitan Planning Area (MPA) Boundary Development Strategy

boundary and an active, functioning governmental structure, chartered by the state and administrated by local officials.³

“CENSUS TRACT” A small, relatively permanent statistical geographic division of a county defined for the tabulation and publication of Census Bureau data. The primary goal of the census tract program is to provide a set of nationally consistent, small, statistical geographic units, with stable boundaries that facilitate analysis of data between decennial censuses.⁴



Relationship between U.S. Census Bureau Geographic Entities

“CONTIGUOUS” A geographic term referring to two or more areas that are adjacent to one another, sharing either a common boundary or at least one common point.⁵

“GROUP QUARTERS” Places where people live or stay in a group living arrangement that is owned or managed by an organization providing housing and/or services for the residents.⁶

“HOP” A connection from one urban area core to other qualifying urban territory along a road connection of 0.5 miles or less in length.⁷

“HOUSEHOLD” A household consists of all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room, is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live with any other persons in the structure and there is a direct access from the outside or through a common hall. It includes related family members and all the unrelated people, if any, such as lodgers, foster children, wards or employees who share the housing unit.⁸

³ U.S. Department of Commerce. (2018). Federal Register, 83 (219), 56290. Washington DC: U.S. Census Bureau

⁴ U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53042. Washington, DC: U.S. Census Bureau.

⁵ U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53042. Washington, DC: U.S. Census Bureau.

⁶ U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53042. Washington, DC: U.S. Census Bureau.

⁷ U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53030.. Washington, DC: U.S. Census Bureau.

⁸ U.S. Department of Commerce. Current Population Survey. Washington, DC: U.S. Census Bureau.

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“HOUSING UNITS” A housing unit is a living quarters in which the occupant or occupants live separately from any other individuals in the building and have direct access to their living quarters from outside the building or through a common hall. Housing units are usually houses, apartments, mobile homes, groups of rooms, or single rooms that are occupied as separate living quarters. They are residences for single individuals, for groups of individuals, or for families who live together. A single individual or a group living in a housing unit is defined to be a household.⁹

“IMPERVIOUS SURFACE” is man-made surfaces, such as building roofs, roads, and parking lots that storm water cannot permeate through.¹⁰

“JUMP” A connection from one urban area core to other qualifying urban territory along a road connection that is greater than 0.5 miles, but less than or equal to 2.5 miles in length.¹¹

“MATANUSKA-SUSITNA BOROUGH (MSB)” A borough located in the U.S. state of Alaska. Its county seat is Palmer and the largest community is the census-designated place of Knik-Fairview. The borough is a part of the Anchorage Metropolitan Statistical Area along with the municipality of Anchorage on its south.¹²

“METROPOLITAN PLANNING AREA (MPA)” is the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor.¹³

“METROPOLITAN PLANNING ORGANIZATION (MPO)” is the policy board of an organization established as a result of the designation process.¹⁴

“OCCUPIED HOUSING UNIT” A housing unit is classified as occupied if it is the usual place of residence of the individual or group of individuals living in it on Census Day, or if the occupants are only temporarily absent, such as away on vacation, in the hospital for a short stay, or on a business trip, and will be returning.¹⁵

“PERSONS PER SQUARE MILE” (PPSM) is the average number of inhabitants per square mile of land area. These figures are derived by dividing the total number of residents by the number of square miles of land area in the specified geographic area. The land area measurement is from the Census 2010.¹⁶

⁹ U.S. Department of Commerce. State & Country QuickFacts. Washington, DC: U.S. Census Bureau.

¹⁰ U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53043. Washington, DC: U.S. Census Bureau.

¹¹ 11 U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53030. Washington, DC: U.S. Census Bureau.

¹² https://en.wikipedia.org/wiki/Matanuska-Susitna_Borough,_Alaska Accessed 09.07.2021

¹³ 49 USC§ 5303, Metropolitan Transportation Planning

¹⁴ 49 USC§ 5303, Metropolitan Transportation Planning

¹⁵ U.S. Department of Commerce. <https://www.census.gov/housing/hvs/definitions.pdf>. Accessed 09.07.2021

¹⁶ U.S. Department of Commerce. State & Country QuickFacts. Washington, DC: U.S. Census Bureau

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RURAL” is territory not defined as urban.¹⁷

URBAN” is densely developed territory, encompassing residential, commercial, and other nonresidential urban land uses within which social and economic interactions occur.¹⁸

State of Alaska Department of Transportation and Public Facilities (ADOT)

URBAN AREA” is the generic term used to refer collectively to urbanized areas and urban clusters.¹⁶ “URBANIZED AREA” (UZA) is a statistical geographic entity consisting of a densely settled core created from census tracts or blocks and contiguous qualifying territory that together have a minimum population of at least 50,000 persons.¹⁹

Objective and Scope

This paper provides a methodology to be used to develop the Mat-Su Area MPO Boundary between January 2022 – August 2022. The impetus for this project stems from the pending US Census Bureau release of the new Urbanized Area (UZA) data in Spring 2022. The release of a new Mat-Su UZA is expected to cause the need for some portion of the MSB to be designated as an Urbanized Area over 50,000 persons and to form a Metropolitan Planning Organization (MPO). This area *plus* the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan will define the minimum boundary for the new MPO.

Historical Information

The 2010 Census defined the Mat-Su Urban Area (red shaded in the graphic below) as an area of 54.58 square miles. An adjustment to the urban area was done by the State of Alaska Department of Transportation and Public Facilities along with Mat-Su area planners and the FHWA. It is outlined in light blue and totals 119.12 square miles. One should try to ascertain the assumptions that were used in the development of the adjusted boundary and consider the use of those assumptions or similar ones in the development of the MPA.

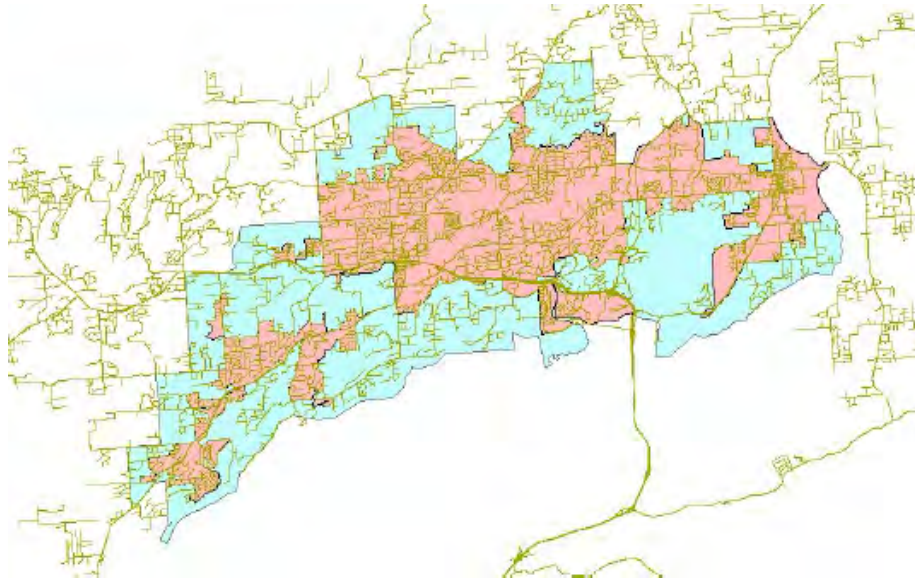
¹⁷ U.S. Department of Commerce. Understanding and Using American Community Survey Data, ACS Rural Handbook, 2019.

¹⁸ U.S. Department of Commerce. Understanding and Using American Community Survey Data, ACS Rural Handbook, 2019.

¹⁹ U.S. Department of Commerce. (2010). Federal Register, 76 (164), 53043. Washington, DC: U.S. Census Bureau

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Assumptions

- After meeting with the MSB and the ADOT, it was determined that both agencies will provide the GIS and TransCad Modeling services required to develop the boundary map alternatives. This will include layers such as Census Block Groups, Blocks, TAZ's, population, housing units, developable land, and any other information that will be useful in developing alternatives.
- The number, size and geographic area of the Census Blocks will not change from the 2010 Decennial Census to 2030.
- The projected population growth will be distributed among the MSB Census BG's at the same rate as the projected household growth.
- Population growth in each Census Block will occur consistent with the current population distributions of each Census Block comprising a BG. For the 2045 projections, the growth percentages will be projected at Census BG level and allocated to specific Blocks based on 2020 population data. (e.g., if a 2020 Census Block contained 60% of the 2010 Census BG population then exactly 60% of the projected growth in that particular Census BG will occur within that Census Block).
- The only factor for delineating the contiguous area expected to become urbanized within a 20-year forecast period is the projected population density of a Census Block of at least 500 ppsm. In 2020, there are other factors which the U.S. Census Bureau uses in determining the exact Census Blocks which encompass a UZA, such as international airports, bodies of water, and inclusion of areas with a high degree of impervious surfaces. These factors were not included in the contiguous area expected to become urbanized within a 20-year forecast period.
- The State will be working in-step with the Pre-MPO Steering Committee to ensure the result is a cooperative effort that will be approved by the Governor.

Task Workflow

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1. Gauge the 20-year projected population growth in the MSB. Review the 2010 and 2020 Census Data shown in Attachment A. Review locally available estimates for population growth from the MSB, ADOT and the State of Alaska Department of Labor. Obtain data from private sources such as Woods & Poole for their population projections. The 2010 MSB data below is based on U.S. Dept. of Commerce historical data estimates. All other data are projected by Woods & Poole Economics, Inc. (Dollars are in millions of 2012 dollars).

| Year | Population | Employment | Income |
|-------------|-------------------|-------------------|---------------|
| 2010 | 89,732 | 32,139 | \$3,764,695 |
| 2020 | 110,479 | 39,271 | \$5,140,757 |
| 2040 | 166,391 | 63,796 | \$9,791,793 |
| 2045 | 182,639 | 70,300 | \$11,408,705 |

2. Determine the annual growth rate for the MSB and total population projection for 2045. Document your process and vet it with the Pre-MPO Steering Committee. Since the MTP has to be, at a minimum, a 20-year plan, it is recommended that 2045 is used as opposed to census year 2040.
3. Allocate the 25-year projected population growth between the U.S. Census 2020 Block Groups (BG's) comprising the MSB.
4. Utilize the 2012 Density Study Overview found in Attachment B and remove from consideration any areas where land is not suitable for residential construction, or is federally or MSB-owned or otherwise unbuildable. Determine the assumptions that were used to delineate land as buildable and unbuildable and document.
5. Review the Mat-Su Boroughs (MSB) Borough-Wide Comprehensive Plan, the MSB Core Area Comprehensive Plan, Capital Improvement Program, Road Improvement Program (RIP) List that the Rural Service Areas put together annually and the Comprehensive Plans for the City of Wasilla and City of Palmer to provide additional background on growth in the area.
6. Obtain information regarding the likelihood of any area within the MSB that may become a non-attainment area for air quality standards. Including these areas within the boundary of the MPO will significantly impact the transportation planning process. Unless these areas are contiguous to the UZA, it is recommended that they are not included within the MPA.
7. Gather subject matter experts such as planners, platting managers, floodplain managers, real estate agents, developers and the like to get a sense of where the most growth is likely to occur. Allocate the 25-year projected population growth geographically to the Census 2020 Blocks.
8. Ground truth your allocation of population by ensuring that more households are not assigned to a BG that has already exceeded its developable land. Residential development in the MSB is limited by constraints on individual water and septic systems so often occurs at densities of one unit per acre. Number of housing units in each Traffic Analysis Zone (TAZ) is available in the

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TransCad Model. Also available are the total number of housing units at full build-out in each TAZ. Work to determine the BGs or Blocks in each of the TAZs if that work has not already been done. See Attachment C, *Briefing Paper on Mat-Su Pre-MPO Boundary Map Development developed by the ADOT*.

9. Sum the current Census 2020 Blocks population with the additional persons allocated to each block by the 25-year expected population growth exercise of each Census Block.
10. Calculate the expected 2045 density (people per square mile) of the Census 2020 Blocks geographical area using the 25-year projected population.
11. Visually show the U.S. Census Blocks which are project to have a density of at least 500 people per square mile by the year 2045.
12. Expand the Census 2020 UZA to include the Census Blocks *contiguous* to the UZA which are expected to have a density of at least 500 people per square mile in 2045. This geographical area will be considered “the contiguous area expected to become urbanized within a 20-year forecast period.” This will create the minimum MPA.
13. Form a committee to review the Minimum MPA and develop options for a new MPA based on logical boundary termini consistent with 23 CFR 450.312 (i). There will likely be a minimum boundary and a maximum boundary alternative although there may be one that falls between these. Consider the number of road miles included in each alternative as this will have a bearing on how well the MPO can serve the area. See Attachment D for the data available on road miles within the MSB and the Small Urban Area.
14. Hold a public open house to solicit comments from the general public regarding MPA options.
15. Take all options and comments before the Pre-MPO Steering Committee and obtain a recommendation for the proposed MPA.
16. Bring the recommendation to the Pre-MPO Policy Board for approval.
17. Submit final recommendation to the Governor and FHWA per (23 USC 134 (e) (1)).

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Attachment A

2000 and 2010 MSB Census Data

**Comparison of 2010 and 2020 Census Data
Compiled by the Matanuska-Susitna Borough**

| Area Name | Group Quarters | | | | | |
|----------------------------------|----------------|----------------|---------------|----------------|--------------|--------------|
| | April 2010 | April 2020 | Difference | Percent Change | April 2010 | April 2020 |
| Matanuska-Susitna Borough | 88,995 | 107,081 | 18,086 | | 1,370 | 2,372 |
| Big Lake CDP | 3,350 | 3,833 | 483 | 14.4% | 0 | 2 |
| Buffalo Soapstone CDP | 855 | 1,021 | 166 | 19.4% | 0 | 0 |
| Butte CDP | 3,246 | 3,589 | 343 | 10.6% | 5 | 14 |
| Chase CDP | 34 | 19 | -15 | -44.1% | 0 | 0 |
| Chickaloon CDP | 272 | 254 | -18 | -6.6% | 0 | 0 |
| Eureka Roadhouse CDP | 29 | 24 | -5 | -17.2% | 0 | 0 |
| Farm Loop CDP | 1,946 | 2,747 | 801 | 41.2% | 13 | 17 |
| Fishhook CDP | 3,338 | 5,048 | 1,710 | 51.2% | 24 | 24 |
| Gateway CDP | 4,205 | 5,748 | 1,543 | 36.7% | 5 | 23 |
| Glacier View CDP | 234 | 375 | 141 | 60.3% | 0 | 0 |
| Houston city | 1,912 | 1,975 | 63 | 3.3% | 7 | 12 |
| Knik-Fairview CDP | 14,912 | 19,297 | 4,385 | 29.4% | 11 | 67 |
| Knik River CDP | 744 | 792 | 48 | 6.5% | 3 | 0 |
| Lake Louise CDP | 48 | 15 | -33 | -68.8% | 0 | 0 |
| Lazy Mountain CDP | 1,479 | 1,506 | 27 | 1.8% | 50 | 18 |
| Meadow Lakes CDP | 7,570 | 9,197 | 1,627 | 21.5% | 0 | 16 |
| North Lakes CDP | 7,595 | 9,450 | 1,855 | 24.4% | 32 | 49 |
| Palmer city | 5,937 | 5,888 | -49 | -0.8% | 423 | 343 |
| Petersville CDP | 4 | 27 | 23 | 575.0% | 0 | 0 |
| Point MacKenzie CDP | 540 | 1,852 | 1,312 | 243.0% | 126 | 1,474 |
| Skwentna CDP | 37 | 62 | 25 | 67.6% | 0 | 0 |
| South Lakes CDP | 5,032 | 5,229 | 197 | 3.9% | 52 | 111 |
| Susitna CDP | 18 | 11 | -7 | -38.9% | 0 | 0 |
| Susitna North CDP | 1,260 | 1,564 | 304 | 24.1% | 0 | 0 |
| Sutton-Alpine CDP | 1,447 | 1,038 | -409 | -28.3% | 482 | 0 |
| Talkeetna CDP | 908 | 1,055 | 147 | 16.2% | 0 | 0 |
| Tanaina CDP | 7,655 | 8,817 | 1,162 | 15.2% | 21 | 17 |
| Trapper Creek CDP | 481 | 499 | 18 | 3.7% | 0 | 0 |
| Wasilla city | 7,831 | 9,054 | 1,223 | 15.6% | 95 | 152 |
| Willow CDP | 2,102 | 2,196 | 94 | 4.5% | 11 | 5 |
| Balance | 3,974 | 4,899 | 925 | 23.3% | 10 | 28 |
| | 88,995 | 107,081 | 18,086 | 20.3% | 1,370 | 2,372 |

* almost at 2035 projections

** at our exceeding 2035 projections

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Mat-Su Pre-MPO Metropolitan Planning Area (MPA) Boundary
Development Strategy

Attachment B
2012 Density Study Overview

2012 Density Study Overview – 5/2/12

THE DENSITY STUDY

The 2012 Mat-Su Borough Density Study represents a unique approach to estimating ultimate land absorption using current Alaskan land use practices. This approach respects the current semi-rural nature of the Borough and assumes that this density will be somewhat consistent into the future with a few exceptions acknowledging development realities. The model presented in this short overview document predicts population and housing quantities at an undetermined date of “build-out” (when all land is absorbed) and creates a process for locating future public facilities. The density model begins with raw land and deducts acreage from ultimate development based on a variety of factors:

- Constrained Lands
- Soils not Conducive to Development
- Probable Non-Residential Areas
- Water Surfaces and Mountainous Areas

Once these deductions are made, and historical ultimate density patterns are observed in the Borough, long range density forecasts may be made based on current land densities, probable town/community centers proximate to major intersections and other factors.

The developed portion of the Borough at build-out is shown below. The light tan areas indicate very low density areas which will predominate throughout the Borough. The taller, dark tan and brown bars indicate the higher density “spikes” in Wasilla and Palmer.

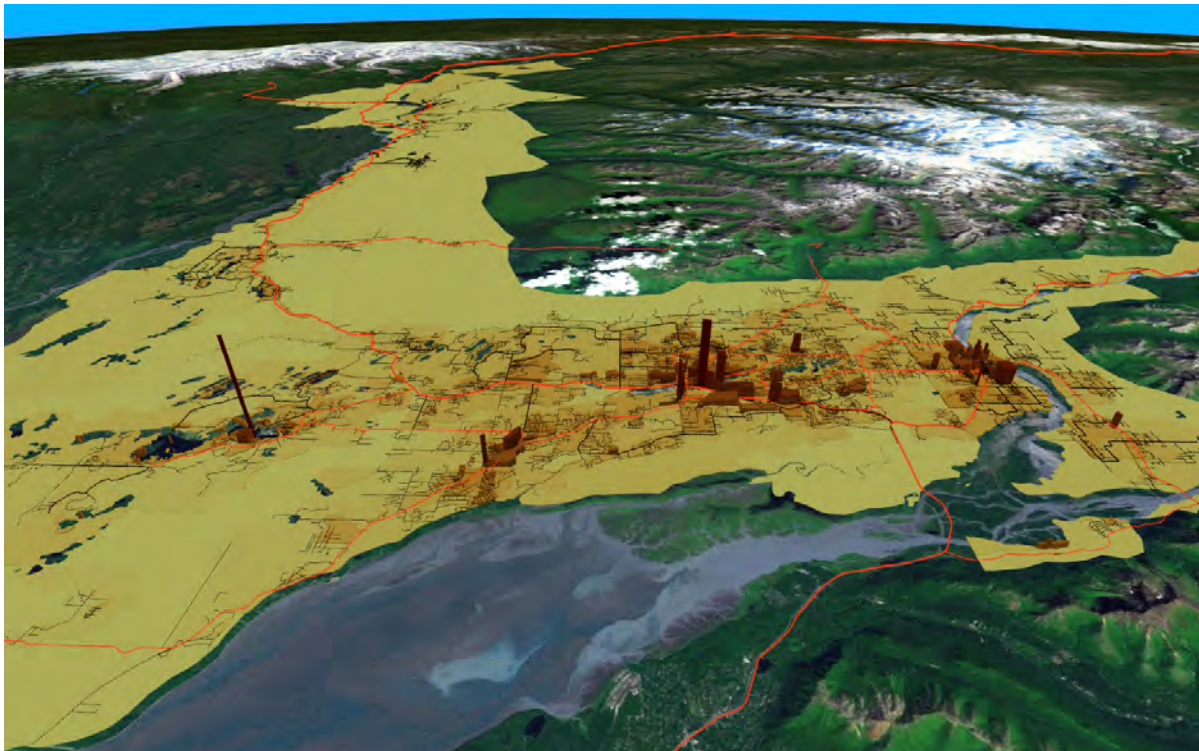


Figure 1: Density Study Project Area. Study Area Polygons Are Extruded Vertically By Their Respective Build Out Population Value

The Palmer / Wasilla area close-up illustration below will continue to be the heart of the developed portion of the Mat-Su Borough through build-out. Density in the town cores will continue to be higher than surrounding areas as indicated by the dark bars, but will remain well below the “high-rise” density values evident in Anchorage and elsewhere. While some higher density non-residential development will occur in these town cores, the predominant residential density will remain below an average density of 3.08 dwelling units per acre. This density is considered quite low elsewhere, but is the typical town core density in the current Borough environment and is expected to continue given current regulatory and urban infrastructure (water and sewer system) constraints.

Currently, significant urban infrastructure exists only in Wasilla and Palmer with a few smaller water and sewer systems in smaller communities elsewhere such as Talkeetna and Settler’s Bay. The density model assumes that this condition will continue and that significant urban densities will not be reached given the pervasive use of water well and septic systems to address domestic needs.

Further, both the market and the current regulatory structure have resulted in lower densities for residential development during the past thirty years and this environment is expected to continue. The availability of inexpensive land in the Borough has made it a very attractive place to construct single-family dwellings and little multi-family housing has been constructed as a result.

MSB Density Study – Palmer / Wasilla

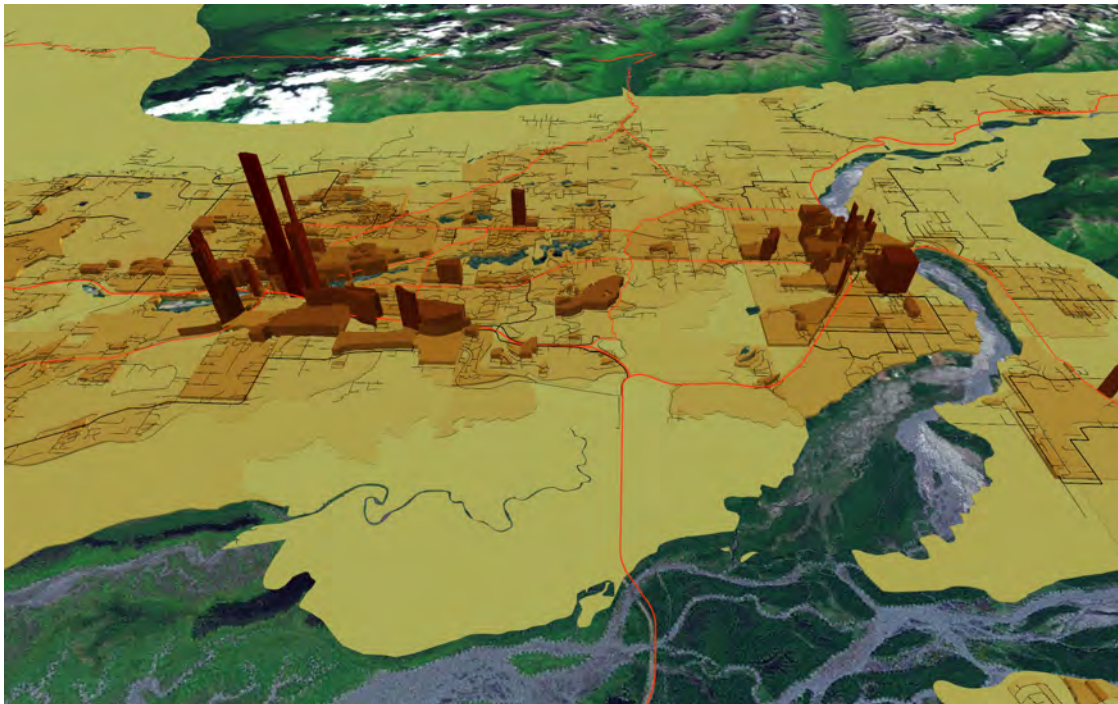


Figure 2: Density Study Project Area. Study Area Polygons Are Extruded Vertically By Their Respective Build Out Population Value

Study Population and Housing Data

The ultimate population and housing count data anticipated through build-out are as follows:

- Total Existing Persons – 88,754
- Total Build Out Persons – 403,878
- Total Potential Additional Persons – 315,124
- Existing Dwelling Units – 41,066
- Total Build Out Dwelling Units – 189,643
- Potential New Dwelling Units – 148,577

These counts are available by the following units of geography:

- Community Council Boundary
- Census Tract
- Census Block Group
- Census Block
- Study Area
- Custom Zones

Study Data Features

The following paragraphs describe many of the details of the density study and help readers understand the underlying assumptions and how the data was developed.

Study Areas

"Study Areas" is a GIS layer referring to the area within the Mat Su Borough which has been included in the analysis. The Study Areas GIS layer is that to which the final build out values are aggregated. The Borough is large in area with varied terrain and development patterns, therefore it was necessary to analyze which lands should be included in the analysis and which should be excluded. The study area layer begins as a 2010 Census Block dataset with particular blocks removed which are unsuitable for this analysis. Determining which census blocks to remove from study area candidacy is a process which involves several steps, some automated, some not. The following parameters were taken into consideration:

1. Removal of census blocks which are water or intertidal features
2. Removal of census blocks which are in mountainous/steep areas
3. Removal of census blocks which are in unpopulated areas or otherwise not anticipated to become populated during the build out period, as per MSB Planning Staff

The result is a census block layer "cropped" to the accessible, populated regions of the Borough.

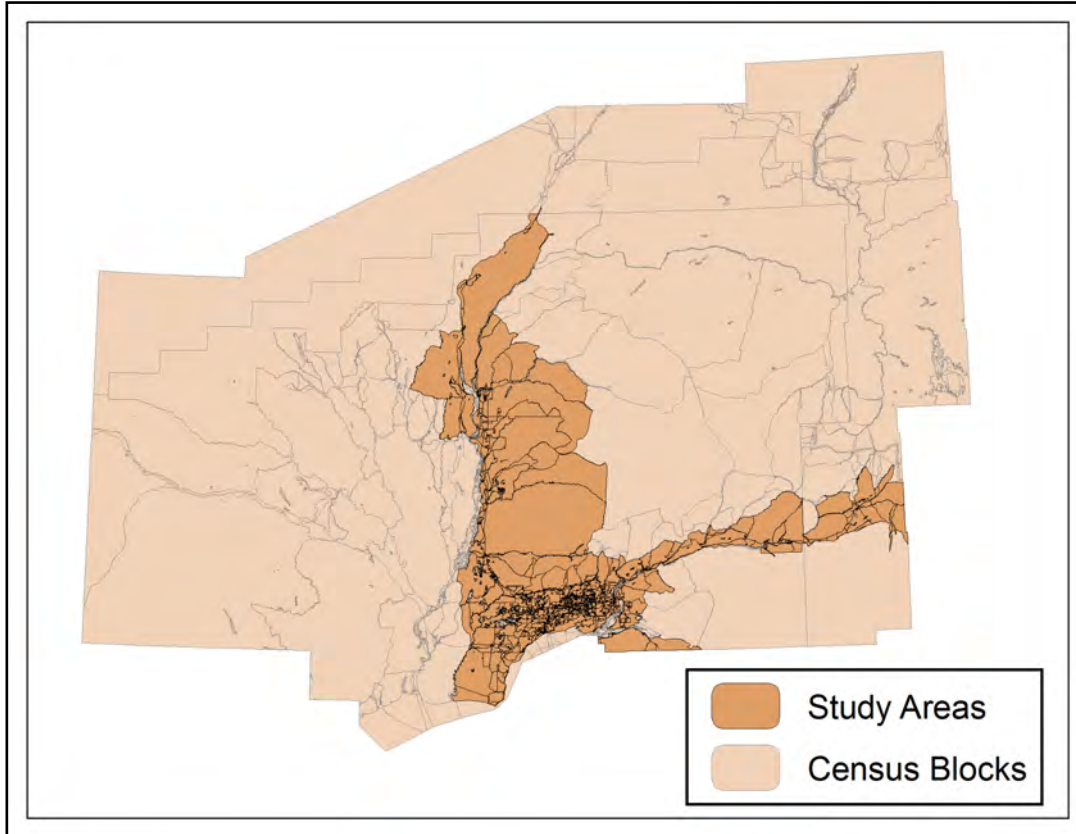


Figure 3: Study Areas Layer

KEY DATA DEFINITIONS AND VARIABLES

Study Area polygons are attributed with the final build out values. The following are key field definitions and variables from the Study Areas layer.

| |
|--|
| Index: A unique integer field used for joining when running spatial analyst zonal statistics. |
| AreaAc: Area of Study Areas polygons, expressed in acres. |
| Area_SQFT: Area of Study Areas polygons, expressed in feet. |
| Density Category: Final value field. A value of 1-5 assigned to each study area which represents the range of dwelling units per acre derived from the Raw_Density_Value field. The ranges are as follows: 1: 0.0-0.26 dwelling units per acre 2: 0.26-0.83 dwelling units per acre 3: 0.83-1.96 dwelling units per acre 4: 1.96-3.08 dwelling units per acre 5: >3.08 dwelling units per acre |
| Existing_Units: Existing number of dwelling units, derived from aggregation of resunits from buildings table to Study Areas |
| Total Possible Units: Final value field. Total possible dwelling units at build out. Same field as TCAF_CRF_SRF_Adjusted_DU's, renamed for convenient identification. |
| Potential_New_Units: Final value field. $Total_Possible_Units - Existing_Units$ |
| People_Per_Resunit: Final value field. Number of people per dwelling unit, per study area polygon. |

| |
|--|
| <i>Total_Existing_Persons/Existing_Units</i> . As not all study areas have an existing population value, this calculation will create nulls. |
| People_Per_Resunit_by_Category : Final value field. The mean <i>People_Per_Resunit</i> value, classified by density category. This is the field by which the build out DU values are multiplied to determine build out population values. The Summary Statistics tool was executed on the <i>People_Per_Resunit</i> field, computing the mean of <i>People_Per_Resunit</i> using the <i>Density_Category</i> field as the case field. |
| Total_Existing_Persons : Total existing persons per study area polygon. Copied from the <i>Total_Pop</i> field in 2010 Census block layer. |
| Total_Build_Out_Persons : Final value field. <i>Total_possible_Units * People_Per_Resunit_by_Category</i> |
| Total_Potential_Additional_Persons : Final value field. The number of additional people added to the current population, at build out. <i>Potential_New_Units*People_Per_Resunit_by_Category</i> |

Constrained Lands

Constrained Lands are lands within the MSB which are unsuitable for development, are currently developed to full potential, are owned by organizations which preclude development or are otherwise encumbered by a property, physical or otherwise, which removes the land from future build out considerations.

These factors are:

1. Parcels which are Rights of Way (ROW's), water or other areas between tax parcel polygons.
2. Parcels less than 40,000 ft² which currently have at least one residential dwelling unit on it.
3. Parcels less than 40,000 ft² which currently have at least one non-residential (commercial, industrial etc..) building on it.
4. Developed parcels with agricultural restrictions which are less than 40 acres.
5. Land ownership which is Federal, Municipal, Borough or State (except state lands which are classified as disposable interest).
6. State owned lands in legislatively designated areas.
7. MSB and State Parks and Recreation sites.
8. Public Facilities (Including utilities) owned by MSB, state or federal agencies.
9. MSB Wetlands Bank.
10. All parcels falling within the Port Mackenzie Special Use District.
11. Remote parcels, high elevation parcels, high slope parcels

While many GIS layers were used to identify constrained lands, constrained lands are ultimately represented in the Parcels layer and identified in an attribute field named *Constraint*. It should be noted that the constraint field was populated using the order of constraint factors listed above, and there is only one assigned constraint type per parcel. Through this process, it is possible that a parcel may be constrained by more than one factor. For example, an MSB-owned parcel would be constrained under factor #8, but it may also be part of the MSB wetlands bank.

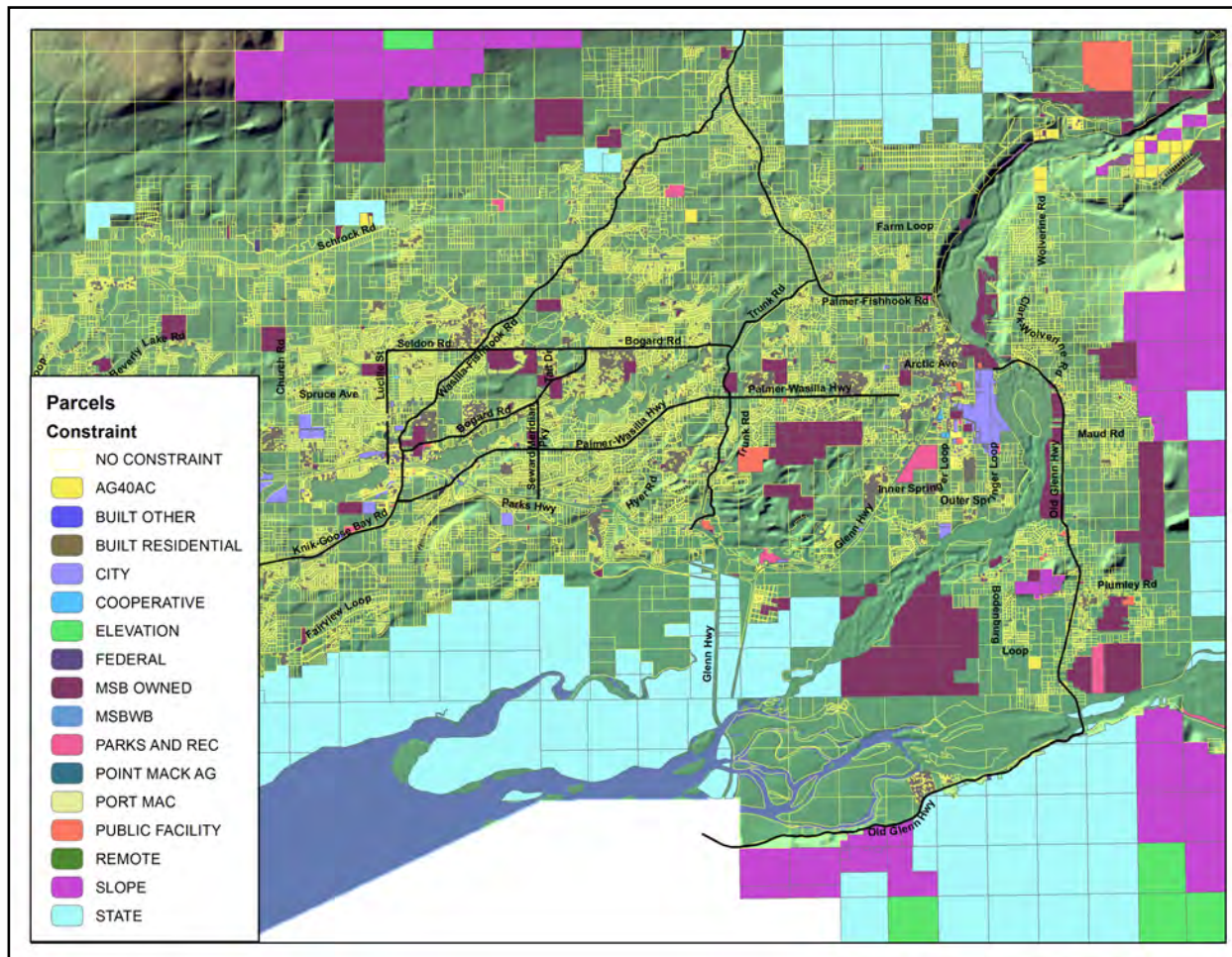


Figure 4: MSB Tax Parcels Which Are Constrained From Future Development

Buildings

The Buildings layer is a new layer to the MSB GIS and represents the general location of each taxable building within the bounds of the MSB tax parcel with which the buildings are associated. It is important to understand that the buildings layer does not track the actual xy coordinate or footprint of each building. Rather, it is a means of analyzing the many-to-one relationship of buildings to tax parcels (i.e., situations where multiple buildings exist on one particular tax parcel), making building-specific attributes from the MSB Govern (tax roll) database spatially implicit and measuring and quantifying development. The buildings layer contains attributes from the MSB Govern database as well as those from the MSB tax parcel GIS layer. The Govern Resunits field identifies the number of residential units in each building. The aggregation of residential units per parcel, per area and per study area polygon are the fundamental means of measuring development for this analysis and are the key ingredient in developing the predictive density grid. The buildings layer also identified the building use code assigned to each building permit by the MSB. The building use codes are invaluable for determining land use patterns components of this analysis such as the commercial intersection reduction factor and town site accretion factor.

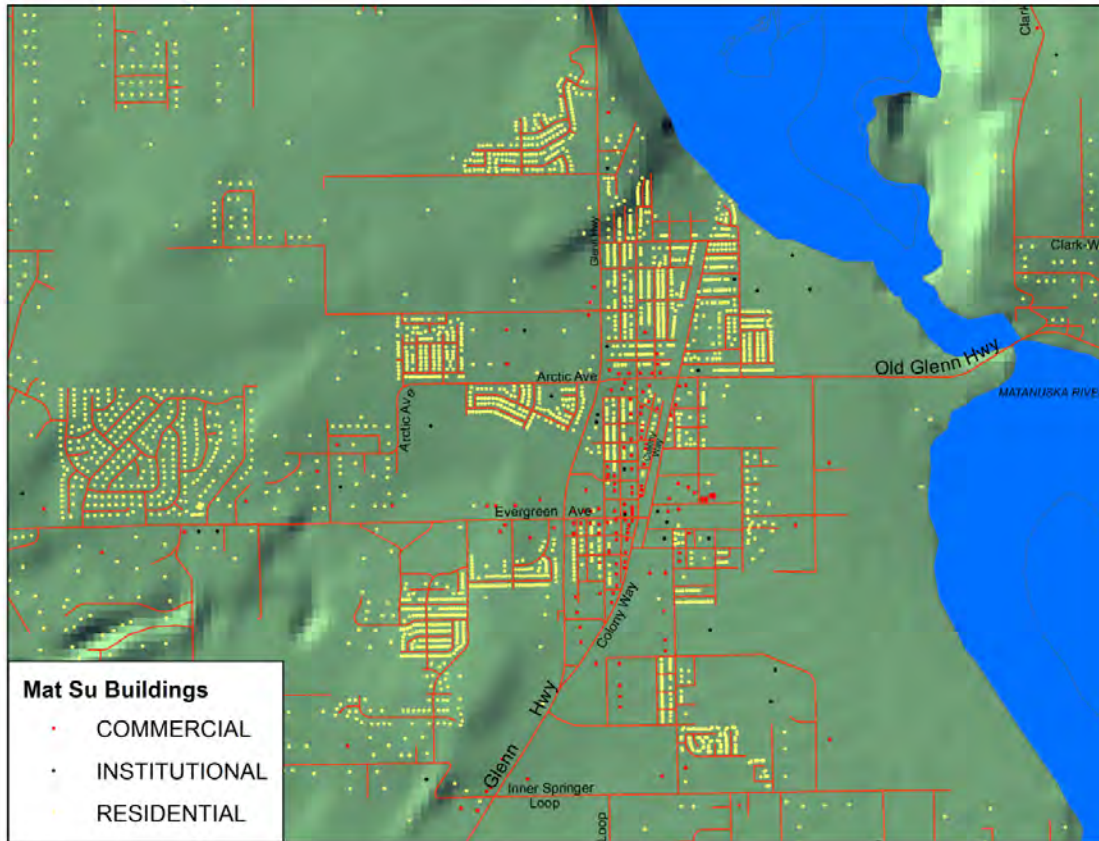


Figure 5: Mat Su Buildings

Density Grid

The density grid is a raster GIS layer which is used as an assumptive/predictive tool to determine the level of residential density, expressed in dwelling units per acre, in areas which are currently undeveloped. It is a "road map" by which the Density Study projects current and historic land use and development patterns *from* developed areas *into* undeveloped areas.

The density grid relies heavily on assessment data "mined" from the MSB tax rolls. The first step was to aggregate how many residential units are located on each tax parcel. By dividing these values by each parcel's acreage, we determine the dwelling units per acre per tax parcel. Dwelling units per acre are the ultimate unit of measure from which build out population values are derived.

The density grid "projects" dwelling units per acre from developed lands into undeveloped lands using an inverse distance weighted (IDW) algorithm. The IDW algorithm assumes that features on the surface of the earth that are near each other tend to have similar characteristics, and these characteristics become proportionally dissimilar as features become further apart. In our case, the "characteristic" is the number of dwelling units per acre per parcel, and the algorithm ultimately produces an image in which each pixel represents a dwelling unit per acre value that was interpolated from developed tax parcels.

Zooming out to a smaller scale, we see the same overlay of parcel centroids on parcel polygons with the density grid in the background (*Figure 10*). The density grid and the parcel centroids have the same shading applied to each, so we can visualize the influence of the dwelling units per acre values of the parcel centroids on the interpolation process.

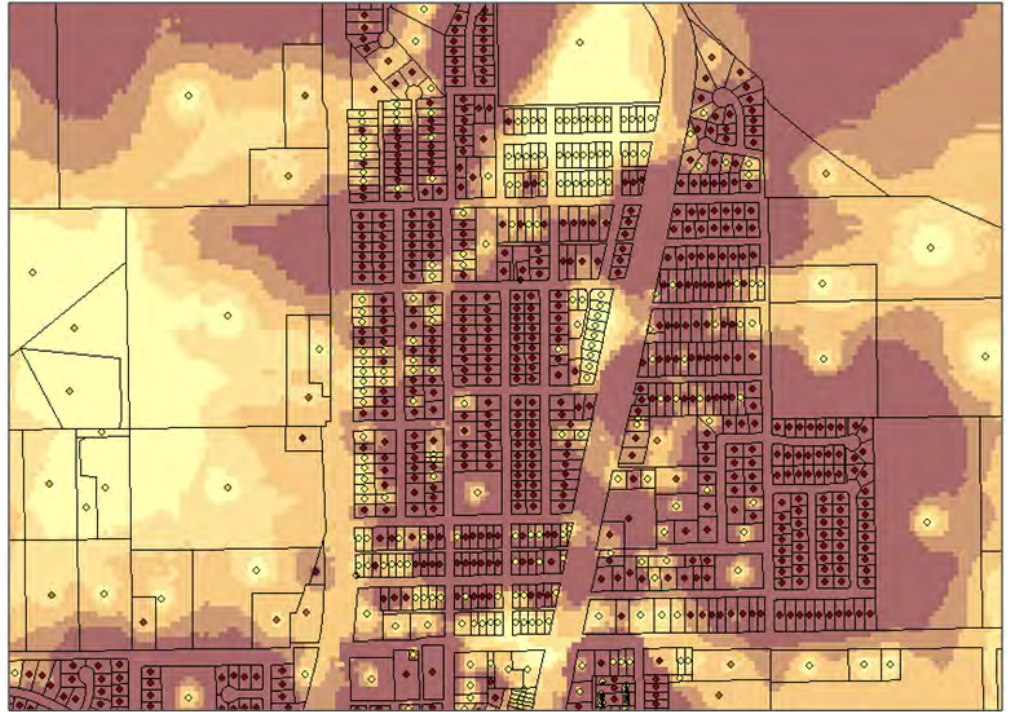


Figure 6: Density grid (yellow/brown image) and parcel centroids (points), each shaded by dwelling unit per acre values

In the images below, the density grid is overlain by both parcel polygons and parcel centroids. A line is drawn diagonally on the density grid from the SW corner of a parcel to the NW corner. Also note the parcel centroid, represented by the point in the center of the parcel. The number of dwelling units per acre for this centroid is zero; the parcel is presently undeveloped. However, in the underlying density grid, note the influence of the surrounding parcels in the northeast; they have high dwelling units per acre values and therefore their influence “seeps” into our undeveloped parcel.

When presented in three dimensions, the density grid allows us to visualize the build out population values. Note the image below depicting the vicinity of the City of Wasilla. The density grid is represented as the green-to-grey earth toned surface. The red

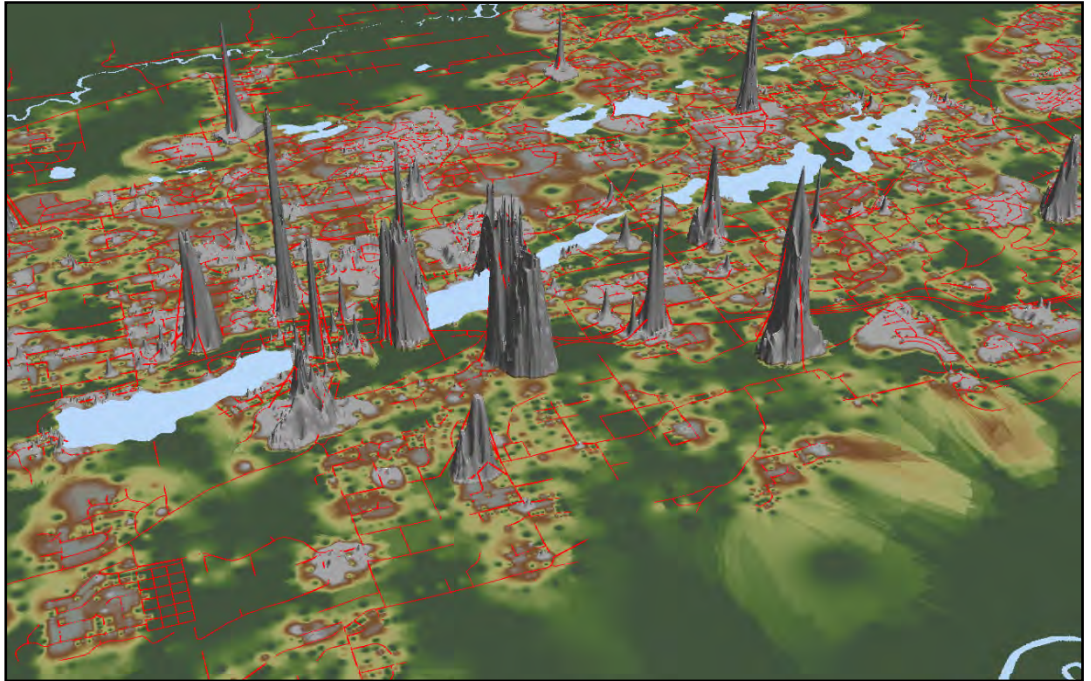


Figure 7: Density grid extruded vertically

The red lines are Mat Su Roads draped on the density grid. The "spikes" in the surface are areas of high residential density at build out.

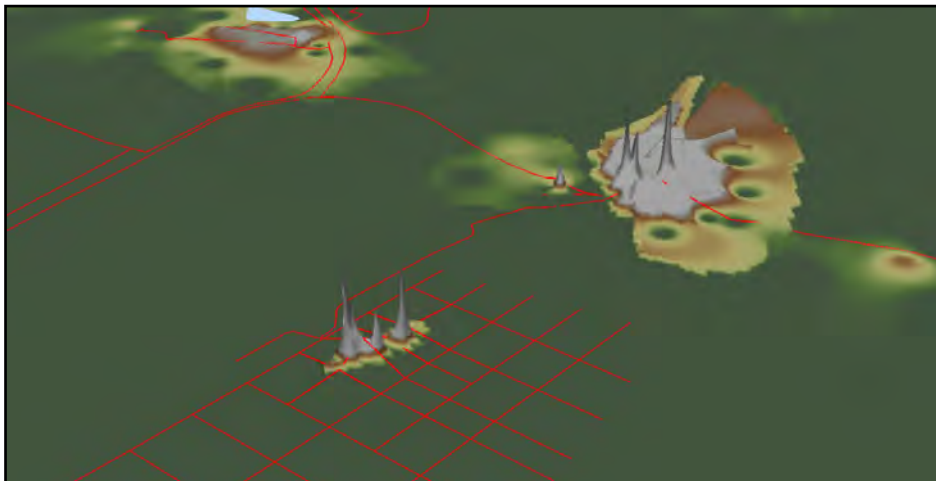
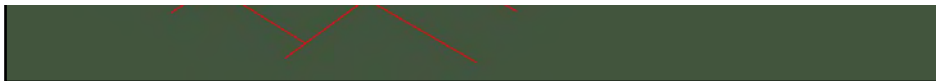


Figure 8: Large scale image of the density grid



Zooming in to a larger scale, we can see the build out densities increasing in a small subdivision near the City of Palmer.

Soil Reduction Factor

The soil reduction factor represents the values by which build out population and development densities are reduced in order to compensate for the presence of soils unsuitable for residential construction. The

purpose of the soil reduction factor is to identify patterns by which land use and development are affected by poor soils and to translate these patterns to a metric which can be used to assist in predicting the levels of future development in currently undeveloped areas. The soil reduction factor makes use of the USDA NRCS Soils Database as a means of identifying the location of different soil types within the study area. In particular, the classification of *soils unsuitable for dwellings with basements* was determined to most likely adversely affect residential development. The soil reduction factor was developed by first determining the percentage of area occupied by poor soils on each Borough tax parcel.

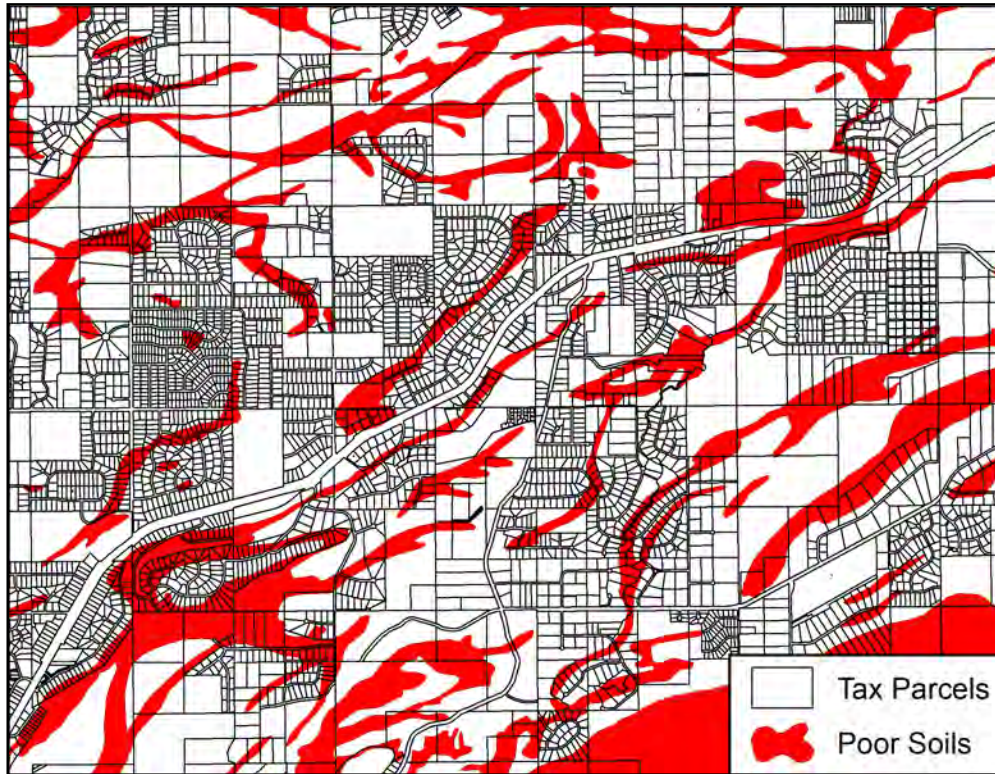


Figure 9: Tax parcel overlay with poor soil polygons

Next, tax parcels were classified to whole integer increments of poor soil overlap percentage. The total number of dwelling units for each percentage value was aggregated and divided by the total number of existing dwelling units in the study area, allowing us to graph each incrementing percentage of poor soil overlap against the percentage of all dwelling units for each poor soil overlap percentage value.

Based on results from soil reduction factor workflow, the average decrease in the percentage of all dwelling units as compared to the % overlap of soils not suitable for dwellings with basements in 1% increments is 0.25% (0.0025) for every 1% overlap increase. Therefore, for every 1% increase in bad soil overlap, we reduce the build out dwelling unit count per study area by 0.25%. Therefore, for Study Areas that overlap 100% with poor soils, we will reduce the total build out Dwelling Units by 25%.

Commercial Intersection Reduction Factor

The commercial intersection reduction factor are the values by which build out population and development densities are reduced in order to compensate for the influence of areas anticipated to have high levels of commercial development. It is based on the premise that residential development typically decreases in proportion to commercial development in the same area.

The first step in developing the commercial intersection reduction factor was to identify the top intersections within the Borough which are anticipated to develop into commercial centers (if they have not already) and to rank the anticipated levels of commercial intensity at each intersection. During a working meeting on 04.20.11, MSB Planning staff identified the top commercial intersections in the Borough and assigned each a commercial intensity score of 1, 2 or 3 (i.e. high, medium and low) based on the level of future commercial activity which may be expected at each intersection. Next, we identified a "radius of commercial influence" at each intersection corresponding to each intersection's intensity score. These are:

- Low Intensity (3): ½ mile linear distance of each road comprising the intersection
- Medium Intensity(2): ¾ mile linear distance of each road comprising the intersection
- High Intensity(1): 1.0 mile linear distance of each road comprising the intersection

The tax parcels immediately adjacent to the roads within each intersection's radius of commercial influence were identified as well as the second and third levels of parcel "depth" from each intersection. The result from this step gives us a set of tax parcels grouped around the top commercial intersections in which residential density is likely to be "influenced" (or reduced) by the high rate of commercial activity. Below is an example; the black cross represents the intersection, the black circle represents the radius of commercial influence and the parcels adjacent to the roads comprising the intersection are symbolized as yellow (1 deep), orange (2 deep) and brown (3 deep):

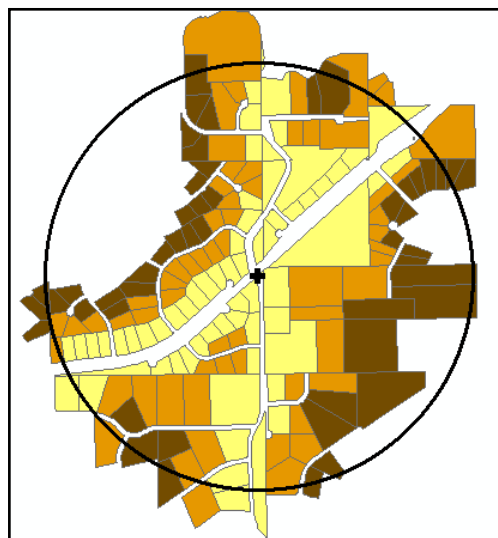


Figure 10: Top commercial intersection (black cross), radius of commercial influence (black circle) and "three deep" parcels (yellow, orange and brown polygons)

Next, we need to determine what is the magnitude of this influence, or the "**reduction factor**" by which the anticipated residential density, at build out, will be reduced. The *residential density reduction factor*

is a value assigned to every tax parcel within each radius of commercial influence by which we will reduce build out populations.

Town Center Accretion Factor

In April, 2011, MSB Planning and GIS staff identified priority intersections in the Core Area which are likely to develop into town centers. The town Center Accretion Factor identifies MSB Tax Parcels in which anticipated residential development is *increased* due to the services and amenities available in town center areas. Therefore, priority town center intersections will *add* to final residential build out values. Each priority town center intersection was assigned an intensity score of 1,2 or 3 which ranks the anticipated level of influence at each intersection, at build out. A score of 1 indicates that the town center influence will span a one mile radius from the intersection, a score of 2 is $\frac{3}{4}$ mile and a score of 3 is $\frac{1}{2}$ mile. Tax parcels within the zones of influence of town center intersections will be assigned a density category of 5 (3.64 residential units per acre), thus superseding build out values provided by the density grid.

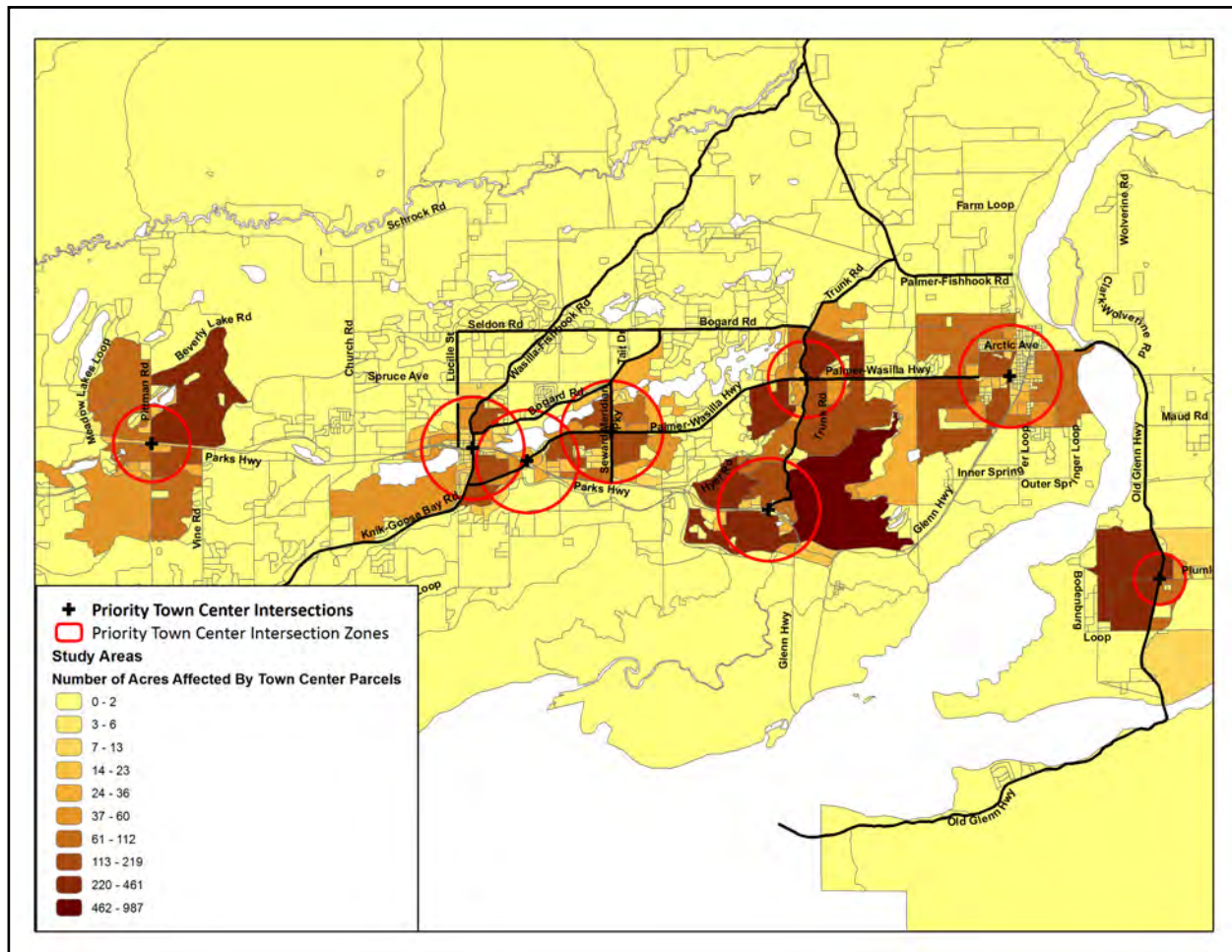


Figure 11: Priority Town Center Intersections

Land Use Regulation

The land use regulation layer aggregates the MSB GIS layers which track the boundaries of community councils, subdivisions and special use districts, and assigns each with the development regulations specified in MSB code title 17 and 23. Per the MSB Planning Department, all non-regulated areas are categorized as "General Residential/Mixed Use". Land use regulations in this analysis have a very limited role in affecting build-out population or dwelling units values.

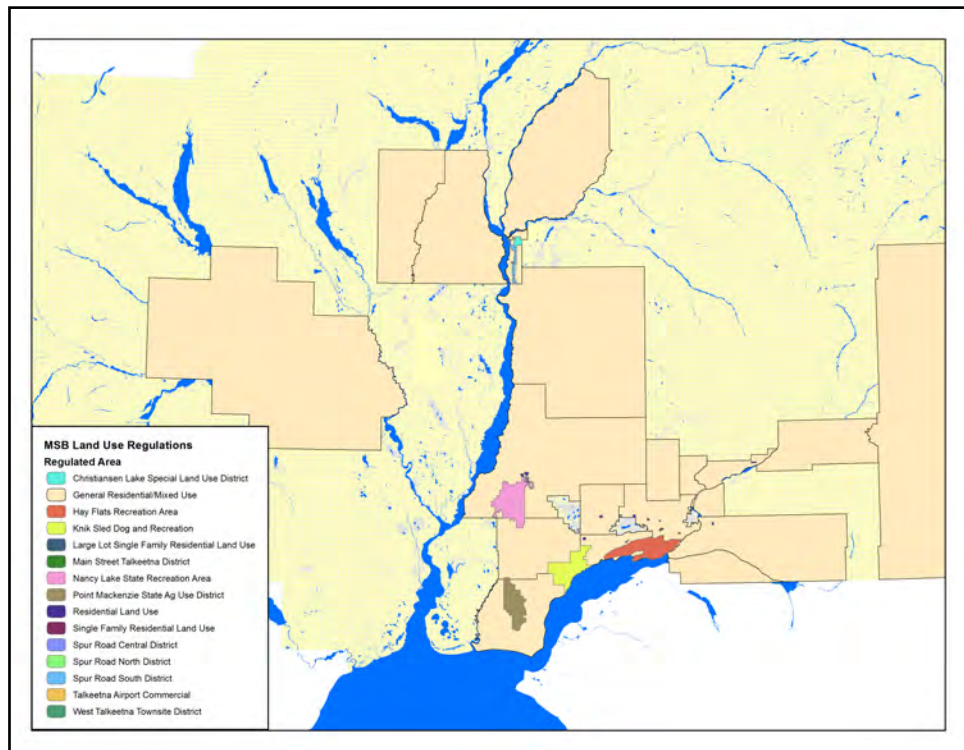


Figure 12: MSB Land Use Regulations

SITING FUTURE PUBLIC FACILITIES

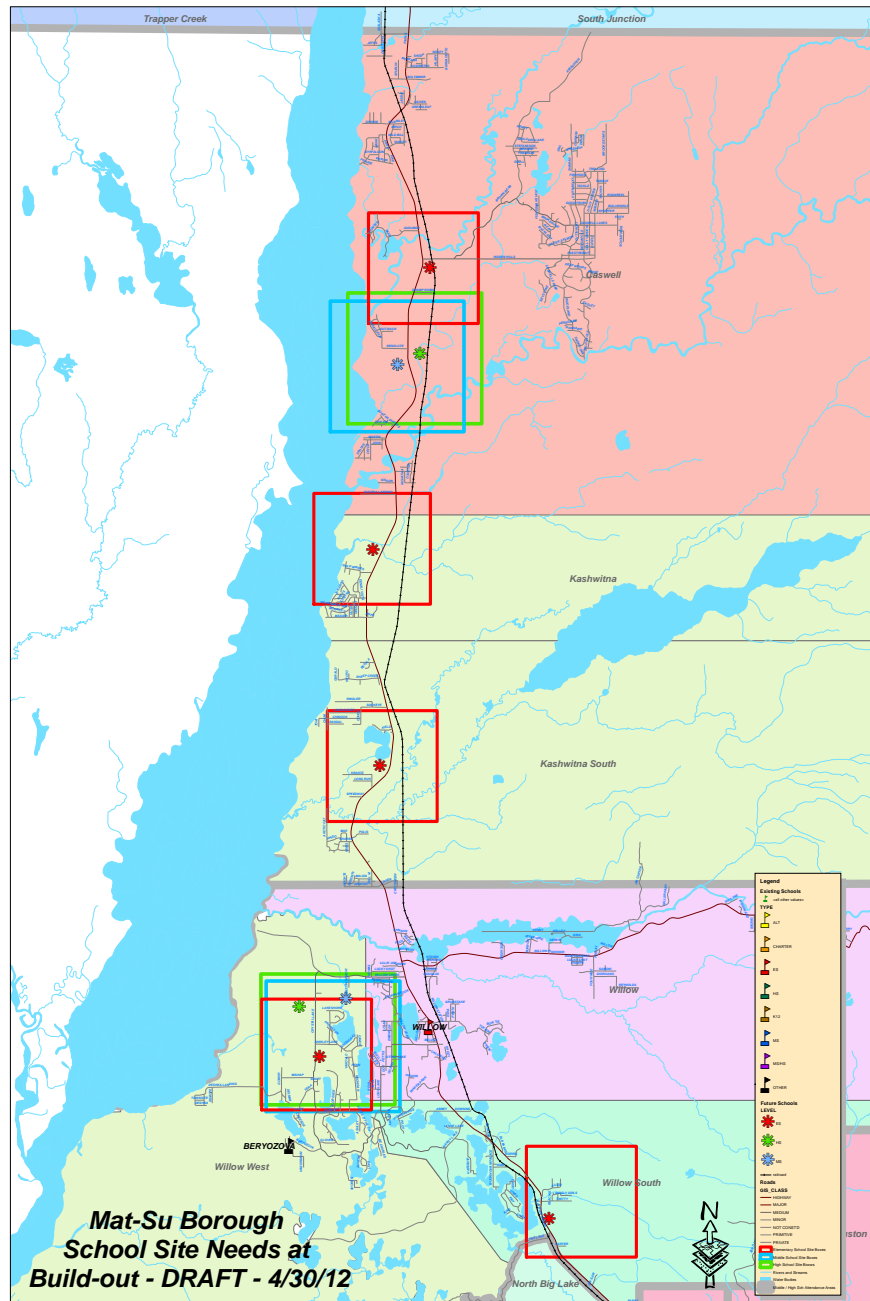
One major outcome of the density study is the future siting of public facilities. With growth rates forecasted in excess of three percent per year, new public facilities are needed every year. The Borough owns land which can be used for this purpose if it is appropriate and well-located. In other cases, land must be purchased. With rising land costs and limited tax revenues making acquisition more expensive every year, understanding future needs allows current reservation of public land. The following public uses are covered by the density study analysis:

- Schools
- Fire Stations
- Parks
- Trails
- Open Space
- Libraries

PUBLIC FACILITIES SITING EXAMPLE - SCHOOLS

Borough-wide Elementary School Service Areas were forecast using the population model outcomes from the build-out model and applying them to student yield formulas and future school building capacities in order to determine future school service areas and building needs over time. The building locations are only conceptual and a site box allowing flexibility of school location was drawn to allow flexibility in land parcel availability and avoid any implied zoning or designation of privately-held parcels for institutional use. The following map illustrates draft school service areas and conceptual building locations for a portion of the Borough.

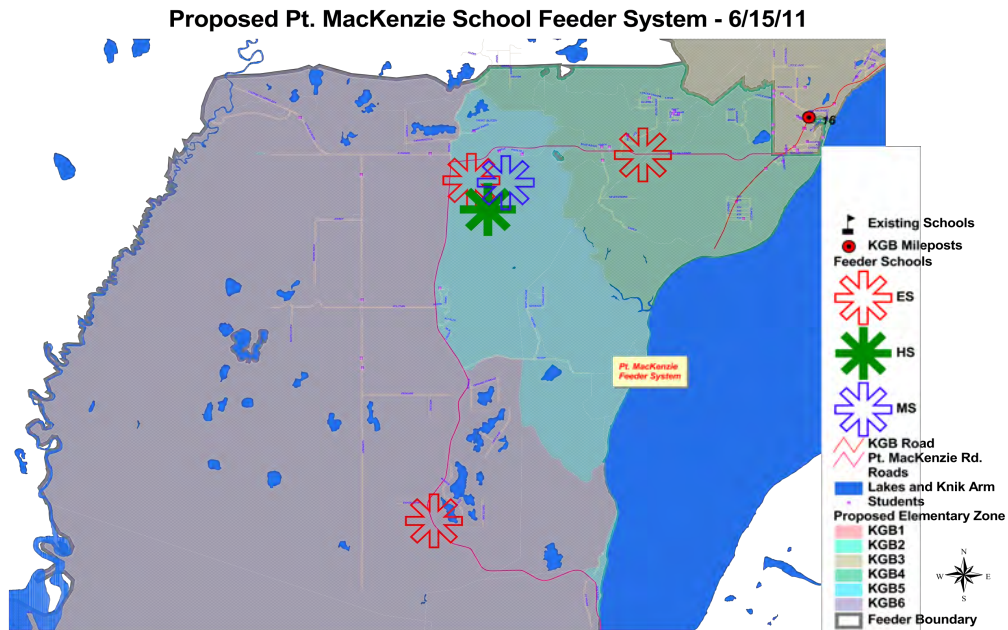
Figure 12: MSB Potential School Service Areas at Build-out – North Valley



PUBLIC FACILITIES SITING EXAMPLE – CONCEPTUAL SITE LOCATIONS

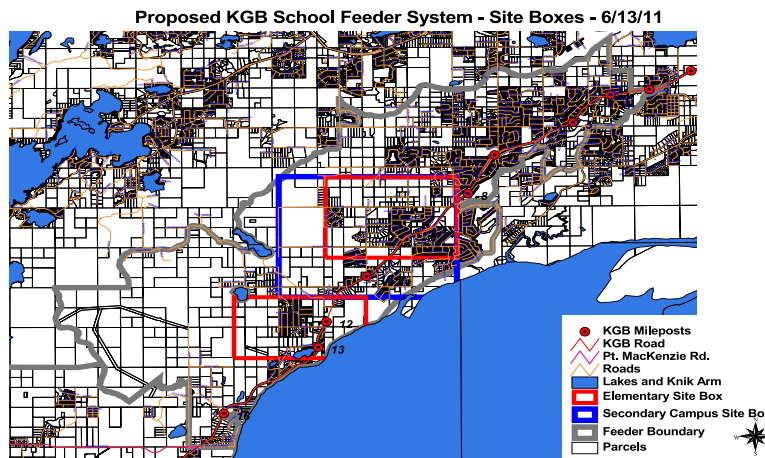
Once the overall plan for the school service areas was drawn, more specific plans were developed. The following DRAFT conceptual site locations were developed for the Pt. MacKenzie area.

Figure 13: MSB Potential School Service Areas at Build-out – Pt. MacKenzie



After conceptual locations were designated. Site boxes were drawn to identify multiple parcels which could be potentially purchased or accessed from Borough land reserves. The site box sizes generally range from one mile in each dimension (one square mile) to four miles in each dimension (sixteen square miles). The following map displays site boxes identified to assist in location school sites in the KGB potential school service area.

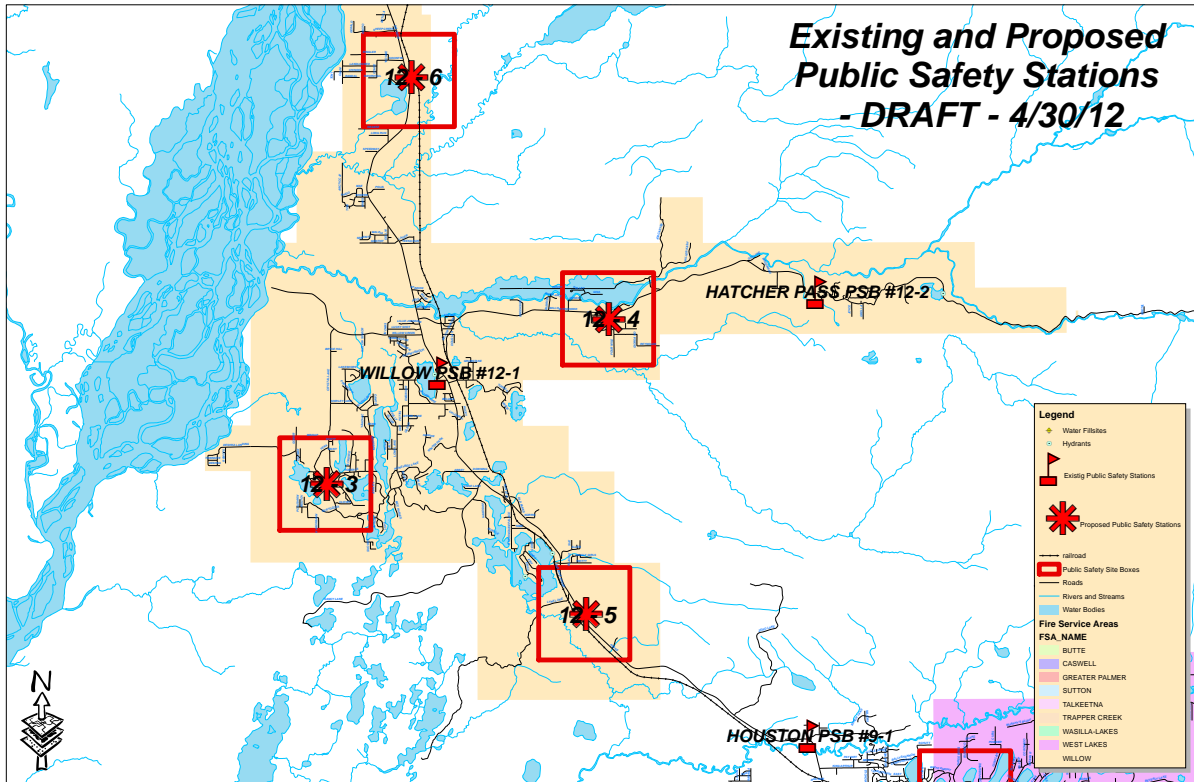
Figure 14: MSB Potential School Site Boxes



PUBLIC FACILITIES SITING EXAMPLE TWO – CONCEPTUAL PUBLIC SAFETY SITE LOCATIONS

Conceptual sites and site boxes have been developed for the other five public service categories. The following DRAFT conceptual site locations were developed for Public Safety Stations in the Willow area.

Figure 15: MSB Potential Public Safety Sites in the Willow Area



CONCLUSION

The 2012 Mat-Su Density Study provides a variety of high-quality data for Borough stakeholders and planners to use in anticipating the future of the community. A scientific model respecting current Alaskan land use practices evident in the Borough was used to determine future population and dwelling unit counts. Future sites for public facilities were determined using the data.

APPROVED
**Mat-Su Pre-MPO Metropolitan Planning Area (MPA) Boundary
Development Strategy**

Attachment C

Briefing Paper on Mat-Su Pre-MPO Boundary Map Development developed by the ADOT

Briefing Paper

Mat-Su Pre-MPO Boundary Map Development

The future Metropolitan Planning Organization requires a Boundary Map to accompany an originating Inter-Governmental Operating Agreement. The document must show the Census designated Urbanized Area and the area expected to become urbanized within the 20-year planning horizon. It may also be expanded to include significant economic development and major trip generators.

This paper presents one possible methodology for developing the Boundary Map. It relies on data developed as part of other major planning efforts within the Mat-Su Borough including the last update of the TransCad traffic forecasting model and the Borough sponsored Build-Out Analysis.

The Census Bureau published in the Federal Register (February 19, 2021) a Notice of Proposed Criteria for Urban Areas in the 2020 Census. They proposed adopting a housing unit density threshold of 385 housing units per square mile as the primary criterion for determining whether a census block qualifies for inclusion in an urban area, replacing the use of population density. This metric (occupied or vacant) is consistent with the 1,000 persons per square mile density used in the past.

A square mile consists of 640 acres. Residential development within the Mat-Su Borough often occurs at densities of one unit per acre due to constraints on individual water and septic systems. A density of 385 housing units constitutes 60% of the area within a typical square mile. Thus if a particular geographic unit of known developable acreage is forecasted to have a certain number of housing units, then it is possible to calculate which of these geographic units could be expected to become urbanized at some point in the future.

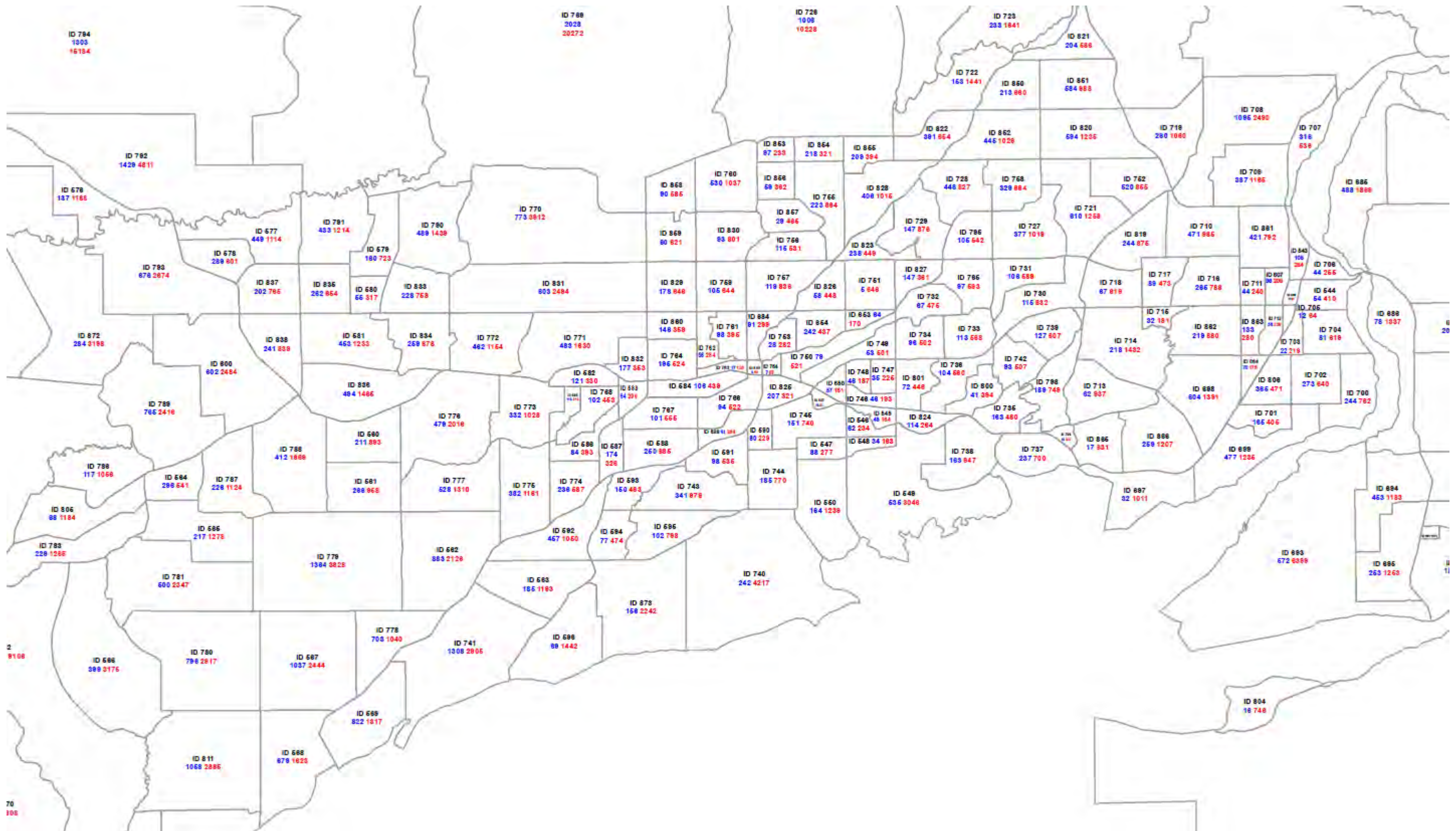
Attachment A is a graphic illustrating the Mat-Su modeled area overlain by Traffic Analysis Zones (TAZ) developed during the last update of the TransCad traffic forecasting model. Within each of the TAZ's are numbers indicating the total number of acres (red) and the amount of developable acres (blue).

Attachment B is a graphic illustrating the same TAZ's overlain with the projected number of base line housing units (blue) and the number of housing units expected at full build-out. These numbers were generated during development of the Mat-Su Borough's Build-Out Analysis.

It is possible to compare the amount of developable land by TAZ to the number of housing units projected at Build-Out. If housing continues to be developed at 1 DU per acre, then those TAZ's where the value of future housing units to developable land is over 60% could be identified as a candidate for future classification as urbanized.

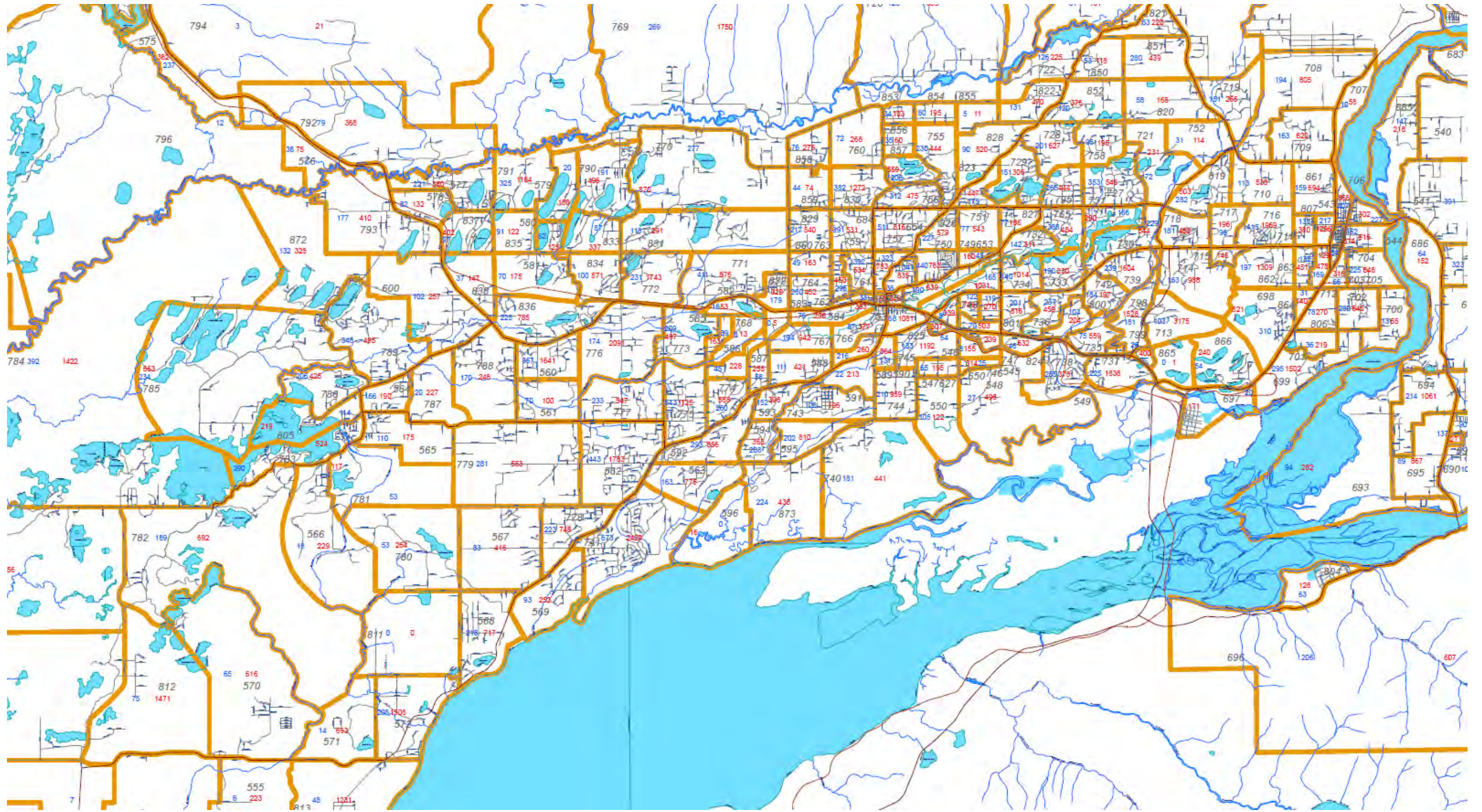
This methodology provides a reasoned way to determine what sections of the Mat-Su are foreseeable candidates for urbanization and thus be considered for inclusion within the future MPO Boundary Map.

Subjecting this base determination to further tweaking in order to accommodate significant trip generations may be necessary.



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70
108



APPROVED
Mat-Su Pre-MPO Metropolitan Planning Area (MPA) Boundary
Development Strategy

Attachment D
Roads Miles within the MSB

MSB Small Urban Area Roads

| Route Name | Route ID | From Measure | To Measure | Functional Class | Responsible Entity Type |
|---------------------|-----------------|---------------------|-------------------|----------------------------|----------------------------------|
| 1st Street | 2361539X000 | 0 | 0.11643035 | 0.11643035 Local | City or Municipal Highway Agency |
| 2nd Street | 2361541X000 | 0 | 0.13334106 | 0.13334106 Local | City or Municipal Highway Agency |
| 32nd Avenue | 2382615X000 | 0 | 0.09055147 | 0.09055147 Local | City or Municipal Highway Agency |
| 3rd Street | 2361542X000 | 0 | 0.1288109 | 0.1288109 Local | City or Municipal Highway Agency |
| 49th State Street | 2361061X000 | 0 | 0.5027797 | 0.5027797 Local | County Highway Agency |
| 49th State Street | 2361061X000 | 0.5027797 | 1.2920769 | 0.7892972 Major Collector | State Highway Agency |
| 49th State Street | 2361061X000 | 1.2920769 | 1.68125432 | 0.38917742 Local | County Highway Agency |
| Abby Boulevard | 2381009X000 | 0 | 0.25534096 | 0.25534096 Minor Collector | County Highway Agency |
| Acorn Street | 2383119X000 | 0 | 0.73501371 | 0.73501371 Local | County Highway Agency |
| Adam Circle | 2383118X000 | 0 | 0.06237583 | 0.06237583 Local | County Highway Agency |
| Adele Circle | 2382614X000 | 0 | 0.19900539 | 0.19900539 Local | County Highway Agency |
| Adirondack Circle | 2383237X000 | 0 | 0.07977518 | 0.07977518 Local | County Highway Agency |
| Admiralty Circle | 2382294X000 | 0 | 0.77409086 | 0.77409086 Local | County Highway Agency |
| Adson Road | 2381523X000 | 0 | 0.86419664 | 0.86419664 Local | County Highway Agency |
| Aeronautical Avenue | 2381694X000 | 0 | 0.49628033 | 0.49628033 Local | County Highway Agency |
| Agate Lane | 2382829X000 | 0 | 0.6195856 | 0.6195856 Local | County Highway Agency |
| Agnas Street | 2383153X000 | 0 | 0.02146831 | 0.02146831 Local | County Highway Agency |
| Agnas Street | 2383154X000 | 0 | 0.10340383 | 0.10340383 Local | County Highway Agency |
| Ahina Circle | 2381221X000 | 0 | 0.44815939 | 0.44815939 Local | County Highway Agency |
| Aimee's Circle | 2382240X000 | 0 | 0.0896549 | 0.0896549 Local | County Highway Agency |
| Airport Road | 2361060X000 | 0 | 0.50164238 | 0.50164238 Minor Collector | City or Municipal Highway Agency |
| Airway Circle | 2382314X000 | 0 | 0.16804929 | 0.16804929 Local | City or Municipal Highway Agency |
| Alan's Drive | 2381377X000 | 0 | 0.53445021 | 0.53445021 Local | County Highway Agency |
| Alaska Street | 2361031X000 | 0 | 0.502763 | 0.502763 Major Collector | City or Municipal Highway Agency |
| Alaska Street | 2361031X000 | 0.502763 | 1.00394368 | 0.50118068 Local | City or Municipal Highway Agency |
| Alberhill Circle | 2361495X000 | 0 | 0.18493167 | 0.18493167 Local | County Highway Agency |
| Albert Circle | 2381908X000 | 0 | 0.0808087 | 0.0808087 Local | County Highway Agency |
| Albrecht Avenue | 2361544X000 | 0 | 0.05996199 | 0.05996199 Local | City or Municipal Highway Agency |
| Alder Circle | 2383117X000 | 0 | 0.1742799 | 0.1742799 Local | County Highway Agency |
| Alder Drive | 2383116X000 | 0 | 1.20649562 | 1.20649562 Local | County Highway Agency |
| Alder Lane | 2382253X000 | 0 | 0.38524152 | 0.38524152 Local | County Highway Agency |
| Alderney Circle | 2382828X000 | 0 | 0.02960061 | 0.02960061 Local | County Highway Agency |
| Alfreds Drive | 2383115X000 | 0 | 0.05750031 | 0.05750031 Local | County Highway Agency |
| Ali Circle | 2361383X000 | 0 | 0.04122452 | 0.04122452 Local | County Highway Agency |
| Alix Drive | 2381028X000 | 0 | 0.73958941 | 0.73958941 Minor Collector | County Highway Agency |
| Allison Court | 2361356X000 | 0 | 0.08099549 | 0.08099549 Local | County Highway Agency |
| Almanor Circle | 2383114X000 | 0 | 0.16018362 | 0.16018362 Local | County Highway Agency |
| Alpine Street | 2382313X000 | 0 | 0.11776568 | 0.11776568 Local | City or Municipal Highway Agency |
| Althea Street | 2382312X000 | 0 | 0.25674047 | 0.25674047 Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

| | | | | | | |
|------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Althea Street | 2382312X000 | 0.25674047 | 0.89169158 | 0.63495111 | Local | County Highway Agency |
| Alvin's Alley | 2381365X000 | 0.2566208 | 0.75608865 | 0.49946785 | Local | County Highway Agency |
| Alvin's Alley Spur | 2381366X000 | 0 | 0.06161819 | 0.06161819 | Local | County Highway Agency |
| Amanda Drive | 2383236X000 | 0 | 0.17324929 | 0.17324929 | Local | County Highway Agency |
| Amberger Circle | 2383113X000 | 0 | 0.09129072 | 0.09129072 | Local | County Highway Agency |
| Amber's Circle | 2382241X000 | 0 | 0.11128112 | 0.11128112 | Local | County Highway Agency |
| Amfay Drive | 2361512X000 | 0 | 0.09296177 | 0.09296177 | Local | County Highway Agency |
| Amherst Court | 2381098X000 | 0 | 0.11524528 | 0.11524528 | Local | County Highway Agency |
| Anaheim Drive | 2382827X000 | 0 | 0.4287847 | 0.4287847 | Local | County Highway Agency |
| Anderson Circle | 2361524X000 | 0 | 0.08840253 | 0.08840253 | Local | City or Municipal Highway Agency |
| Andrew Circle | 2383112X000 | 0 | 0.10910981 | 0.10910981 | Local | County Highway Agency |
| Angel Circle | 2361525X000 | 0 | 0.05560408 | 0.05560408 | Local | City or Municipal Highway Agency |
| Anna Marie Drive | 2381673X000 | 0 | 0.03587869 | 0.03587869 | Local | County Highway Agency |
| Anna Street | 2361488X000 | 0 | 0.21016469 | 0.21016469 | Local | City or Municipal Highway Agency |
| Annie Lane | 2361526X000 | 0 | 0.1413814 | 0.1413814 | Local | County Highway Agency |
| Anoka Place | 2381295X000 | 0 | 0.0817164 | 0.0817164 | Local | County Highway Agency |
| Aoki Drive | 2381294X000 | 0 | 0.33005212 | 0.33005212 | Local | County Highway Agency |
| Appalachian Avenue | 2382115X000 | 0 | 0.24641237 | 0.24641237 | Local | County Highway Agency |
| Appaloosa Circle | 2361427X000 | 0 | 0.06446841 | 0.06446841 | Local | County Highway Agency |
| Arabian Lane | 2361016X000 | 0 | 1.10524898 | 1.10524898 | Minor Collector | County Highway Agency |
| Arbor Way | 2382826X000 | 0 | 0.2707126 | 0.2707126 | Local | County Highway Agency |
| Arctic Fox Circle | 2382825X000 | 0 | 0.06073727 | 0.06073727 | Local | County Highway Agency |
| Arctic Fox Drive | 2382824X000 | 0 | 0.28740309 | 0.28740309 | Local | County Highway Agency |
| Ardgour Court | 2382823X000 | 0 | 0.06017394 | 0.06017394 | Local | County Highway Agency |
| Arlie Road | 2381998X000 | 0 | 0.31482427 | 0.31482427 | Local | County Highway Agency |
| Armor Court | 2382822X000 | 0 | 0.07873147 | 0.07873147 | Local | County Highway Agency |
| Arnold Palmer's Street | 2382311X000 | 0 | 0.43362188 | 0.43362188 | Local | City or Municipal Highway Agency |
| Arza Circle | 2361810X000 | 0 | 0.08117979 | 0.08117979 | Local | County Highway Agency |
| Ashford Boulevard | 2382310X000 | 0 | 0.33130356 | 0.33130356 | Local | City or Municipal Highway Agency |
| Ashford Circle | 2382309X000 | 0 | 0.06060722 | 0.06060722 | Local | City or Municipal Highway Agency |
| Ashlee Circle | 2382308X000 | 0 | 0.05000709 | 0.05000709 | Local | City or Municipal Highway Agency |
| Ashmore Avenue | 2383111X000 | 0 | 0.25628047 | 0.25628047 | Local | County Highway Agency |
| Ashwood Court | 2383160X000 | 0 | 0.12783268 | 0.12783268 | Local | County Highway Agency |
| Aspen Avenue | 2382398X000 | 0 | 0.3965914 | 0.3965914 | Local | City or Municipal Highway Agency |
| Aspen Court | 2383110X000 | 0 | 0.09330787 | 0.09330787 | Local | County Highway Agency |
| Aspen Place | 2383109X000 | 0 | 0.20342879 | 0.20342879 | Local | County Highway Agency |
| Aspen Street | 2383144X000 | 0 | 0.18877391 | 0.18877391 | Local | County Highway Agency |
| Aspen Street | 2383145X000 | 0 | 0.42312253 | 0.42312253 | Local | County Highway Agency |
| August Circle | 2382307X000 | 0 | 0.14827538 | 0.14827538 | Local | County Highway Agency |
| Auklet Avenue | 2361487X000 | 0 | 0.339247 | 0.339247 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

| | | | | | | |
|---------------------|-------------|----------|------------|------------|-------|----------------------------------|
| Auklet Avenue | 2361723X000 | 0 | 0.23476554 | 0.23476554 | Local | City or Municipal Highway Agency |
| Auklet Avenue | 2361725X000 | 0 | 0.34687161 | 0.34687161 | Local | City or Municipal Highway Agency |
| Auklet Avenue | 2361487X000 | 0.339247 | 0.34191532 | 0.00266832 | Local | County Highway Agency |
| Aurora Drive | 2382038X000 | 0 | 0.35936457 | 0.35936457 | Local | County Highway Agency |
| Aurora Hills Drive | 2383108X000 | 0 | 0.13178223 | 0.13178223 | Local | County Highway Agency |
| Austin Circle | 2361527X000 | 0 | 0.04090066 | 0.04090066 | Local | County Highway Agency |
| Autumn Crest Circle | 2383247X000 | 0 | 0.039173 | 0.039173 | Local | County Highway Agency |
| Autumn Mist Lane | 2382306X000 | 0 | 0.04766906 | 0.04766906 | Local | City or Municipal Highway Agency |
| Avalon Circle | 2382232X000 | 0 | 0.23317949 | 0.23317949 | Local | County Highway Agency |
| Aviation Avenue | 2382981X000 | 0 | 1.36891663 | 1.36891663 | Local | City or Municipal Highway Agency |
| Ayrshire Circle | 2361528X000 | 0 | 0.13004712 | 0.13004712 | Local | County Highway Agency |
| Azurite Circle | 2383107X000 | 0 | 0.08094242 | 0.08094242 | Local | County Highway Agency |
| B Shannon Street | 2383280X000 | 0 | 0.19779471 | 0.19779471 | Local | County Highway Agency |
| Back Eddy Circle | 2383163X000 | 0 | 0.05888783 | 0.05888783 | Local | County Highway Agency |
| Badger Road | 2361362X000 | 0 | 0.34560501 | 0.34560501 | Local | County Highway Agency |
| Bailey Avenue | 2382305X000 | 0 | 0.28563442 | 0.28563442 | Local | City or Municipal Highway Agency |
| Bailey Street | 2361717X000 | 0 | 0.6725787 | 0.6725787 | Local | City or Municipal Highway Agency |
| Bailey Street | 2361724X000 | 0 | 0.3588149 | 0.3588149 | Local | City or Municipal Highway Agency |
| Balboa Circle | 2382821X000 | 0 | 0.08427607 | 0.08427607 | Local | County Highway Agency |
| Balboa Drive | 2382820X000 | 0 | 0.28137083 | 0.28137083 | Local | County Highway Agency |
| Bald Eagle Circle | 2382819X000 | 0 | 0.03903009 | 0.03903009 | Local | County Highway Agency |
| Bald Eagle Court | 2382818X000 | 0 | 0.02271782 | 0.02271782 | Local | County Highway Agency |
| Bald Eagle Drive | 2382817X000 | 0 | 0.74795572 | 0.74795572 | Local | County Highway Agency |
| Balsam Circle | 2382304X000 | 0 | 0.25369992 | 0.25369992 | Local | City or Municipal Highway Agency |
| Banbury Court | 2381100X000 | 0 | 0.04423816 | 0.04423816 | Local | County Highway Agency |
| Bank Circle | 2381504X000 | 0 | 0.11132934 | 0.11132934 | Local | County Highway Agency |
| Banner Way | 2382816X000 | 0 | 0.75870101 | 0.75870101 | Local | County Highway Agency |
| Barbara Street | 2383106X000 | 0 | 0.1896967 | 0.1896967 | Local | County Highway Agency |
| Barley Avenue | 2381164X000 | 0 | 0.17935382 | 0.17935382 | Local | County Highway Agency |
| Barn Circle | 2383277X000 | 0 | 0.1027233 | 0.1027233 | Local | County Highway Agency |
| Barn Gable Loop | 2383275X000 | 0 | 0.07719749 | 0.07719749 | Local | County Highway Agency |
| Barneys Court | 2383105X000 | 0 | 0.17243132 | 0.17243132 | Local | County Highway Agency |
| Baron Street | 2383104X000 | 0 | 0.19947862 | 0.19947862 | Local | County Highway Agency |
| Baroness Lane | 2361315X000 | 0 | 0.21059499 | 0.21059499 | Local | County Highway Agency |
| Barra Loop | 2382815X000 | 0 | 0.58065677 | 0.58065677 | Local | County Highway Agency |
| Barrys Resort Drive | 2383103X000 | 0 | 0.35402818 | 0.35402818 | Local | County Highway Agency |
| Bartlett Circle | 2383102X000 | 0 | 0.09772706 | 0.09772706 | Local | County Highway Agency |
| Bartlett Drive | 2382017X000 | 0 | 0.08319762 | 0.08319762 | Local | County Highway Agency |
| Barton Lane | 2382814X000 | 0 | 0.25691533 | 0.25691533 | Local | County Highway Agency |
| Basin Street | 2361414X000 | 0 | 0.13870727 | 0.13870727 | Local | County Highway Agency |

MSB Small Urban Area Roads

| | | | | | | |
|--------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Bassam Circle | 2382013X000 | 0 | 0.16187226 | 0.16187226 | Local | County Highway Agency |
| Bassel Circle | 2381936X000 | 0 | 0.08317588 | 0.08317588 | Local | County Highway Agency |
| Battery Circle | 2361455X000 | 0 | 0.10647048 | 0.10647048 | Local | County Highway Agency |
| Bavaria Avenue | 2381909X000 | 0 | 0.25278682 | 0.25278682 | Local | County Highway Agency |
| Bay Circle | 2381482X000 | 0 | 0.05610372 | 0.05610372 | Local | County Highway Agency |
| Bay View Drive | 2382303X000 | 0 | 0.66530357 | 0.66530357 | Local | City or Municipal Highway Agency |
| Bay View Drive | 2382303X000 | 0.66530357 | 0.85503852 | 0.18973495 | Local | County Highway Agency |
| Baylor Circle | 2383101X000 | 0 | 0.0414141 | 0.0414141 | Local | County Highway Agency |
| Bayridge Circle | 2382302X000 | 0 | 0.19937001 | 0.19937001 | Local | City or Municipal Highway Agency |
| Bayview Drive | 2382458X000 | 0 | 0.28807753 | 0.28807753 | Local | County Highway Agency |
| Baywood Way | 2361335X000 | 0 | 0.16756438 | 0.16756438 | Local | County Highway Agency |
| Beacon Street | 2381003X000 | 0 | 0.32727478 | 0.32727478 | Major Collector | City or Municipal Highway Agency |
| Beak Circle | 2381108X000 | 0 | 0.05560196 | 0.05560196 | Local | County Highway Agency |
| Beanie Street | 2382813X000 | 0 | 0.11596016 | 0.11596016 | Local | County Highway Agency |
| Bear Cub Court | 2383100X000 | 0 | 0.04737484 | 0.04737484 | Local | County Highway Agency |
| Bear Street | 2383099X000 | 0 | 0.63129687 | 0.63129687 | Local | County Highway Agency |
| Bearing Tree Lane | 2382284X000 | 0 | 0.12725412 | 0.12725412 | Local | County Highway Agency |
| Bearpaw Circle | 2382206X000 | 0 | 0.05146581 | 0.05146581 | Local | County Highway Agency |
| Beaver Avenue | 2361728X000 | 0 | 0.25438101 | 0.25438101 | Local | City or Municipal Highway Agency |
| Beaver Avenue | 2361732X000 | 0 | 0.20962839 | 0.20962839 | Local | City or Municipal Highway Agency |
| Beaver Avenue | 2383098X000 | 0 | 0.49087056 | 0.49087056 | Local | County Highway Agency |
| Beaver Avenue East | 2361733X000 | 0 | 0.1016684 | 0.1016684 | Local | City or Municipal Highway Agency |
| Beaver Avenue West | 2361489X000 | 0 | 0.19671881 | 0.19671881 | Local | City or Municipal Highway Agency |
| Beaver Street | 2382301X000 | 0 | 0.01507242 | 0.01507242 | Local | City or Municipal Highway Agency |
| Becca Circle | 2383234X000 | 0 | 0.04869537 | 0.04869537 | Local | City or Municipal Highway Agency |
| Beech Way | 2382300X000 | 0 | 0.2618322 | 0.2618322 | Local | City or Municipal Highway Agency |
| Beech Way | 2382300X000 | 0.2618322 | 0.6691255 | 0.4072933 | Local | County Highway Agency |
| Beechcraft Circle | 2383097X000 | 0 | 0.12048951 | 0.12048951 | Local | County Highway Agency |
| Beechcraft Road | 2383096X000 | 0 | 0.929738 | 0.929738 | Local | County Highway Agency |
| Begich Circle | 2383095X000 | 0 | 0.08329493 | 0.08329493 | Local | County Highway Agency |
| Begich Drive | 2383094X000 | 0 | 0.94564899 | 0.94564899 | Local | County Highway Agency |
| Bel Aire Drive | 2382121X000 | 0 | 0.32615377 | 0.32615377 | Local | County Highway Agency |
| Bell Circle | 2382276X000 | 0 | 0.07142577 | 0.07142577 | Local | County Highway Agency |
| Belmont Avenue | 2361430X000 | 0 | 0.40882499 | 0.40882499 | Local | County Highway Agency |
| Belmont Circle | 2361429X000 | 0 | 0.03787527 | 0.03787527 | Local | County Highway Agency |
| Belos Street | 2383093X000 | 0 | 0.08191947 | 0.08191947 | Local | County Highway Agency |
| Ben Hogan Avenue | 2382416X000 | 0 | 0.06993176 | 0.06993176 | Local | City or Municipal Highway Agency |
| Ben Hogan Avenue | 2382416X000 | 0.06993176 | 0.08732222 | 0.01739046 | Local | County Highway Agency |
| Berlin Rose Street | 2383254X000 | 0 | 0.23281288 | 0.23281288 | Local | County Highway Agency |
| Bertha Lane | 2383146X000 | 0 | 0.07169283 | 0.07169283 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|----------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Bertha Lane | 2383147X000 | 0 | 0.20115011 | 0.20115011 | Local | City or Municipal Highway Agency |
| Best View Street | 2361477X000 | 0 | 0.19567372 | 0.19567372 | Local | County Highway Agency |
| Bette Alexis Circle | 2361384X000 | 0 | 0.18812551 | 0.18812551 | Local | County Highway Agency |
| Bettina Way | 2381035X000 | 0 | 0.50048327 | 0.50048327 | Local | County Highway Agency |
| Bettina Way | 2381035X000 | 0.50048327 | 0.68156315 | 0.18107988 | Minor Collector | County Highway Agency |
| Betts Street | 2383092X000 | 0 | 0.06963983 | 0.06963983 | Local | County Highway Agency |
| Betty J Street | 2381910X000 | 0 | 0.37258067 | 0.37258067 | Local | County Highway Agency |
| Beverly Ann Lane | 2383091X000 | 0 | 0.22006858 | 0.22006858 | Local | County Highway Agency |
| Beverly Hills Circle | 2382104X000 | 0 | 0.04501848 | 0.04501848 | Local | County Highway Agency |
| Beylund Circle | 2361499X000 | 0 | 0.02433351 | 0.02433351 | Local | City or Municipal Highway Agency |
| Beylund Loop | 2361500X000 | 0 | 0.22985858 | 0.22985858 | Local | City or Municipal Highway Agency |
| Bideford Boulevard | 2381109X000 | 0 | 0.82958211 | 0.82958211 | Local | County Highway Agency |
| Bill's Way | 2381531X000 | 0 | 0.02946801 | 0.02946801 | Local | County Highway Agency |
| Billy Jean Drive | 2381110X000 | 0 | 0.08733763 | 0.08733763 | Local | County Highway Agency |
| Biltmore Court | 2383090X000 | 0 | 0.09059416 | 0.09059416 | Local | County Highway Agency |
| Binnacle Drive | 2381406X000 | 0 | 0.49253328 | 0.49253328 | Local | County Highway Agency |
| Binnacle Drive | 2381407X000 | 0 | 0.52212627 | 0.52212627 | Local | County Highway Agency |
| Bipond Circle | 2383089X000 | 0 | 0.08544388 | 0.08544388 | Local | County Highway Agency |
| Birch Acres Drive | 2383088X000 | 0 | 0.18494627 | 0.18494627 | Local | County Highway Agency |
| Birch Avenue | 2361700X000 | 0 | 0.11944238 | 0.11944238 | Local | City or Municipal Highway Agency |
| Birch Avenue | 2361701X000 | 0 | 0.1291703 | 0.1291703 | Local | City or Municipal Highway Agency |
| Birch Cove Drive | 2381911X000 | 0 | 0.61005689 | 0.61005689 | Local | County Highway Agency |
| Birch Drive | 2383087X000 | 0 | 0.85015107 | 0.85015107 | Local | County Highway Agency |
| Birch Forest Circle | 2361333X000 | 0 | 0.09084706 | 0.09084706 | Local | County Highway Agency |
| Birch Forest Drive | 2361334X000 | 0 | 0.30856639 | 0.30856639 | Local | County Highway Agency |
| Birch Harbor Drive | 2381489X000 | 0 | 1.21271982 | 1.21271982 | Local | County Highway Agency |
| Birch Leaf Circle | 2381383X000 | 0 | 0.10247078 | 0.10247078 | Local | County Highway Agency |
| Birch Leaf Way | 2383246X000 | 0 | 0.13167088 | 0.13167088 | Local | County Highway Agency |
| Birch Meadows Road | 2382216X000 | 0 | 0.26629751 | 0.26629751 | Local | County Highway Agency |
| Birch View Drive | 2383086X000 | 0 | 0.45348478 | 0.45348478 | Local | County Highway Agency |
| Birchtree Drive | 2381536X000 | 0 | 0.37931663 | 0.37931663 | Local | County Highway Agency |
| Birchwood Drive | 2383085X000 | 0 | 0.39341918 | 0.39341918 | Local | County Highway Agency |
| Bishop Drive | 2381237X000 | 0 | 0.21246563 | 0.21246563 | Local | County Highway Agency |
| Black Bear Circle | 2382812X000 | 0 | 0.04977196 | 0.04977196 | Local | County Highway Agency |
| Black Bear Drive | 2382811X000 | 0 | 0.34844616 | 0.34844616 | Local | County Highway Agency |
| Blackeyed Susan Lane | 2361424X000 | 0 | 0.11759381 | 0.11759381 | Local | County Highway Agency |
| Blackstone Circle | 2383173X000 | 0 | 0.03609772 | 0.03609772 | Local | County Highway Agency |
| Blackstone Circle | 2383174X000 | 0 | 0.43930431 | 0.43930431 | Local | County Highway Agency |
| Blaine Circle | 2361529X000 | 0 | 0.08349141 | 0.08349141 | Local | City or Municipal Highway Agency |
| Blind Nick Drive | 2382299X000 | 0 | 0.25901295 | 0.25901295 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|---------------------------|-------------|-----------|-------------|------------|-----------------|----------------------------------|
| Blondell Drive | 2381651X000 | 0.1926297 | 0.68352128 | 0.49089158 | Local | County Highway Agency |
| Blue Lupine Drive | 2381018X000 | 0 | 3.64278901 | 3.64278901 | Major Collector | State Highway Agency |
| Blue Ridge Circle | 2383123X000 | 0 | 0.05483153 | 0.05483153 | Local | County Highway Agency |
| Blue Sapphire Court | 2383083X000 | 0 | 0.19872732 | 0.19872732 | Local | County Highway Agency |
| Blueberry Avenue | 2361702X000 | 0 | 0.11723981 | 0.11723981 | Local | City or Municipal Highway Agency |
| Blueberry Avenue | 2361703X000 | 0 | 0.13071453 | 0.13071453 | Local | City or Municipal Highway Agency |
| Blueberry Avenue | 2361704X000 | 0 | 0.1079187 | 0.1079187 | Local | City or Municipal Highway Agency |
| Blueberry Drive | 2383082X000 | 0 | 0.12471179 | 0.12471179 | Local | County Highway Agency |
| Bluff View Drive | 2382168X000 | 0 | 0.25263061 | 0.25263061 | Local | County Highway Agency |
| Bluff Vista Circle | 2381534X000 | 0 | 0.49801998 | 0.49801998 | Local | County Highway Agency |
| Blunck Street | 2361591X000 | 0 | 0.48890069 | 0.48890069 | Local | County Highway Agency |
| Boardwalk Drive | 2383265X000 | 0 | 0.2280709 | 0.2280709 | Local | County Highway Agency |
| Bobby Day Circle | 2383081X000 | 0 | 0.01522329 | 0.01522329 | Local | County Highway Agency |
| Bogard Road | 2381095X000 | 0 | 3.971021 | 3.971021 | Minor Arterial | County Highway Agency |
| Bogard Road | 2381095X000 | 3.971021 | 11.52283812 | 7.55181712 | Minor Arterial | State Highway Agency |
| Bogard Roundabout (49th S | 2361061C001 | 0 | 0.04628701 | 0.04628701 | Major Collector | State Highway Agency |
| Bogard Roundabout (Silver | 2361472C001 | 0 | 0.04180929 | 0.04180929 | Local | County Highway Agency |
| Bogle Bluff Drive | 2381077X000 | 0 | 0.64247146 | 0.64247146 | Minor Collector | County Highway Agency |
| Boitz Circle | 2382298X000 | 0 | 0.10155022 | 0.10155022 | Local | City or Municipal Highway Agency |
| Bold Peak Circle | 2381516X000 | 0 | 0.03274742 | 0.03274742 | Local | County Highway Agency |
| Bonanza Street | 2361684X000 | 0 | 0.24755631 | 0.24755631 | Local | City or Municipal Highway Agency |
| Bonanza Street | 2361686X000 | 0 | 0.17545621 | 0.17545621 | Local | City or Municipal Highway Agency |
| Bonanza Street | 2361726X000 | 0 | 0.40631776 | 0.40631776 | Local | City or Municipal Highway Agency |
| Bonanza Street | 2361727X000 | 0 | 0.08993203 | 0.08993203 | Local | City or Municipal Highway Agency |
| Bonaparte Avenue | 2382108X000 | 0 | 0.33291906 | 0.33291906 | Local | County Highway Agency |
| Bonnie Belle Circle | 2382810X000 | 0 | 0.19803829 | 0.19803829 | Local | County Highway Agency |
| Bonnie Jim Lane | 2382809X000 | 0 | 0.27814698 | 0.27814698 | Local | County Highway Agency |
| Bootleggers Place | 2382016X000 | 0 | 0.17693557 | 0.17693557 | Local | County Highway Agency |
| Borigo Circle | 2382027X000 | 0 | 0.05527842 | 0.05527842 | Local | County Highway Agency |
| Borigo Drive | 2382018X000 | 0 | 0.31111152 | 0.31111152 | Local | County Highway Agency |
| Born Lazy Way | 2382046X000 | 0 | 0.19564968 | 0.19564968 | Local | County Highway Agency |
| Boundary Street | 2383150X000 | 0 | 0.17323276 | 0.17323276 | Local | City or Municipal Highway Agency |
| Boundary Street | 2383151X000 | 0 | 0.14797867 | 0.14797867 | Local | City or Municipal Highway Agency |
| Boyd Meadow Circle | 2383259X000 | 0 | 0.0688116 | 0.0688116 | Local | City or Municipal Highway Agency |
| Bradley Circle | 2382263X000 | 0 | 0.1230472 | 0.1230472 | Local | County Highway Agency |
| Bradley Lake Avenue | 2361741X000 | 0 | 0.38210901 | 0.38210901 | Local | County Highway Agency |
| Bradsong Street | 2381506X000 | 0 | 0.24813083 | 0.24813083 | Local | County Highway Agency |
| Branding Iron Lane | 2383080X000 | 0 | 0.27245399 | 0.27245399 | Local | County Highway Agency |
| Brant Circle | 2382808X000 | 0 | 0.1004361 | 0.1004361 | Local | County Highway Agency |
| Breeze Court | 2383079X000 | 0 | 0.12978322 | 0.12978322 | Local | County Highway Agency |

MSB Small Urban Area Roads

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| Breezewood Road | 2383078X000 | 0 | 0.23653041 | 0.23653041 | Local | County Highway Agency |
| Brenda Avenue | 2381209X000 | 0 | 0.16578142 | 0.16578142 | Local | County Highway Agency |
| Brennas Way | 2382807X000 | 0 | 0.2940684 | 0.2940684 | Local | County Highway Agency |
| Brent Pointe Drive | 2382806X000 | 0 | 0.23854409 | 0.23854409 | Local | County Highway Agency |
| Brianne Lane | 2383077X000 | 0 | 0.43279838 | 0.43279838 | Local | County Highway Agency |
| Briar Drive | 2382297X000 | 0 | 0.41694698 | 0.41694698 | Local | City or Municipal Highway Agency |
| Bridge Stone Drive | 2382613X000 | 0 | 0.18369179 | 0.18369179 | Local | City or Municipal Highway Agency |
| Bridle Path Drive | 2382805X000 | 0 | 0.32050204 | 0.32050204 | Local | County Highway Agency |
| Bright Place | 2382804X000 | 0 | 0.0824339 | 0.0824339 | Local | County Highway Agency |
| Brimstone Drive | 2382019X000 | 0 | 0.38989695 | 0.38989695 | Local | County Highway Agency |
| Brittney Circle | 2361385X000 | 0 | 0.05576246 | 0.05576246 | Local | County Highway Agency |
| Broadview Avenue | 2382612X000 | 0 | 0.34572177 | 0.34572177 | Local | City or Municipal Highway Agency |
| Broadway Drive | 2361453X000 | 0 | 0.47572479 | 0.47572479 | Local | County Highway Agency |
| Brocton Avenue | 2382803X000 | 0 | 0.6238766 | 0.6238766 | Local | County Highway Agency |
| Brome Avenue | 2381087X000 | 0 | 0.1846715 | 0.1846715 | Minor Collector | County Highway Agency |
| Bromley Drive | 2381387X000 | 0 | 0.65113678 | 0.65113678 | Local | County Highway Agency |
| Bronco Circle | 2383175X000 | 0 | 0.1934491 | 0.1934491 | Local | County Highway Agency |
| Bronco Circle | 2383176X000 | 0 | 0.24749759 | 0.24749759 | Local | County Highway Agency |
| Brooks Road | 2361361X000 | 0 | 0.65001179 | 0.65001179 | Local | County Highway Agency |
| Brumage Drive | 2383076X000 | 0 | 0.36340099 | 0.36340099 | Local | County Highway Agency |
| Bruns Drive | 2381545X000 | 0 | 0.49973409 | 0.49973409 | Local | County Highway Agency |
| Buckboard Road | 2383075X000 | 0 | 0.14271492 | 0.14271492 | Local | County Highway Agency |
| Buckeye Lane | 2382802X000 | 0 | 0.11293185 | 0.11293185 | Local | County Highway Agency |
| Buckner Place | 2382051X000 | 0 | 0.14290432 | 0.14290432 | Local | County Highway Agency |
| Buford Place | 2382611X000 | 0 | 0.18579251 | 0.18579251 | Local | City or Municipal Highway Agency |
| Bull Moose Drive | 2382801X000 | 0 | 1.04218813 | 1.04218813 | Local | County Highway Agency |
| Bull Run Road | 2382047X000 | 0 | 0.19760184 | 0.19760184 | Local | County Highway Agency |
| Bunker Hill Street | 2383074X000 | 0 | 0.37111995 | 0.37111995 | Local | County Highway Agency |
| Bunny Drive | 2381228X000 | 0 | 0.16995429 | 0.16995429 | Local | County Highway Agency |
| Bunting Street | 2381977X000 | 0 | 0.30738293 | 0.30738293 | Local | County Highway Agency |
| Burlwood Circle | 2383161X000 | 0 | 0.12302477 | 0.12302477 | Local | County Highway Agency |
| Burlwood Court | 2383162X000 | 0 | 0.18439058 | 0.18439058 | Local | County Highway Agency |
| Burlwood Drive | 2382800X000 | 0 | 0.69496648 | 0.69496648 | Local | County Highway Agency |
| Burlwood Lane | 2383073X000 | 0 | 0.18715269 | 0.18715269 | Local | County Highway Agency |
| Byron Nelson Drive | 2382610X000 | 0 | 0.14762977 | 0.14762977 | Local | City or Municipal Highway Agency |
| Cabbage Patch Avenue | 2361530X000 | 0 | 0.04816118 | 0.04816118 | Local | County Highway Agency |
| Cache Drive | 2382609X000 | 0 | 0.632912 | 0.632912 | Local | City or Municipal Highway Agency |
| Cade Circle | 2382129X000 | 0 | 0.07673233 | 0.07673233 | Local | County Highway Agency |
| Cadwallder Circle | 2383072X000 | 0 | 0.10072492 | 0.10072492 | Local | County Highway Agency |
| Calder Road | 2383071X000 | 0 | 0.52614647 | 0.52614647 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Caleb Circle | 2382291X000 | 0 | 0.4073888 | 0.4073888 | Local | County Highway Agency |
| Caleb Circle | 2382291X000 | 0.4073888 | 0.408546 | 0.0011572 | Local | City or Municipal Highway Agency |
| Calero Drive | 2361440X000 | 0 | 0.49515006 | 0.49515006 | Local | County Highway Agency |
| Calico Drive | 2381683X000 | 0 | 0.67742551 | 0.67742551 | Local | County Highway Agency |
| Calista Drive | 2381937X000 | 0 | 0.5418127 | 0.5418127 | Local | County Highway Agency |
| Cambay Court | 2382799X000 | 0 | 0.13208042 | 0.13208042 | Local | County Highway Agency |
| Cambric Circle | 2382798X000 | 0 | 0.03127191 | 0.03127191 | Local | County Highway Agency |
| Cambridge Drive | 2381912X000 | 0 | 0.61523781 | 0.61523781 | Local | County Highway Agency |
| Camille Rose Court | 2361531X000 | 0 | 0.03196704 | 0.03196704 | Local | City or Municipal Highway Agency |
| Camino Cielo Road | 2382797X000 | 0 | 0.13549902 | 0.13549902 | Local | County Highway Agency |
| Campbell Drive Court | 2361482X000 | 0 | 0.0594946 | 0.0594946 | Local | City or Municipal Highway Agency |
| Campbell Road | 2361046X000 | 0 | 0.50207305 | 0.50207305 | Local | County Highway Agency |
| Campbell Street | 2381208X000 | 0 | 0.0849986 | 0.0849986 | Local | County Highway Agency |
| Candywine Road | 2382269X000 | 0 | 0.35019812 | 0.35019812 | Local | County Highway Agency |
| Canoe Lake Access Road | 2361652X000 | 0 | 0.07385688 | 0.07385688 | Local | County Highway Agency |
| Canter Circle | 2382181X000 | 0 | 0.42392584 | 0.42392584 | Local | County Highway Agency |
| Canter Place | 2382191X000 | 0 | 0.19010358 | 0.19010358 | Local | County Highway Agency |
| Canterbury Drive | 2382796X000 | 0 | 0.4319563 | 0.4319563 | Local | County Highway Agency |
| Cape Birch Drive | 2381490X000 | 0 | 0.30663828 | 0.30663828 | Local | County Highway Agency |
| Captain Cook Circle | 2382177X000 | 0 | 0.05485452 | 0.05485452 | Local | County Highway Agency |
| Captains Circle | 2381491X000 | 0 | 0.18925031 | 0.18925031 | Local | County Highway Agency |
| Caravelle Circle | 2383070X000 | 0 | 0.0940839 | 0.0940839 | Local | County Highway Agency |
| Cardiff Lane | 2382080X000 | 0 | 1.07435322 | 1.07435322 | Local | County Highway Agency |
| Carefree Drive | 2381207X000 | 0 | 0.49422018 | 0.49422018 | Local | County Highway Agency |
| Caribou Avenue | 2361734X000 | 0 | 0.12214105 | 0.12214105 | Local | City or Municipal Highway Agency |
| Caribou Avenue | 2361735X000 | 0 | 0.17532318 | 0.17532318 | Local | City or Municipal Highway Agency |
| Caribou Avenue | 2361739X000 | 0 | 0.16281674 | 0.16281674 | Local | City or Municipal Highway Agency |
| Caribou Circle | 2361323X000 | 0 | 0.09033418 | 0.09033418 | Local | County Highway Agency |
| Caribou Circle | 2382795X000 | 0 | 0.05617853 | 0.05617853 | Local | County Highway Agency |
| Caribou Loop | 2382414X000 | 0 | 0.57337177 | 0.57337177 | Local | County Highway Agency |
| Caribou Street | 2383069X000 | 0 | 0.59940077 | 0.59940077 | Local | County Highway Agency |
| Carillon Drive | 2381993X000 | 0 | 0.4835426 | 0.4835426 | Local | County Highway Agency |
| Carillon Drive | 2381993X000 | 0.5383999 | 0.55227862 | 0.01387872 | Local | County Highway Agency |
| Carl Drive | 2382187X000 | 0 | 0.20767549 | 0.20767549 | Local | County Highway Agency |
| Carlow Avenue | 2361386X000 | 0 | 0.03247787 | 0.03247787 | Local | County Highway Agency |
| Carlsbad Place | 2382377X000 | 0 | 0.22425575 | 0.22425575 | Local | County Highway Agency |
| Carmel Road | 2381055X000 | 0.77024942 | 2.5953895 | 1.82514008 | Major Collector | County Highway Agency |
| Caroline's Circle | 2381889X000 | 0 | 0.1353922 | 0.1353922 | Local | County Highway Agency |
| Carpenter Circle | 2382608X000 | 0 | 0.25310825 | 0.25310825 | Local | City or Municipal Highway Agency |
| Carr Street | 2382264X000 | 0 | 0.49973241 | 0.49973241 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|--------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Carr-Smith Street | 2382266X000 | 0 | 0.24772278 | 0.24772278 | Local | County Highway Agency |
| Caryshea Street | 2381400X000 | 0 | 0.27315197 | 0.27315197 | Local | County Highway Agency |
| Caryshea Street | 2381401X000 | 0 | 0.23069227 | 0.23069227 | Local | County Highway Agency |
| Cascade Court | 2361545X000 | 0 | 0.10397133 | 0.10397133 | Local | City or Municipal Highway Agency |
| Cascade Lane | 2361532X000 | 0 | 0.05486148 | 0.05486148 | Local | City or Municipal Highway Agency |
| Caski Circle | 2382014X000 | 0 | 0.04586715 | 0.04586715 | Local | County Highway Agency |
| Caskill Circle | 2382124X000 | 0 | 0.07964283 | 0.07964283 | Local | County Highway Agency |
| Catalina Drive | 2382794X000 | 0 | 0.46298167 | 0.46298167 | Local | County Highway Agency |
| Cataract Street | 2382243X000 | 0 | 0.49690741 | 0.49690741 | Local | County Highway Agency |
| Catrina Circle | 2382793X000 | 0 | 0.05083568 | 0.05083568 | Local | County Highway Agency |
| Cattail Lane | 2381488X000 | 0 | 0.07349997 | 0.07349997 | Local | County Highway Agency |
| Caulkins Street | 2361364X000 | 0 | 0.29536999 | 0.29536999 | Local | County Highway Agency |
| Cedar Avenue | 2361667X000 | 0 | 0.11924013 | 0.11924013 | Local | City or Municipal Highway Agency |
| Cedar Avenue East | 2361694X000 | 0 | 0.04614428 | 0.04614428 | Local | City or Municipal Highway Agency |
| Cedar Avenue West | 2361693X000 | 0 | 0.1197983 | 0.1197983 | Local | City or Municipal Highway Agency |
| Cedar Hills Drive | 2361504X000 | 0 | 0.208797 | 0.208797 | Local | City or Municipal Highway Agency |
| Cedarwood Circle | 2383068X000 | 0 | 0.05208352 | 0.05208352 | Local | County Highway Agency |
| Cedarwood Drive | 2383067X000 | 0 | 0.31265917 | 0.31265917 | Local | County Highway Agency |
| Centaur Avenue | 2382607X000 | 0 | 0.31701336 | 0.31701336 | Local | City or Municipal Highway Agency |
| Centime Way | 2382606X000 | 0 | 0.08651189 | 0.08651189 | Local | City or Municipal Highway Agency |
| Central Park Way | 2361462X000 | 0 | 0.27688411 | 0.27688411 | Local | County Highway Agency |
| Centurian Place | 2382605X000 | 0 | 0.00284755 | 0.00284755 | Local | County Highway Agency |
| Centurian Place | 2382605X000 | 0.00284755 | 0.35389583 | 0.35104828 | Local | City or Municipal Highway Agency |
| Century Circle | 2382604X000 | 0 | 0.24771526 | 0.24771526 | Local | City or Municipal Highway Agency |
| Century Drive | 2382603X000 | 0 | 0.38452377 | 0.38452377 | Local | City or Municipal Highway Agency |
| Chalet Drive | 2361492X000 | 0 | 0.18502991 | 0.18502991 | Local | County Highway Agency |
| Challenge Circle | 2382602X000 | 0 | 0.06968314 | 0.06968314 | Local | City or Municipal Highway Agency |
| Chancelor Avenue | 2381913X000 | 0 | 0.16046939 | 0.16046939 | Local | County Highway Agency |
| Chandelle Court | 2383066X000 | 0 | 0.16269862 | 0.16269862 | Local | County Highway Agency |
| Chanlyut Circle | 2361387X000 | 0 | 0.14070871 | 0.14070871 | Local | County Highway Agency |
| Chapman Drive | 2382270X000 | 0 | 0.17055006 | 0.17055006 | Local | County Highway Agency |
| Charley Drive | 2381088X000 | 0 | 1.62965433 | 1.62965433 | Minor Collector | County Highway Agency |
| Charley Drive | 2381088X000 | 1.62965433 | 2.11941688 | 0.48976255 | Local | County Highway Agency |
| Charlotte's Circle | 2382792X000 | 0 | 0.09873075 | 0.09873075 | Local | County Highway Agency |
| Charwood Lane | 2383065X000 | 0 | 0.11763301 | 0.11763301 | Local | County Highway Agency |
| Chateau Circle | 2382125X000 | 0 | 0.04301357 | 0.04301357 | Local | County Highway Agency |
| Chattaroy Circle | 2382601X000 | 0 | 0.07165307 | 0.07165307 | Local | City or Municipal Highway Agency |
| Check Street | 2382600X000 | 0 | 0.2619322 | 0.2619322 | Local | City or Municipal Highway Agency |
| Cherry Circle | 2383064X000 | 0 | 0.1956027 | 0.1956027 | Local | County Highway Agency |
| Cherry Drive | 2383063X000 | 0 | 0.1940353 | 0.1940353 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|----------------------|-------------|-----------|------------|------------|-----------------|----------------------------------|
| Chesapeake Avenue | 2382791X000 | 0 | 0.09726768 | 0.09726768 | Local | County Highway Agency |
| Chestnut Lane | 2382188X000 | 0 | 0.34101619 | 0.34101619 | Local | County Highway Agency |
| Chickadee Drive | 2383062X000 | 0 | 0.17376459 | 0.17376459 | Local | County Highway Agency |
| Chickaloon Road | 2382790X000 | 0 | 0.29076563 | 0.29076563 | Local | County Highway Agency |
| Chickaloon Way | 2382789X000 | 0 | 0.34224452 | 0.34224452 | Local | County Highway Agency |
| Chilligan Drive | 2382599X000 | 0 | 0.2803626 | 0.2803626 | Local | City or Municipal Highway Agency |
| Chinook Avenue | 2383061X000 | 0 | 0.25283063 | 0.25283063 | Local | County Highway Agency |
| Chiquita Cielo Drive | 2382788X000 | 0 | 0.06933275 | 0.06933275 | Local | County Highway Agency |
| Chris Craft Circle | 2381485X000 | 0 | 0.07040741 | 0.07040741 | Local | County Highway Agency |
| Christiansen Lane | 2361514X000 | 0 | 0.14880311 | 0.14880311 | Local | County Highway Agency |
| Christina Court | 2382081X000 | 0 | 0.44786511 | 0.44786511 | Local | County Highway Agency |
| Chrysan Circle | 2381620X000 | 0 | 0.15008934 | 0.15008934 | Local | County Highway Agency |
| Chugach Street | 2361721X000 | 0 | 0.146392 | 0.146392 | Local | City or Municipal Highway Agency |
| Chugach Street | 2361729X000 | 0 | 0.26511623 | 0.26511623 | Local | City or Municipal Highway Agency |
| Chugach Street | 2361738X000 | 0 | 0.09449767 | 0.09449767 | Local | City or Municipal Highway Agency |
| Chugach View Drive | 2381370X000 | 0 | 0.29773237 | 0.29773237 | Local | County Highway Agency |
| Church Ridge Drive | 2382378X000 | 0 | 0.50039622 | 0.50039622 | Local | County Highway Agency |
| Church Road | 2381013X000 | 0 | 2.4352019 | 2.4352019 | Major Collector | State Highway Agency |
| Church Street | 2381050X000 | 0 | 0.19385659 | 0.19385659 | Local | County Highway Agency |
| Church Street | 2382380X000 | 0 | 0.02947261 | 0.02947261 | Local | County Highway Agency |
| Cielo Court | 2381384X000 | 0 | 0.1336331 | 0.1336331 | Local | County Highway Agency |
| Cienna Avenue | 2361586X000 | 0 | 0.42797922 | 0.42797922 | Local | County Highway Agency |
| Cimarron Circle | 2361805X000 | 0 | 0.10439498 | 0.10439498 | Local | County Highway Agency |
| Cindy Circle | 2382598X000 | 0 | 0.10653982 | 0.10653982 | Local | City or Municipal Highway Agency |
| Circle Drive | 2382787X000 | 0 | 0.0316013 | 0.0316013 | Local | County Highway Agency |
| Citation Circle | 2361423X000 | 0 | 0.16744396 | 0.16744396 | Local | County Highway Agency |
| Citrine Drive | 2383060X000 | 0 | 0.19609514 | 0.19609514 | Local | County Highway Agency |
| City Circle | 2361533X000 | 0 | 0.07701338 | 0.07701338 | Local | City or Municipal Highway Agency |
| Claiborne Drive | 2382141X000 | 0 | 0.30820357 | 0.30820357 | Local | County Highway Agency |
| Clapp Street | 2383260X000 | 0 | 0.9254664 | 0.9254664 | Local | County Highway Agency |
| Clapp Street | 2383260X000 | 0.9254664 | 1.8466974 | 0.921231 | Local | City or Municipal Highway Agency |
| Clapp Street | 2383260X000 | 1.8466974 | 2.56450132 | 0.71780392 | Minor Collector | City or Municipal Highway Agency |
| Claridge Court | 2383059X000 | 0 | 0.06029418 | 0.06029418 | Local | County Highway Agency |
| Clarion Avenue | 2382138X000 | 0 | 0.30735043 | 0.30735043 | Local | County Highway Agency |
| Clayton Street | 2382139X000 | 0 | 0.30751429 | 0.30751429 | Local | County Highway Agency |
| Clinton Circle | 2382597X000 | 0 | 0.04652437 | 0.04652437 | Local | City or Municipal Highway Agency |
| Clydesdale Drive | 2382169X000 | 0 | 0.85420334 | 0.85420334 | Local | County Highway Agency |
| Cobb Street | 2361716X000 | 0 | 0.69148711 | 0.69148711 | Local | City or Municipal Highway Agency |
| Cody Drive | 2361442X000 | 0 | 0.11311783 | 0.11311783 | Local | County Highway Agency |
| Coggin Drive | 2383186X000 | 0 | 0.26936789 | 0.26936789 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|------------------------|-------------|-----------|------------|------------|-----------------|----------------------------------|
| Coggin Drive | 2383187X000 | 0 | 0.18364568 | 0.18364568 | Local | County Highway Agency |
| Coghlan Circle | 2381624X000 | 0 | 0.2973465 | 0.2973465 | Local | County Highway Agency |
| Coho Circle | 2361388X000 | 0 | 0.07734463 | 0.07734463 | Local | County Highway Agency |
| Coleen Ann Street | 2382283X000 | 0 | 0.06268452 | 0.06268452 | Local | County Highway Agency |
| Coleman Drive | 2382209X000 | 0 | 0.3925799 | 0.3925799 | Local | County Highway Agency |
| Colleen Street | 2361551X000 | 0 | 0.52805041 | 0.52805041 | Local | County Highway Agency |
| Colonial Court | 2383058X000 | 0 | 0.06814407 | 0.06814407 | Local | County Highway Agency |
| Colonial Drive | 2383057X000 | 0 | 0.66002131 | 0.66002131 | Local | County Highway Agency |
| Colony Drive | 2381914X000 | 0 | 0.26668488 | 0.26668488 | Local | County Highway Agency |
| Colony Way | 2361722X000 | 0 | 0.33760599 | 0.33760599 | Local | City or Municipal Highway Agency |
| Colt Circle | 2382786X000 | 0 | 0.07790877 | 0.07790877 | Local | County Highway Agency |
| Columbus Way | 2383056X000 | 0 | 0.21981948 | 0.21981948 | Local | County Highway Agency |
| Comanche Trail | 2361420X000 | 0 | 0.1392744 | 0.1392744 | Local | County Highway Agency |
| Commadore Lane | 2381915X000 | 0 | 0.636528 | 0.636528 | Local | County Highway Agency |
| Commercial Drive | 2361057X000 | 0 | 0.47048931 | 0.47048931 | Minor Collector | City or Municipal Highway Agency |
| Commercial Drive | 2382596X000 | 0 | 0.1492467 | 0.1492467 | Local | City or Municipal Highway Agency |
| Compass Drive | 2381479X000 | 0 | 0.06295693 | 0.06295693 | Local | County Highway Agency |
| Concord Court | 2383055X000 | 0 | 0.05931396 | 0.05931396 | Local | County Highway Agency |
| Conestoga Loop | 2361803X000 | 0 | 0.42023701 | 0.42023701 | Local | County Highway Agency |
| Connect Court | 2381148X000 | 0 | 0.10986751 | 0.10986751 | Local | County Highway Agency |
| Connect Court | 2383179X000 | 0 | 0.06908588 | 0.06908588 | Local | County Highway Agency |
| Conner Court | 2382078X000 | 0 | 0.41027229 | 0.41027229 | Local | County Highway Agency |
| Connie Lane | 2381385X000 | 0 | 0.22373224 | 0.22373224 | Local | County Highway Agency |
| Conquest Circle | 2381697X000 | 0 | 0.08590096 | 0.08590096 | Local | County Highway Agency |
| Cook Inlet Circle | 2381396X000 | 0 | 0.13660276 | 0.13660276 | Local | County Highway Agency |
| Cooper Loop | 2361571X000 | 0 | 0.08149619 | 0.08149619 | Local | City or Municipal Highway Agency |
| Cope Industrial Way | 2361064X000 | 0 | 0.93292289 | 0.93292289 | Minor Collector | City or Municipal Highway Agency |
| Copper Creek Road | 2382785X000 | 0 | 0.51577109 | 0.51577109 | Local | County Highway Agency |
| Corkey Street | 2382595X000 | 0 | 0.11419199 | 0.11419199 | Local | City or Municipal Highway Agency |
| Corral Circle | 2383272X000 | 0 | 0.03857922 | 0.03857922 | Local | County Highway Agency |
| Cotswald Circle | 2383054X000 | 0 | 0.01792986 | 0.01792986 | Local | County Highway Agency |
| Cotten Drive | 2381410X000 | 0 | 0.2988725 | 0.2988725 | Local | City or Municipal Highway Agency |
| Cotten Drive | 2381410X000 | 0.2988725 | 0.85830401 | 0.55943151 | Local | County Highway Agency |
| Cottle Loop | 2382389X000 | 0 | 0.6278008 | 0.6278008 | Local | County Highway Agency |
| Cotton Creek Circle | 2382212X000 | 0 | 0.08492106 | 0.08492106 | Local | County Highway Agency |
| Cottonwood Avenue | 2361697X000 | 0 | 0.11990891 | 0.11990891 | Local | City or Municipal Highway Agency |
| Cottonwood Avenue | 2361698X000 | 0 | 0.06904878 | 0.06904878 | Local | City or Municipal Highway Agency |
| Cottonwood Avenue | 2361699X000 | 0 | 0.29974822 | 0.29974822 | Local | City or Municipal Highway Agency |
| Cottonwood Circle | 2361696X000 | 0 | 0.04223922 | 0.04223922 | Local | City or Municipal Highway Agency |
| Cottonwood Creek Drive | 2381492X000 | 0 | 0.49239677 | 0.49239677 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-----------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Cottonwood Drive | 2382093X000 | 0 | 0.15930755 | 0.15930755 | Local | County Highway Agency |
| Cottonwood Loop | 2383053X000 | 0 | 1.91691938 | 1.91691938 | Local | County Highway Agency |
| Cottonwood Way | 2383052X000 | 0 | 0.57232253 | 0.57232253 | Local | County Highway Agency |
| Cottrell-Campus Drive | 2361316X000 | 0 | 1.04142701 | 1.04142701 | Local | County Highway Agency |
| Country Circle | 2383051X000 | 0 | 0.10053888 | 0.10053888 | Local | County Highway Agency |
| Country Drive | 2381916X000 | 0 | 0.34297189 | 0.34297189 | Local | County Highway Agency |
| Country Fair Drive | 2383050X000 | 0 | 0.45402152 | 0.45402152 | Local | County Highway Agency |
| Country Field Circle | 2383049X000 | 0 | 0.44777159 | 0.44777159 | Local | County Highway Agency |
| Country Lane | 2383048X000 | 0 | 0.2069826 | 0.2069826 | Local | County Highway Agency |
| Country Ridge Drive | 2382784X000 | 0 | 0.14913672 | 0.14913672 | Local | County Highway Agency |
| Countrywood Drive | 2381684X000 | 0 | 0.93485722 | 0.93485722 | Local | County Highway Agency |
| Courtland Circle | 2382594X000 | 0 | 0.09557724 | 0.09557724 | Local | City or Municipal Highway Agency |
| Coville Circle | 2361503X000 | 0 | 0.08208997 | 0.08208997 | Local | City or Municipal Highway Agency |
| Coville Lane | 2361505X000 | 0 | 0.22910908 | 0.22910908 | Local | City or Municipal Highway Agency |
| Cox Court | 2383047X000 | 0 | 0.02591403 | 0.02591403 | Local | County Highway Agency |
| Coyne Circle | 2382190X000 | 0 | 0.08842192 | 0.08842192 | Local | County Highway Agency |
| Coyote Circle | 2382783X000 | 0 | 0.06900895 | 0.06900895 | Local | County Highway Agency |
| Craig Stadler Loop | 2382593X000 | 0 | 0.33006231 | 0.33006231 | Local | City or Municipal Highway Agency |
| Cranberry Court | 2383046X000 | 0 | 0.0632304 | 0.0632304 | Local | County Highway Agency |
| Crane Road | 2381044X000 | 0 | 0.05514942 | 0.05514942 | Local | County Highway Agency |
| Crane Road | 2381044X000 | 0.05514942 | 0.63434432 | 0.5791949 | Minor Collector | County Highway Agency |
| Creeksedge Drive | 2381690X000 | 0 | 0.05877014 | 0.05877014 | Local | County Highway Agency |
| Creekshore Circle | 2381686X000 | 0 | 0.16196254 | 0.16196254 | Local | County Highway Agency |
| Creekside Drive | 2381084X000 | 0 | 0.090769 | 0.090769 | Local | County Highway Agency |
| Creekside Drive | 2382983X000 | 0 | 0.43688326 | 0.43688326 | Local | City or Municipal Highway Agency |
| Creekside Drive | 2381084X000 | 0.090769 | 0.37278721 | 0.28201821 | Minor Collector | County Highway Agency |
| Creekside Lane | 2382592X000 | 0 | 0.09637974 | 0.09637974 | Local | City or Municipal Highway Agency |
| Creekview Drive | 2383045X000 | 0 | 0.08094174 | 0.08094174 | Local | County Highway Agency |
| Creste Foris Street | 2382397X000 | 0 | 0.13071788 | 0.13071788 | Local | City or Municipal Highway Agency |
| Crestview Avenue | 2382109X000 | 0 | 0.35252838 | 0.35252838 | Local | County Highway Agency |
| Crestwood Avenue | 2382591X000 | 0 | 0.67363062 | 0.67363062 | Local | City or Municipal Highway Agency |
| Crimsonview Road | 2361036X000 | 0 | 0.40166327 | 0.40166327 | Local | County Highway Agency |
| Crimsonview Court | 2361585X000 | 0 | 0.04579979 | 0.04579979 | Local | County Highway Agency |
| Crosswind Court | 2383165X000 | 0 | 0.12865382 | 0.12865382 | Local | City or Municipal Highway Agency |
| Crowberry Drive | 2383044X000 | 0 | 0.30597093 | 0.30597093 | Local | County Highway Agency |
| Crowther Road | 2361044X000 | 0 | 0.54626755 | 0.54626755 | Local | County Highway Agency |
| Cruiser Drive | 2381393X000 | 0 | 0.35619235 | 0.35619235 | Local | County Highway Agency |
| Crusey Street | 2381059X000 | 0 | 0.44788201 | 0.44788201 | Minor Arterial | City or Municipal Highway Agency |
| Crusey Street | 2381059X000 | 0.44788201 | 0.52631542 | 0.07843341 | Local | City or Municipal Highway Agency |
| Cub Circle | 2381530X000 | 0 | 0.18366103 | 0.18366103 | Local | County Highway Agency |

MSB Small Urban Area Roads

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| Cullison Circle | 2361572X000 | 0 | 0.0886755 | 0.0886755 | Local | County Highway Agency |
| Cumberland Circle | 2383043X000 | 0 | 0.10626163 | 0.10626163 | Local | County Highway Agency |
| Curricabark Road | 2361707X000 | 0 | 0.13824945 | 0.13824945 | Local | County Highway Agency |
| Curtis Drive | 2381113X000 | 0 | 0.25687941 | 0.25687941 | Local | County Highway Agency |
| D Street | 2361389X000 | 0 | 0.17451993 | 0.17451993 | Local | County Highway Agency |
| Dahlia Avenue | 2361688X000 | 0 | 0.11897896 | 0.11897896 | Local | City or Municipal Highway Agency |
| Daisy Circle | 2382094X000 | 0 | 0.07063483 | 0.07063483 | Local | County Highway Agency |
| Daisy Petal Circle | 2382782X000 | 0 | 0.15303675 | 0.15303675 | Local | County Highway Agency |
| Dallas Circle | 2361390X000 | 0 | 0.05417039 | 0.05417039 | Local | County Highway Agency |
| Dan Street | 2381371X000 | 0 | 0.27313358 | 0.27313358 | Local | County Highway Agency |
| Dandy Circle | 2382099X000 | 0 | 0.19579682 | 0.19579682 | Local | County Highway Agency |
| Dane Court | 2382145X000 | 0 | 0.18939807 | 0.18939807 | Local | County Highway Agency |
| Dania Lane | 2383122X000 | 0 | 0.14407547 | 0.14407547 | Local | County Highway Agency |
| Danielle Street | 2382211X000 | 0 | 0.39856071 | 0.39856071 | Local | County Highway Agency |
| Danna Avenue | 2382383X000 | 0 | 0.25638256 | 0.25638256 | Local | City or Municipal Highway Agency |
| Danny's Avenue | 2382590X000 | 0 | 0.24594982 | 0.24594982 | Local | City or Municipal Highway Agency |
| Daron Drive | 2361406X000 | 0 | 0.25550811 | 0.25550811 | Local | City or Municipal Highway Agency |
| Darrington Village Avenue | 2383042X000 | 0 | 0.14919345 | 0.14919345 | Local | County Highway Agency |
| Darrington Village Circle | 2383041X000 | 0 | 0.09989185 | 0.09989185 | Local | County Highway Agency |
| Dartmoor Street | 2382781X000 | 0 | 0.43502506 | 0.43502506 | Local | County Highway Agency |
| David Circle | 2383157X000 | 0 | 0.1218172 | 0.1218172 | Local | County Highway Agency |
| David H Circle | 2383040X000 | 0 | 0.02265233 | 0.02265233 | Local | County Highway Agency |
| Davis Road | 2381076X000 | 0 | 1.4474251 | 1.4474251 | Local | State Highway Agency |
| Dawson Circle | 2383039X000 | 0 | 0.05937902 | 0.05937902 | Local | County Highway Agency |
| Day Road | 2381625X000 | 0 | 0.49443007 | 0.49443007 | Local | County Highway Agency |
| Daysha Circle | 2383167X000 | 0 | 0.03321618 | 0.03321618 | Local | County Highway Agency |
| Deanie Drive | 2382192X000 | 0 | 0.10037509 | 0.10037509 | Local | County Highway Agency |
| Dearborn Drive | 2381150X000 | 0 | 0.24140071 | 0.24140071 | Local | County Highway Agency |
| Debra Circle | 2382780X000 | 0 | 0.12035095 | 0.12035095 | Local | County Highway Agency |
| Deland Street | 2361664X000 | 0 | 0.25005838 | 0.25005838 | Local | County Highway Agency |
| Dellwood Street | 2382589X000 | 0 | 0.45375358 | 0.45375358 | Local | City or Municipal Highway Agency |
| Delta Street | 2383038X000 | 0 | 0.08697419 | 0.08697419 | Local | County Highway Agency |
| Demaree Circle | 2382182X000 | 0 | 0.20937841 | 0.20937841 | Local | County Highway Agency |
| Denali Street | 2361672X000 | 0 | 0.1074172 | 0.1074172 | Local | City or Municipal Highway Agency |
| Denali Street | 2361675X000 | 0 | 0.07041008 | 0.07041008 | Local | City or Municipal Highway Agency |
| Denali Street | 2361679X000 | 0 | 0.4551334 | 0.4551334 | Local | City or Municipal Highway Agency |
| Denali Street | 2382588X000 | 0 | 0.15823271 | 0.15823271 | Local | City or Municipal Highway Agency |
| Denali Street North | 2361736X000 | 0 | 0.09709904 | 0.09709904 | Local | City or Municipal Highway Agency |
| Denali Street North | 2361737X000 | 0 | 0.12169423 | 0.12169423 | Local | City or Municipal Highway Agency |
| Denelle Street | 2383192X000 | 0 | 0.50402086 | 0.50402086 | Local | County Highway Agency |

MSB Small Urban Area Roads

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| Denelle Street | 2383193X000 | 0 | 0.26608109 | 0.26608109 | Local | County Highway Agency |
| Departure Court | 2383037X000 | 0 | 0.18221342 | 0.18221342 | Local | County Highway Agency |
| Depriest Avenue | 2361661X000 | 0 | 0.49674809 | 0.49674809 | Local | County Highway Agency |
| Deshka Ridge Drive | 2361391X000 | 0 | 0.39889898 | 0.39889898 | Local | County Highway Agency |
| Desiree Circle | 2382120X000 | 0 | 0.23159804 | 0.23159804 | Local | County Highway Agency |
| Deskas Street | 2382587X000 | 0 | 0.14087679 | 0.14087679 | Local | City or Municipal Highway Agency |
| Destin Drive | 2383036X000 | 0 | 0.3268635 | 0.3268635 | Local | County Highway Agency |
| Destiny Circle | 2382779X000 | 0 | 0.0488317 | 0.0488317 | Local | County Highway Agency |
| Dewan Court | 2383035X000 | 0 | 0.10756682 | 0.10756682 | Local | County Highway Agency |
| Dewberry Drive | 2381599X000 | 0 | 0.2625084 | 0.2625084 | Local | County Highway Agency |
| Dewlap Circle | 2382054X000 | 0 | 0.07489345 | 0.07489345 | Local | County Highway Agency |
| Diamond Wood Way | 2382343X000 | 0 | 0.42453621 | 0.42453621 | Local | County Highway Agency |
| Didrickson Circle | 2361705X000 | 0 | 0.25237392 | 0.25237392 | Local | County Highway Agency |
| Dimond Street | 2361689X000 | 0 | 0.22553838 | 0.22553838 | Local | City or Municipal Highway Agency |
| Dimond Way | 2383034X000 | 0 | 0.8653294 | 0.8653294 | Local | County Highway Agency |
| Diomedea Street | 2361673X000 | 0 | 0.14130634 | 0.14130634 | Local | City or Municipal Highway Agency |
| Discovery Bay Drive | 2382198X000 | 0 | 0.19438743 | 0.19438743 | Local | County Highway Agency |
| Discovery Loop | 2382778X000 | 0 | 1.0889991 | 1.0889991 | Local | County Highway Agency |
| Dogwood Avenue | 2361691X000 | 0 | 0.22203839 | 0.22203839 | Local | City or Municipal Highway Agency |
| Dogwood Avenue | 2361695X000 | 0 | 0.0664074 | 0.0664074 | Local | City or Municipal Highway Agency |
| Dogwood Court | 2383033X000 | 0 | 0.11219304 | 0.11219304 | Local | County Highway Agency |
| Dolly Varden Drive | 2383140X000 | 0 | 0.3022222 | 0.3022222 | Local | County Highway Agency |
| Dolly Varden Drive | 2383141X000 | 0 | 0.08373107 | 0.08373107 | Local | County Highway Agency |
| Dolphin Avenue | 2361535X000 | 0 | 0.3253043 | 0.3253043 | Local | City or Municipal Highway Agency |
| Dolphin Avenue | 2361537X000 | 0 | 0.14307227 | 0.14307227 | Local | City or Municipal Highway Agency |
| Donna Circle | 2381372X000 | 0 | 0.11631503 | 0.11631503 | Local | County Highway Agency |
| Donna Marie Lane | 2381938X000 | 0 | 0.62587237 | 0.62587237 | Local | County Highway Agency |
| Donna Marie Lane Spur | 2381939X000 | 0 | 0.0232005 | 0.0232005 | Local | County Highway Agency |
| Donna's Way | 2381408X000 | 0 | 0.00027038 | 0.00027038 | Local | City or Municipal Highway Agency |
| Donna's Way | 2381408X000 | 0.00027038 | 0.25769055 | 0.25742017 | Local | County Highway Agency |
| Donovan Court | 2382226X000 | 0 | 0.04256811 | 0.04256811 | Local | County Highway Agency |
| Donovan Drive | 2381901X000 | 0 | 0.8892061 | 0.8892061 | Local | County Highway Agency |
| Donovan Way | 2382271X000 | 0 | 0.1278689 | 0.1278689 | Local | County Highway Agency |
| Dora Circle | 2381487X000 | 0 | 0.45794149 | 0.45794149 | Local | County Highway Agency |
| Dorothea Circle | 2382586X000 | 0 | 0.33813844 | 0.33813844 | Local | City or Municipal Highway Agency |
| Dorothy Drive | 2381519X000 | 0 | 0.1205012 | 0.1205012 | Local | County Highway Agency |
| Dotterel Circle | 2382777X000 | 0 | 0.04853469 | 0.04853469 | Local | County Highway Agency |
| Doty Circle | 2383032X000 | 0 | 0.08801262 | 0.08801262 | Local | County Highway Agency |
| Double B Circle | 2383031X000 | 0 | 0.07344833 | 0.07344833 | Local | County Highway Agency |
| Double B Street | 2383030X000 | 0 | 0.30521752 | 0.30521752 | Local | County Highway Agency |

MSB Small Urban Area Roads

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| Doubletree Court | 2381512X000 | 0 | 0.05034418 | 0.05034418 | Local | County Highway Agency |
| Doubletree Road | 2381510X000 | 0 | 0.35492923 | 0.35492923 | Local | County Highway Agency |
| Douglas Drive | 2382776X000 | 0 | 0.49905487 | 0.49905487 | Local | County Highway Agency |
| Douglas Lane | 2381940X000 | 0 | 0.28644711 | 0.28644711 | Local | County Highway Agency |
| Douglas Lane Spur | 2381941X000 | 0 | 0.02424558 | 0.02424558 | Local | County Highway Agency |
| Douglas Street | 2361447X000 | 0 | 0.20233438 | 0.20233438 | Local | County Highway Agency |
| Dove Lane | 2361330X000 | 0 | 0.28412449 | 0.28412449 | Local | County Highway Agency |
| Dover Circle | 2382775X000 | 0 | 0.02703442 | 0.02703442 | Local | County Highway Agency |
| Dow Drive | 2382052X000 | 0 | 0.24131117 | 0.24131117 | Local | County Highway Agency |
| Dredge Place | 2382585X000 | 0 | 0.09423216 | 0.09423216 | Local | City or Municipal Highway Agency |
| Drift Lane | 2361598X000 | 0 | 0.47837981 | 0.47837981 | Local | County Highway Agency |
| Drift Lane | 2361598X000 | 0.47837981 | 0.50108855 | 0.02270874 | Local | City or Municipal Highway Agency |
| Driftwood Circle | 2383029X000 | 0 | 0.2653214 | 0.2653214 | Local | County Highway Agency |
| Drina Court | 2382057X000 | 0 | 0.04382259 | 0.04382259 | Local | County Highway Agency |
| Drovers Circle | 2361804X000 | 0 | 0.08476689 | 0.08476689 | Local | County Highway Agency |
| Duff Court | 2383028X000 | 0 | 0.08987598 | 0.08987598 | Local | County Highway Agency |
| Dumbarton Court | 2382774X000 | 0 | 0.14443947 | 0.14443947 | Local | County Highway Agency |
| Dun Fussin Road | 2381594X000 | 0 | 0.25096788 | 0.25096788 | Local | County Highway Agency |
| Dunbar Drive | 2383027X000 | 0 | 0.3193215 | 0.3193215 | Local | County Highway Agency |
| Dundee Drive | 2382773X000 | 0 | 0.07303835 | 0.07303835 | Local | County Highway Agency |
| Dunedin Street | 2382771X000 | 0 | 0.14985807 | 0.14985807 | Local | County Highway Agency |
| Dunedin Street Spur | 2382772X000 | 0 | 0.015295 | 0.015295 | Local | County Highway Agency |
| Dunlin Circle | 2381982X000 | 0 | 0.22955951 | 0.22955951 | Local | County Highway Agency |
| Dunn Court | 2361745X000 | 0 | 0.10686859 | 0.10686859 | Local | County Highway Agency |
| E K Bar D Lane | 2381172X000 | 0 | 0.1894138 | 0.1894138 | Local | County Highway Agency |
| Eagle Avenue | 2361024X000 | 0 | 0.49923196 | 0.49923196 | Minor Collector | City or Municipal Highway Agency |
| Eagle Bay Drive | 2381917X000 | 0 | 0.4462721 | 0.4462721 | Local | County Highway Agency |
| Eagle Vista Circle | 2381535X000 | 0 | 0.38336231 | 0.38336231 | Local | County Highway Agency |
| Eagles Nest Circle | 2382208X000 | 0 | 0.16017324 | 0.16017324 | Local | County Highway Agency |
| Earl Drive | 2383026X000 | 0 | 0.53501752 | 0.53501752 | Local | County Highway Agency |
| East Aircraft Road | 2361719X000 | 0 | 0.1172697 | 0.1172697 | Local | City or Municipal Highway Agency |
| East College Drive | 2361066X000 | 0 | 0.1236178 | 0.1236178 | Local | State Highway Agency |
| East College Drive | 2361066X000 | 0.1236178 | 0.34676436 | 0.22314656 | Local | County Highway Agency |
| East Commons Circle | 2383177X000 | 0 | 0.08237791 | 0.08237791 | Local | County Highway Agency |
| East Commons Circle | 2383178X000 | 0 | 0.32579387 | 0.32579387 | Local | County Highway Agency |
| East Dahila Avenue | 2361032X000 | 0 | 0.32667522 | 0.32667522 | Major Collector | City or Municipal Highway Agency |
| East Downstream Drive | 2383182X000 | 0 | 0.33461888 | 0.33461888 | Local | County Highway Agency |
| East Downstream Drive | 2383183X000 | 0 | 0.06893874 | 0.06893874 | Local | County Highway Agency |
| East Duchess Drive | 2361067X000 | 0 | 0.07048377 | 0.07048377 | Local | County Highway Agency |
| East Duchess Drive | 2361312X000 | 0 | 0.37711592 | 0.37711592 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|---------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| East Elmwood Avenue | 2361030X000 | 0 | 0.4700994 | 0.4700994 | Minor Collector | City or Municipal Highway Agency |
| East Evergreen Avenue | 2361029X000 | 0 | 0.37157753 | 0.37157753 | Major Collector | City or Municipal Highway Agency |
| East Fireweed Avenue | 2361065X000 | 0 | 0.253189 | 0.253189 | Local | City or Municipal Highway Agency |
| East Fireweed Avenue | 2361065X000 | 0.253189 | 0.40248018 | 0.14929118 | Major Collector | City or Municipal Highway Agency |
| East Fireweed Road | 2381091X000 | 0.4310925 | 0.759451 | 0.3283585 | Local | State Highway Agency |
| East Fireweed Road | 2381091X000 | 0.759451 | 4.62160371 | 3.86215271 | Major Collector | State Highway Agency |
| East Helen Drive | 2382982X000 | 0 | 0.42954681 | 0.42954681 | Local | County Highway Agency |
| East Lakeview Road | 2381033X000 | 0 | 0.99295376 | 0.99295376 | Minor Collector | County Highway Agency |
| East Mariah Drive | 2381021X000 | 0 | 0.12966305 | 0.12966305 | Minor Collector | County Highway Agency |
| East Mariah Drive | 2381021X000 | 0.12966305 | 0.2697519 | 0.14008885 | Local | County Highway Agency |
| East Palmer Moose Drive | 2361052X000 | 0 | 0.2171221 | 0.2171221 | Minor Collector | City or Municipal Highway Agency |
| East Palmer Moose Drive | 2361052X000 | 0.2171221 | 0.47962631 | 0.26250421 | Minor Collector | County Highway Agency |
| East Pamela Drive | 2381083X000 | 0 | 0.52222954 | 0.52222954 | Minor Collector | County Highway Agency |
| East Rebarchek Road | 2361073X000 | 0 | 0.73881189 | 0.73881189 | Local | City or Municipal Highway Agency |
| East Seldon Extension/Bog | 2381073X000 | 1.6405171 | 3.6489835 | 2.0084664 | Major Collector | County Highway Agency |
| East Seldon Extension/Bog | 2381073X000 | 3.6489835 | 5.2763341 | 1.6273506 | Minor Arterial | County Highway Agency |
| East Seldon Extension/Bog | 2381073X000 | 5.2763341 | 7.61306108 | 2.33672698 | Minor Arterial | State Highway Agency |
| Ebbtide Court | 2383121X000 | 0 | 0.12527518 | 0.12527518 | Local | County Highway Agency |
| Ebro Circle | 2383025X000 | 0 | 0.17016518 | 0.17016518 | Local | County Highway Agency |
| Echo Avenue | 2383024X000 | 0 | 0.36714263 | 0.36714263 | Local | County Highway Agency |
| Eddy Circle | 2381687X000 | 0 | 0.03592809 | 0.03592809 | Local | County Highway Agency |
| Edelweiss Drive | 2382071X000 | 0 | 0.72469567 | 0.72469567 | Local | County Highway Agency |
| Eden Circle | 2383023X000 | 0 | 0.15403715 | 0.15403715 | Local | County Highway Agency |
| Eden Court | 2382584X000 | 0 | 0.10333243 | 0.10333243 | Local | City or Municipal Highway Agency |
| Edgewood Circle | 2381542X000 | 0 | 0.05716502 | 0.05716502 | Local | County Highway Agency |
| Edinborough Drive | 2361481X000 | 0 | 0.41071073 | 0.41071073 | Local | City or Municipal Highway Agency |
| Edlund Road | 2381034X000 | 0 | 1.68351493 | 1.68351493 | Major Collector | State Highway Agency |
| Eek Street | 2383022X000 | 0 | 0.22592158 | 0.22592158 | Local | County Highway Agency |
| Egret Street | 2381988X000 | 0 | 0.12307435 | 0.12307435 | Local | County Highway Agency |
| Egtvet Street | 2361680X000 | 0 | 0.06260468 | 0.06260468 | Local | City or Municipal Highway Agency |
| Eielson Circle | 2361573X000 | 0 | 0.05957401 | 0.05957401 | Local | County Highway Agency |
| Eklutna Avenue East | 2361730X000 | 0 | 0.16378639 | 0.16378639 | Local | City or Municipal Highway Agency |
| Eklutna Street | 2361676X000 | 0 | 0.11978103 | 0.11978103 | Local | City or Municipal Highway Agency |
| Eklutna Street | 2361677X000 | 0 | 0.2521659 | 0.2521659 | Local | City or Municipal Highway Agency |
| Eklutna Street | 2361677X000 | 0.2521659 | 0.28708812 | 0.03492222 | Local | County Highway Agency |
| Eklutna Street North | 2361731X000 | 0 | 0.12760656 | 0.12760656 | Local | City or Municipal Highway Agency |
| Elderberry Drive | 2382583X000 | 0 | 0.30376072 | 0.30376072 | Local | County Highway Agency |
| Elkhorn Drive | 2382582X000 | 0 | 0.39834329 | 0.39834329 | Local | City or Municipal Highway Agency |
| Ellen Street | 2361405X000 | 0 | 0.25581755 | 0.25581755 | Local | City or Municipal Highway Agency |
| Elmwood Avenue | 2361718X000 | 0 | 0.20417152 | 0.20417152 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|-----------|-------------|-------------|-----------------|----------------------------------|
| Elsinore Avenue | 2382770X000 | 0 | 0.22870463 | 0.22870463 | Local | County Highway Agency |
| Elvas Lane | 2383243X000 | 0 | 0.04491887 | 0.04491887 | Local | City or Municipal Highway Agency |
| Emperors Circle | 2382154X000 | 0 | 0.05368789 | 0.05368789 | Local | County Highway Agency |
| Enchanted Ridge Circle | 2383021X000 | 0 | 0.09884707 | 0.09884707 | Local | County Highway Agency |
| Endeavor Street | 2382581X000 | 0 | 1.01897797 | 1.01897797 | Local | City or Municipal Highway Agency |
| English Bay Drive | 2382170X000 | 0 | 0.37984492 | 0.37984492 | Local | County Highway Agency |
| Engstrom Road | 2381072X000 | 0 | 2.55392088 | 2.55392088 | Minor Collector | County Highway Agency |
| Engstrom Road | 2381218X000 | 0 | 0.33567005 | 0.33567005 | Local | County Highway Agency |
| Enter Place | 2382384X000 | 0 | 0.0618023 | 0.0618023 | Local | City or Municipal Highway Agency |
| Enterprise Street | 2382580X000 | 0 | 0.23404419 | 0.23404419 | Local | City or Municipal Highway Agency |
| Epping Court | 2382088X000 | 0 | 0.20058938 | 0.20058938 | Local | County Highway Agency |
| Equestrian Circle | 2361432X000 | 0 | 0.16685353 | 0.16685353 | Local | County Highway Agency |
| Equestrian Place | 2361431X000 | 0 | 0.11320824 | 0.11320824 | Local | County Highway Agency |
| Equestrian Street | 2361416X000 | 0 | 0.86075972 | 0.86075972 | Local | County Highway Agency |
| Erica Circle | 2361574X000 | 0 | 0.11348009 | 0.11348009 | Local | County Highway Agency |
| Erin Court | 2361709X000 | 0 | 0.07570142 | 0.07570142 | Local | County Highway Agency |
| Erin's Court | 2383020X000 | 0 | 0.07323632 | 0.07323632 | Local | County Highway Agency |
| Escondido Avenue | 2382769X000 | 0 | 0.2547913 | 0.2547913 | Local | County Highway Agency |
| Esty Circle | 2361575X000 | 0 | 0.32800738 | 0.32800738 | Local | City or Municipal Highway Agency |
| Esty Drive | 2361749X000 | 0 | 0.6051372 | 0.6051372 | Local | City or Municipal Highway Agency |
| Eureka Circle | 2382768X000 | 0 | 0.39836448 | 0.39836448 | Local | County Highway Agency |
| Evas Circle | 2383018X000 | 0 | 0.09078368 | 0.09078368 | Local | County Highway Agency |
| Evergreen Circle | 2381539X000 | 0 | 0.05699998 | 0.05699998 | Local | County Highway Agency |
| Eves Drive | 2361502X000 | 0 | 0.30422097 | 0.30422097 | Local | County Highway Agency |
| Executive Place | 2382579X000 | 0 | 0.13856846 | 0.13856846 | Local | City or Municipal Highway Agency |
| Experimental Drive | 2383017X000 | 0 | 0.06090212 | 0.06090212 | Local | County Highway Agency |
| EZ Street | 2382070X000 | 0 | 0.13503641 | 0.13503641 | Local | County Highway Agency |
| Fairview Loop Road | 2381026X000 | 0 | 10.73590502 | 10.73590502 | Major Collector | State Highway Agency |
| Fairview Meadows Avenue | 2382256X000 | 0 | 0.25109601 | 0.25109601 | Local | County Highway Agency |
| Faith Road | 2382767X000 | 0 | 0.23864761 | 0.23864761 | Local | County Highway Agency |
| Falcon Court | 2361540X000 | 0 | 0.08211103 | 0.08211103 | Local | City or Municipal Highway Agency |
| Falkirk Circle | 2382766X000 | 0 | 0.08874012 | 0.08874012 | Local | County Highway Agency |
| Fallbrooks Avenue | 2382765X000 | 0 | 0.05575886 | 0.05575886 | Local | County Highway Agency |
| Falls Street | 2381493X000 | 0 | 0.130997 | 0.130997 | Local | County Highway Agency |
| Fanciful Place | 2382578X000 | 0 | 0.0020629 | 0.0020629 | Local | County Highway Agency |
| Fanciful Place | 2382578X000 | 0.0020629 | 0.34694127 | 0.34487837 | Local | City or Municipal Highway Agency |
| Fattic Drive | 2383016X000 | 0 | 0.24658331 | 0.24658331 | Local | County Highway Agency |
| Fawzi Circle | 2381991X000 | 0 | 0.07380866 | 0.07380866 | Local | County Highway Agency |
| Felicia Street | 2361411X000 | 0 | 0.47334538 | 0.47334538 | Local | City or Municipal Highway Agency |
| Felton Street | 2361027X000 | 0 | 0.11207393 | 0.11207393 | Minor Collector | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Felton Street | 2361409X000 | 0 | 0.92593248 | 0.92593248 | Local | City or Municipal Highway Agency |
| Fern Avenue | 2361668X000 | 0 | 0.09794832 | 0.09794832 | Local | City or Municipal Highway Agency |
| Fern Avenue | 2361669X000 | 0 | 0.0776094 | 0.0776094 | Local | City or Municipal Highway Agency |
| Fern Avenue | 2361678X000 | 0 | 0.30020002 | 0.30020002 | Local | City or Municipal Highway Agency |
| Fern Place | 2383015X000 | 0 | 0.18393549 | 0.18393549 | Local | County Highway Agency |
| Fern Street | 2381020X000 | 0 | 0.3557664 | 0.3557664 | Major Collector | City or Municipal Highway Agency |
| Fern Street | 2381020X000 | 0.3557664 | 1.62097957 | 1.26521317 | Major Collector | County Highway Agency |
| Fernwood Drive | 2383014X000 | 0 | 0.19357157 | 0.19357157 | Local | County Highway Agency |
| Festival Way | 2382142X000 | 0 | 0.12095883 | 0.12095883 | Local | County Highway Agency |
| Fian Drive | 2382126X000 | 0 | 0.2884826 | 0.2884826 | Local | County Highway Agency |
| Field Lane | 2361576X000 | 0 | 0.19434859 | 0.19434859 | Local | County Highway Agency |
| Filly Circle | 2382764X000 | 0 | 0.08170205 | 0.08170205 | Local | County Highway Agency |
| Financial Drive | 2382577X000 | 0 | 0.19441334 | 0.19441334 | Local | City or Municipal Highway Agency |
| Finch Road | 2381626X000 | 0 | 0.23210868 | 0.23210868 | Local | County Highway Agency |
| Finger Cove Court | 2383013X000 | 0 | 0.08117861 | 0.08117861 | Local | County Highway Agency |
| Finger Cove Drive | 2383012X000 | 0 | 0.59133899 | 0.59133899 | Local | County Highway Agency |
| Finger Lake Avenue | 2383011X000 | 0 | 0.2387689 | 0.2387689 | Local | County Highway Agency |
| Finger Lake Circle | 2383010X000 | 0 | 0.04601814 | 0.04601814 | Local | County Highway Agency |
| Finger Lake Road | 2383009X000 | 0 | 0.04166892 | 0.04166892 | Local | County Highway Agency |
| Finger Lake View Drive | 2383008X000 | 0 | 0.35572551 | 0.35572551 | Local | County Highway Agency |
| Fir Road | 2383007X000 | 0 | 0.07743852 | 0.07743852 | Local | County Highway Agency |
| Fireweed Avenue | 2361692X000 | 0 | 0.19094628 | 0.19094628 | Local | City or Municipal Highway Agency |
| Fireweed Drive | 2383006X000 | 0 | 0.41295928 | 0.41295928 | Local | County Highway Agency |
| Firth Road | 2382763X000 | 0 | 0.14797625 | 0.14797625 | Local | County Highway Agency |
| Fiskari Drive | 2382000X000 | 0 | 0.4271999 | 0.4271999 | Local | County Highway Agency |
| Flag Circle | 2382576X000 | 0 | 0.11265503 | 0.11265503 | Local | City or Municipal Highway Agency |
| Fleet Street | 2382280X000 | 0 | 0.0890019 | 0.0890019 | Local | County Highway Agency |
| Flint Steel Drive | 2382762X000 | 0 | 0.13708258 | 0.13708258 | Local | County Highway Agency |
| Flying Circlecus Circle | 2383005X000 | 0 | 0.19538448 | 0.19538448 | Local | County Highway Agency |
| Flying Dutchman Drive | 2382012X000 | 0 | 0.06192577 | 0.06192577 | Local | County Highway Agency |
| Foggy Drive | 2382575X000 | 0 | 0.31748678 | 0.31748678 | Local | City or Municipal Highway Agency |
| Folsom Drive | 2361795X000 | 0 | 0.322177 | 0.322177 | Local | County Highway Agency |
| Foothill Circle | 2382574X000 | 0 | 0.06879203 | 0.06879203 | Local | City or Municipal Highway Agency |
| Foothills Boulevard | 2381036X000 | 0 | 1.26288096 | 1.26288096 | Major Collector | County Highway Agency |
| Foothills Boulevard | 2381036X000 | 1.26288096 | 2.0125026 | 0.74962164 | Local | County Highway Agency |
| Foraker Drive | 2381514X000 | 0 | 0.16818115 | 0.16818115 | Local | County Highway Agency |
| Forest Avenue | 2382573X000 | 0 | 0.5019745 | 0.5019745 | Local | City or Municipal Highway Agency |
| Forest Circle | 2382131X000 | 0 | 0.08839855 | 0.08839855 | Local | County Highway Agency |
| Forest Street | 2382572X000 | 0 | 0.26886589 | 0.26886589 | Local | City or Municipal Highway Agency |
| Forestwood Drive | 2361379X000 | 0 | 0.46369469 | 0.46369469 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|------------------------|-------------|---|------------|------------|-------|----------------------------------|
| Forget-Me-Not Drive | 2361577X000 | 0 | 0.07297509 | 0.07297509 | Local | County Highway Agency |
| Forgiveness Street | 2361393X000 | 0 | 0.0764429 | 0.0764429 | Local | County Highway Agency |
| Forrest Grove Circle | 2361797X000 | 0 | 0.0991892 | 0.0991892 | Local | City or Municipal Highway Agency |
| Fortune Circle | 2382761X000 | 0 | 0.1906264 | 0.1906264 | Local | County Highway Agency |
| Foundry Way | 2382571X000 | 0 | 0.16980311 | 0.16980311 | Local | City or Municipal Highway Agency |
| Foxglove Circle | 2382159X000 | 0 | 0.03340327 | 0.03340327 | Local | County Highway Agency |
| Foxtail Circle | 2382760X000 | 0 | 0.18416863 | 0.18416863 | Local | County Highway Agency |
| Foxtrot Avenue | 2383004X000 | 0 | 0.451895 | 0.451895 | Local | County Highway Agency |
| Fraki Street | 2382001X000 | 0 | 0.41010334 | 0.41010334 | Local | County Highway Agency |
| Fran Street | 2361663X000 | 0 | 0.05739928 | 0.05739928 | Local | County Highway Agency |
| France Circle | 2361518X000 | 0 | 0.14583203 | 0.14583203 | Local | County Highway Agency |
| France Road | 2361433X000 | 0 | 0.59473018 | 0.59473018 | Local | County Highway Agency |
| Frances Lane | 2383003X000 | 0 | 0.25643985 | 0.25643985 | Local | County Highway Agency |
| Frank Smith Way | 2382570X000 | 0 | 0.06640075 | 0.06640075 | Local | City or Municipal Highway Agency |
| Fraser Drive | 2383238X000 | 0 | 0.08000111 | 0.08000111 | Local | County Highway Agency |
| Freedom Lane | 2383002X000 | 0 | 0.08451412 | 0.08451412 | Local | County Highway Agency |
| Frontage Road | 2361452X000 | 0 | 0.12572418 | 0.12572418 | Local | County Highway Agency |
| Frontier Drive | 2361578X000 | 0 | 0.21678303 | 0.21678303 | Local | County Highway Agency |
| Frontier Drive | 2381918X000 | 0 | 1.3389702 | 1.3389702 | Local | County Highway Agency |
| Frost Circle | 2381222X000 | 0 | 0.35982208 | 0.35982208 | Local | County Highway Agency |
| Full Curl Avenue | 2381695X000 | 0 | 0.48983281 | 0.48983281 | Local | County Highway Agency |
| Gable Way | 2382107X000 | 0 | 0.07312025 | 0.07312025 | Local | County Highway Agency |
| Gail Drive | 2382759X000 | 0 | 1.30483661 | 1.30483661 | Local | County Highway Agency |
| Galloway Drive | 2383156X000 | 0 | 0.48150788 | 0.48150788 | Local | County Highway Agency |
| Gambit Circle | 2382569X000 | 0 | 0.09908059 | 0.09908059 | Local | City or Municipal Highway Agency |
| Gardner Way | 2382758X000 | 0 | 0.0991782 | 0.0991782 | Local | County Highway Agency |
| Garnet Lane | 2382757X000 | 0 | 0.4044915 | 0.4044915 | Local | County Highway Agency |
| Garrett Woodson Circle | 2361395X000 | 0 | 0.17303498 | 0.17303498 | Local | County Highway Agency |
| Garth Circle | 2381153X000 | 0 | 0.03860016 | 0.03860016 | Local | County Highway Agency |
| Gary Circle | 2381672X000 | 0 | 0.02538058 | 0.02538058 | Local | County Highway Agency |
| Gastman Court | 2383001X000 | 0 | 0.15308913 | 0.15308913 | Local | County Highway Agency |
| Genie Circle | 2382118X000 | 0 | 0.07891781 | 0.07891781 | Local | County Highway Agency |
| Georges Drive | 2382278X000 | 0 | 0.08657676 | 0.08657676 | Local | County Highway Agency |
| Geranium Avenue | 2361674X000 | 0 | 0.06172333 | 0.06172333 | Local | City or Municipal Highway Agency |
| Gerondale Circle | 2381521X000 | 0 | 0.35378715 | 0.35378715 | Local | County Highway Agency |
| Gershmel Loop Road | 2381052X000 | 0 | 0.72264658 | 0.72264658 | Local | County Highway Agency |
| Ghada Circle | 2381992X000 | 0 | 0.04950191 | 0.04950191 | Local | County Highway Agency |
| Gilleys Circle | 2382015X000 | 0 | 0.06402917 | 0.06402917 | Local | County Highway Agency |
| Gingham Circle | 2361579X000 | 0 | 0.04010232 | 0.04010232 | Local | County Highway Agency |
| Gislason Drive | 2382272X000 | 0 | 0.49120883 | 0.49120883 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|--------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Glacier Avenue | 2382568X000 | 0 | 0.525168 | 0.525168 | Local | City or Municipal Highway Agency |
| Glacier Drive | 2383000X000 | 0 | 0.2382838 | 0.2382838 | Local | County Highway Agency |
| Glacier Ridge Way | 2361580X000 | 0 | 0.15295672 | 0.15295672 | Local | County Highway Agency |
| Glacier View Avenue | 2361408X000 | 0 | 0.1483569 | 0.1483569 | Local | City or Municipal Highway Agency |
| Glade Court | 2382375X000 | 0 | 0.05661101 | 0.05661101 | Local | County Highway Agency |
| Gladstone Lane | 2382048X000 | 0 | 0.1876898 | 0.1876898 | Local | County Highway Agency |
| Glen Circle | 2382567X000 | 0 | 0.06920263 | 0.06920263 | Local | City or Municipal Highway Agency |
| Glenkerry Drive | 2382566X000 | 0 | 0.27496389 | 0.27496389 | Local | City or Municipal Highway Agency |
| Glenn - Colony Way Wye | 2361715X000 | 0 | 0.13787489 | 0.13787489 | Local | City or Municipal Highway Agency |
| Glenn Avenue | 2361546X000 | 0 | 0.0919736 | 0.0919736 | Local | County Highway Agency |
| Glenn Highway | 1060000I000 | 34.0170922 | 42.281303 | 8.2642108 | Interstate | State Highway Agency |
| Glenn Highway SB | 1060000D000 | 0 | 0.32487104 | 0.32487104 | Interstate | State Highway Agency |
| Glenn NB Off-Ramp (Parks | 1060000F160 | 0.8780038 | 0.962378 | 0.0843742 | Interstate | State Highway Agency |
| Glenn SB Off-Ramp (Parks | 1060000F161 | 0 | 0.48707865 | 0.48707865 | Interstate | State Highway Agency |
| Glennwood Avenue | 2381085X000 | 0 | 0.85363217 | 0.85363217 | Minor Collector | City or Municipal Highway Agency |
| Gloria Street | 2361486X000 | 0 | 0.15637599 | 0.15637599 | Local | City or Municipal Highway Agency |
| Gloryview Circle | 2382132X000 | 0 | 0.0978302 | 0.0978302 | Local | County Highway Agency |
| Godfrey Drive | 2382281X000 | 0 | 0.33669656 | 0.33669656 | Local | County Highway Agency |
| Gold Key Lane | 2361538X000 | 0 | 0.12606041 | 0.12606041 | Local | City or Municipal Highway Agency |
| Gold Leaf Circle | 2382133X000 | 0 | 0.32071828 | 0.32071828 | Local | County Highway Agency |
| Gold Pan Drive | 2361467X000 | 0 | 0.381489 | 0.381489 | Local | County Highway Agency |
| Golden Circle | 2382756X000 | 0 | 0.03304872 | 0.03304872 | Local | County Highway Agency |
| Golden Hills Circle | 2361465X000 | 0 | 0.10825611 | 0.10825611 | Local | County Highway Agency |
| Golden Hills Drive | 2361466X000 | 0 | 1.22688817 | 1.22688817 | Local | County Highway Agency |
| Goldendale Drive | 2382565X000 | 0 | 0.37058638 | 0.37058638 | Local | City or Municipal Highway Agency |
| Golf Street | 2382999X000 | 0 | 0.11996253 | 0.11996253 | Local | County Highway Agency |
| Gon Fishin Drive | 2381942X000 | 0 | 0.74570518 | 0.74570518 | Local | County Highway Agency |
| Goose Bay Drive | 2381919X000 | 0 | 0.62369932 | 0.62369932 | Local | County Highway Agency |
| Goose Circle | 2383180X000 | 0 | 0.35482801 | 0.35482801 | Local | County Highway Agency |
| Goose Circle | 2383181X000 | 0 | 0.04114175 | 0.04114175 | Local | County Highway Agency |
| Gordon Circle | 2382755X000 | 0 | 0.03949581 | 0.03949581 | Local | County Highway Agency |
| Gordon Court | 2382754X000 | 0 | 0.20379391 | 0.20379391 | Local | County Highway Agency |
| Gosling Circle | 2382753X000 | 0 | 0.06541731 | 0.06541731 | Local | County Highway Agency |
| Gosling Drive | 2382752X000 | 0 | 0.05397074 | 0.05397074 | Local | County Highway Agency |
| Grand Bay Drive | 2382183X000 | 0 | 0.34618139 | 0.34618139 | Local | County Highway Agency |
| Grand Birch Drive | 2382163X000 | 0 | 0.26089582 | 0.26089582 | Local | County Highway Agency |
| Grandview Road | 2361549X000 | 0 | 0.39905805 | 0.39905805 | Local | County Highway Agency |
| Granite Lane | 2382235X000 | 0 | 0.18627911 | 0.18627911 | Local | County Highway Agency |
| Grantham Road | 2381165X000 | 0 | 0.447895 | 0.447895 | Local | County Highway Agency |
| Granville Street | 2361581X000 | 0 | 0.24627461 | 0.24627461 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|---------------------|-------------|---|------------|------------|-------|----------------------------------|
| Grassland Circle | 2361582X000 | 0 | 0.08536067 | 0.08536067 | Local | County Highway Agency |
| Gray Birch Circle | 2382165X000 | 0 | 0.06810741 | 0.06810741 | Local | County Highway Agency |
| Gray Owl Circle | 2382751X000 | 0 | 0.032766 | 0.032766 | Local | County Highway Agency |
| Graybark Drive | 2382564X000 | 0 | 0.49375011 | 0.49375011 | Local | City or Municipal Highway Agency |
| Grebe Court | 2381983X000 | 0 | 0.14517375 | 0.14517375 | Local | County Highway Agency |
| Green Forest Drive | 2383138X000 | 0 | 0.59237942 | 0.59237942 | Local | County Highway Agency |
| Green Forest Drive | 2383139X000 | 0 | 0.55459422 | 0.55459422 | Local | County Highway Agency |
| Green Glen Drive | 2382998X000 | 0 | 0.10798357 | 0.10798357 | Local | County Highway Agency |
| Green Jade Place | 2361740X000 | 0 | 0.1243417 | 0.1243417 | Local | County Highway Agency |
| Greenstreet Circle | 2381206X000 | 0 | 0.33212663 | 0.33212663 | Local | County Highway Agency |
| Greentree Lane | 2381639X000 | 0 | 0.06780722 | 0.06780722 | Local | County Highway Agency |
| Greentree Street | 2382997X000 | 0 | 0.73464287 | 0.73464287 | Local | County Highway Agency |
| Greenview Circle | 2382996X000 | 0 | 0.09325978 | 0.09325978 | Local | County Highway Agency |
| Greenwich Circle | 2361460X000 | 0 | 0.0396202 | 0.0396202 | Local | County Highway Agency |
| Grey Wolf Circle | 2382750X000 | 0 | 0.09799449 | 0.09799449 | Local | County Highway Agency |
| Grey Wolf Court | 2382749X000 | 0 | 0.03538948 | 0.03538948 | Local | County Highway Agency |
| Grey Wolf Drive | 2382748X000 | 0 | 0.54552172 | 0.54552172 | Local | County Highway Agency |
| Greyling Street | 2382995X000 | 0 | 0.17482266 | 0.17482266 | Local | County Highway Agency |
| Grizzly Bear Circle | 2382747X000 | 0 | 0.06610262 | 0.06610262 | Local | County Highway Agency |
| Grizzly Bear Court | 2382746X000 | 0 | 0.02720337 | 0.02720337 | Local | County Highway Agency |
| Grizzly Bear Drive | 2382745X000 | 0 | 0.60545347 | 0.60545347 | Local | County Highway Agency |
| Groshan Loop | 2382265X000 | 0 | 0.27143152 | 0.27143152 | Local | County Highway Agency |
| Grover Lane | 2361039X000 | 0 | 0.49322698 | 0.49322698 | Local | County Highway Agency |
| Grow Lane | 2361515X000 | 0 | 0.18558442 | 0.18558442 | Local | County Highway Agency |
| Grubstake Drive | 2382563X000 | 0 | 0.21933413 | 0.21933413 | Local | City or Municipal Highway Agency |
| Gruening Place | 2381920X000 | 0 | 0.27808714 | 0.27808714 | Local | County Highway Agency |
| Grumman Circle | 2381074X000 | 0 | 0.67679451 | 0.67679451 | Local | County Highway Agency |
| Guernsey Lane | 2361583X000 | 0 | 0.0390834 | 0.0390834 | Local | County Highway Agency |
| Gulkana Court | 2361543X000 | 0 | 0.08444272 | 0.08444272 | Local | City or Municipal Highway Agency |
| Gunnysack Road | 2361041X000 | 0 | 0.34535205 | 0.34535205 | Local | County Highway Agency |
| Gurn Circle | 2361584X000 | 0 | 0.0753048 | 0.0753048 | Local | City or Municipal Highway Agency |
| Gwene Lane | 2382744X000 | 0 | 0.20145532 | 0.20145532 | Local | County Highway Agency |
| Hackamore Road | 2382204X000 | 0 | 0.12856869 | 0.12856869 | Local | County Highway Agency |
| Half Curl Drive | 2381696X000 | 0 | 0.03314901 | 0.03314901 | Local | County Highway Agency |
| Hallea Lane | 2382562X000 | 0 | 0.1747097 | 0.1747097 | Local | City or Municipal Highway Agency |
| Hallie Drive | 2381943X000 | 0 | 0.9619556 | 0.9619556 | Local | County Highway Agency |
| Halter Way | 2382178X000 | 0 | 0.17410809 | 0.17410809 | Local | County Highway Agency |
| Hamilton Court | 2382994X000 | 0 | 0.14207597 | 0.14207597 | Local | County Highway Agency |
| Hangar Circle | 2382006X000 | 0 | 0.07402235 | 0.07402235 | Local | County Highway Agency |
| Hangar Talk Circle | 2382007X000 | 0 | 0.41644299 | 0.41644299 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|---------------------|-------------|------------|------------|------------|-------|----------------------------------|
| Hanna Circle | 2381373X000 | 0 | 0.16154225 | 0.16154225 | Local | County Highway Agency |
| Hanson Loop | 2382037X000 | 0 | 0.49998941 | 0.49998941 | Local | County Highway Agency |
| Hanson Watson Trail | 2382246X000 | 0 | 0.29896461 | 0.29896461 | Local | County Highway Agency |
| Hantel Place | 2383258X000 | 0 | 0.12613982 | 0.12613982 | Local | County Highway Agency |
| Harbor View Drive | 2382077X000 | 0 | 0.13535958 | 0.13535958 | Local | County Highway Agency |
| Hardrock Circle | 2382561X000 | 0 | 0.15754497 | 0.15754497 | Local | City or Municipal Highway Agency |
| Harness Street | 2382200X000 | 0 | 0.74447257 | 0.74447257 | Local | County Highway Agency |
| Harriette Street | 2382993X000 | 0 | 0.37301762 | 0.37301762 | Local | County Highway Agency |
| Harrington Road | 2361600X000 | 0 | 0.0196934 | 0.0196934 | Local | City or Municipal Highway Agency |
| Harrington Road | 2361600X000 | 0.0196934 | 0.03744491 | 0.01775151 | Local | County Highway Agency |
| Hart Lake Loop | 2381217X000 | 0 | 0.77736038 | 0.77736038 | Local | County Highway Agency |
| Hart Lake Loop | 2382992X000 | 0 | 1.3762427 | 1.3762427 | Local | County Highway Agency |
| Hartley Circle | 2382991X000 | 0 | 0.47047707 | 0.47047707 | Local | County Highway Agency |
| Hartley Drive | 2382990X000 | 0 | 0.1070486 | 0.1070486 | Local | County Highway Agency |
| Harvest Drive | 2361396X000 | 0 | 0.27723133 | 0.27723133 | Local | County Highway Agency |
| Harvest Loop | 2382560X000 | 0 | 0.59160177 | 0.59160177 | Local | City or Municipal Highway Agency |
| Hassen Bey Drive | 2361446X000 | 0 | 0.71377907 | 0.71377907 | Local | County Highway Agency |
| Hassen Place | 2381990X000 | 0 | 0.13915603 | 0.13915603 | Local | County Highway Agency |
| Hassler Drive | 2382989X000 | 0 | 0.26486992 | 0.26486992 | Local | County Highway Agency |
| Hatcher Pass Street | 2381902X000 | 0 | 0.28951631 | 0.28951631 | Local | County Highway Agency |
| Hatcher Street | 2361534X000 | 0 | 0.12070836 | 0.12070836 | Local | City or Municipal Highway Agency |
| Haven's Avenue | 2382229X000 | 0 | 0.03002259 | 0.03002259 | Local | County Highway Agency |
| Hawk Owl Circle | 2382743X000 | 0 | 0.04021995 | 0.04021995 | Local | County Highway Agency |
| Haworth Circle | 2382742X000 | 0 | 0.02816158 | 0.02816158 | Local | County Highway Agency |
| Hay Street | 2382988X000 | 0 | 0.36112497 | 0.36112497 | Local | County Highway Agency |
| Hay Wagon Way | 2361601X000 | 0 | 0.25902463 | 0.25902463 | Local | County Highway Agency |
| Hayfield Road | 2381039X000 | 0 | 2.81103737 | 2.81103737 | Local | County Highway Agency |
| Hazelwood Circle | 2361378X000 | 0 | 0.17154543 | 0.17154543 | Local | County Highway Agency |
| Headvic Court | 2382193X000 | 0 | 0.05300352 | 0.05300352 | Local | County Highway Agency |
| Heartwood Circle | 2382222X000 | 0 | 0.06975522 | 0.06975522 | Local | County Highway Agency |
| Heather Way | 2382347X000 | 0 | 0.56342271 | 0.56342271 | Local | County Highway Agency |
| Heathermay Circle | 2382741X000 | 0 | 0.08592264 | 0.08592264 | Local | County Highway Agency |
| Hebrides Drive | 2382740X000 | 0 | 0.17259505 | 0.17259505 | Local | County Highway Agency |
| Hecker Drive | 2361513X000 | 0 | 0.18690651 | 0.18690651 | Local | County Highway Agency |
| Heirloom Circle | 2361602X000 | 0 | 0.041977 | 0.041977 | Local | City or Municipal Highway Agency |
| Helen Drive | 2361072X000 | 0 | 1.24754959 | 1.24754959 | Local | County Highway Agency |
| Helen Drive | 2361603X000 | 0 | 0.11795721 | 0.11795721 | Local | County Highway Agency |
| Helen Drive | 2361603X000 | 0.11795721 | 0.14799576 | 0.03003855 | Local | City or Municipal Highway Agency |
| Helen Lane | 2383126X000 | 0 | 0.05545687 | 0.05545687 | Local | County Highway Agency |
| Hematite Drive | 2382739X000 | 0 | 0.50483299 | 0.50483299 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|----------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Hemlock Drive | 2382987X000 | 0 | 0.23463729 | 0.23463729 | Local | County Highway Agency |
| Hemmer Drive | 2381921X000 | 0 | 0.41946981 | 0.41946981 | Local | County Highway Agency |
| Hemmer Road | 2361013X000 | 0 | 0.24762827 | 0.24762827 | Minor Collector | County Highway Agency |
| Hemmer Road | 2361519X000 | 0 | 0.12610838 | 0.12610838 | Local | County Highway Agency |
| Hemmer Road | 2361796X000 | 0 | 0.1168637 | 0.1168637 | Local | County Highway Agency |
| Hentila Street | 2382002X000 | 0 | 0.54244538 | 0.54244538 | Local | County Highway Agency |
| Heritage Circle | 2361604X000 | 0 | 0.05239383 | 0.05239383 | Local | City or Municipal Highway Agency |
| Heritage Drive | 2382559X000 | 0 | 0.00280799 | 0.00280799 | Local | County Highway Agency |
| Heritage Drive | 2382559X000 | 0.00280799 | 0.44098996 | 0.43818197 | Local | City or Municipal Highway Agency |
| Heritage Farm Road | 2382233X000 | 0 | 0.65408325 | 0.65408325 | Local | County Highway Agency |
| Herman Road | 2361058X000 | 0 | 0.09770518 | 0.09770518 | Local | State Highway Agency |
| Hermon Road | 2381057X000 | 0 | 0.1749707 | 0.1749707 | Minor Collector | City or Municipal Highway Agency |
| Hermon Road | 2381057X000 | 0.1749707 | 0.54101648 | 0.36604578 | Minor Collector | County Highway Agency |
| Herndon Court | 2382225X000 | 0 | 0.05545072 | 0.05545072 | Local | County Highway Agency |
| Herning Avenue | 2382402X000 | 0 | 0.57693048 | 0.57693048 | Local | City or Municipal Highway Agency |
| Hiawatha Drive | 2381297X000 | 0 | 0.50666429 | 0.50666429 | Local | County Highway Agency |
| Hickory Street | 2383136X000 | 0 | 0.86483417 | 0.86483417 | Local | County Highway Agency |
| Hickory Street | 2383137X000 | 0 | 0.04058923 | 0.04058923 | Local | County Highway Agency |
| Hidden Lane Circle | 2361605X000 | 0 | 0.08296268 | 0.08296268 | Local | City or Municipal Highway Agency |
| Hidden Paradise Road | 2381610X000 | 0 | 0.26019958 | 0.26019958 | Local | County Highway Agency |
| Hidden Ranch Circle | 2361606X000 | 0 | 0.0772019 | 0.0772019 | Local | City or Municipal Highway Agency |
| Hidden Ranch Loop | 2361607X000 | 0 | 0.06391428 | 0.06391428 | Local | City or Municipal Highway Agency |
| Hidden Ranch Loop | 2361608X000 | 0 | 0.33525417 | 0.33525417 | Local | City or Municipal Highway Agency |
| Hidden View Road | 2381611X000 | 0 | 0.27902441 | 0.27902441 | Local | County Highway Agency |
| Hideaway Circle | 2382986X000 | 0 | 0.18976338 | 0.18976338 | Local | County Highway Agency |
| Hiett Drive | 2381286X000 | 0 | 0.48889398 | 0.48889398 | Local | County Highway Agency |
| High Road | 2361746X000 | 0 | 0.26649747 | 0.26649747 | Local | County Highway Agency |
| Highcrest Lane | 2382072X000 | 0.0593237 | 0.25378642 | 0.19446272 | Local | County Highway Agency |
| Highland Drive | 2382073X000 | 0 | 0.25182469 | 0.25182469 | Local | County Highway Agency |
| Highlander Drive | 2381394X000 | 0 | 0.28559621 | 0.28559621 | Local | County Highway Agency |
| Highlands Circle | 2361468X000 | 0 | 0.1698837 | 0.1698837 | Local | County Highway Agency |
| Highline Lane | 2382979X000 | 0 | 0.32393188 | 0.32393188 | Local | County Highway Agency |
| Hilda Rose Circle | 2361520X000 | 0 | 0.40476248 | 0.40476248 | Local | County Highway Agency |
| Hilltop Circle | 2382122X000 | 0 | 0.14681099 | 0.14681099 | Local | County Highway Agency |
| Hilltop Drive | 2361547X000 | 0 | 0.1979907 | 0.1979907 | Local | County Highway Agency |
| Hilltop Drive | 2361547X000 | 0.1979907 | 0.26090713 | 0.06291643 | Local | City or Municipal Highway Agency |
| Hilscher Highway | 2361609X000 | 0 | 0.06021943 | 0.06021943 | Local | County Highway Agency |
| Hinckley Road | 2361808X000 | 0 | 0.21201153 | 0.21201153 | Local | County Highway Agency |
| Hiro Drive | 2382558X000 | 0 | 0.11956871 | 0.11956871 | Local | City or Municipal Highway Agency |
| Hjellen Drive | 2382557X000 | 0 | 0.22995091 | 0.22995091 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|----------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Ho Court | 2381128X000 | 0 | 0.03172856 | 0.03172856 | Local | County Highway Agency |
| Hock Circle | 2381155X000 | 0 | 0.07515008 | 0.07515008 | Local | County Highway Agency |
| Hoka Hay Circle | 2382556X000 | 0 | 0.10430923 | 0.10430923 | Local | City or Municipal Highway Agency |
| Holiday Drive | 2382555X000 | 0 | 0.79922198 | 0.79922198 | Local | City or Municipal Highway Agency |
| Holland Avenue | 2382257X000 | 0 | 0.21913025 | 0.21913025 | Local | County Highway Agency |
| Holly Way | 2382738X000 | 0 | 0.1275663 | 0.1275663 | Local | County Highway Agency |
| Hollyhock Circle | 2382162X000 | 0 | 0.03374714 | 0.03374714 | Local | County Highway Agency |
| Hollywood Road | 2381097X000 | 0 | 0.6913385 | 0.6913385 | Minor Collector | State Highway Agency |
| Hollywood Road | 2381097X000 | 0.6913385 | 2.6820771 | 1.9907386 | Major Collector | State Highway Agency |
| Holstein Way | 2361610X000 | 0 | 0.0420684 | 0.0420684 | Local | County Highway Agency |
| Home Court | 2382554X000 | 0 | 0.09271819 | 0.09271819 | Local | City or Municipal Highway Agency |
| Homebuilt Circle | 2382978X000 | 0 | 0.41680717 | 0.41680717 | Local | County Highway Agency |
| Honeysuckle Lane | 2382349X000 | 0.1264488 | 0.25154998 | 0.12510118 | Local | County Highway Agency |
| Hood Court | 2381972X000 | 0 | 0.32414128 | 0.32414128 | Local | County Highway Agency |
| Hook Drive | 2383159X000 | 0 | 0.11969677 | 0.11969677 | Local | County Highway Agency |
| Hope Circle | 2361397X000 | 0 | 0.07718662 | 0.07718662 | Local | County Highway Agency |
| Horizon View Drive | 2382977X000 | 0 | 0.26680461 | 0.26680461 | Local | County Highway Agency |
| Hornung Spur Road | 2381051X000 | 0 | 0.22053784 | 0.22053784 | Local | County Highway Agency |
| Hornung Spur Road | 2382381X000 | 0 | 0.09559625 | 0.09559625 | Local | County Highway Agency |
| Horseshoe Drive | 2382207X000 | 0 | 0.12625036 | 0.12625036 | Local | County Highway Agency |
| Hovey Drive | 2382976X000 | 0 | 0.32500181 | 0.32500181 | Local | County Highway Agency |
| Howdie Drive | 2382196X000 | 0 | 0.06403619 | 0.06403619 | Local | County Highway Agency |
| Howling Wolf Lane | 2382737X000 | 0 | 0.22683418 | 0.22683418 | Local | County Highway Agency |
| Hudson Circle | 2361461X000 | 0 | 0.07099261 | 0.07099261 | Local | County Highway Agency |
| Huey Lane | 2382975X000 | 0 | 0.17488791 | 0.17488791 | Local | County Highway Agency |
| Hunt Circle | 2382974X000 | 0 | 0.0338606 | 0.0338606 | Local | County Highway Agency |
| Hurd Circle | 2382973X000 | 0 | 0.07643873 | 0.07643873 | Local | County Highway Agency |
| Hurley Circle | 2382553X000 | 0 | 0.10345354 | 0.10345354 | Local | City or Municipal Highway Agency |
| Hyer Road | 2381025X000 | 0 | 1.98310951 | 1.98310951 | Major Collector | State Highway Agency |
| Hyer Spur | 2381000X000 | 0 | 0.2974553 | 0.2974553 | Minor Collector | County Highway Agency |
| Hygrade Circle | 2382552X000 | 0 | 0.04151209 | 0.04151209 | Local | City or Municipal Highway Agency |
| Hygrade Lane | 2382551X000 | 0 | 0.00105465 | 0.00105465 | Local | County Highway Agency |
| Hygrade Lane | 2382551X000 | 0.00105465 | 0.31232655 | 0.3112719 | Local | City or Municipal Highway Agency |
| Iceburg Circle | 2381166X000 | 0 | 0.0990182 | 0.0990182 | Local | County Highway Agency |
| Icy Lane | 2361359X000 | 0 | 0.1835014 | 0.1835014 | Local | County Highway Agency |
| Idaho Peak Circle | 2361611X000 | 0 | 0.04396588 | 0.04396588 | Local | County Highway Agency |
| Iditarod Elementary School | 2382382X000 | 0 | 0.20115825 | 0.20115825 | Local | City or Municipal Highway Agency |
| Iliamna Bay | 2382736X000 | 0 | 0.05238097 | 0.05238097 | Local | County Highway Agency |
| Iliamna Drive | 2382735X000 | 0 | 0.23862493 | 0.23862493 | Local | County Highway Agency |
| Iliamna Street | 2383263X000 | 0 | 0.04093987 | 0.04093987 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|---------------------------|-------------|-----------|------------|------------|-----------------|----------------------------------|
| Independence Street North | 2361536X000 | 0 | 0.12070873 | 0.12070873 | Local | City or Municipal Highway Agency |
| Indian Hill Circle | 2382550X000 | 0 | 0.12593408 | 0.12593408 | Local | City or Municipal Highway Agency |
| Industrial Drive | 2382549X000 | 0 | 0.27268532 | 0.27268532 | Local | City or Municipal Highway Agency |
| Industrial Way | 2361682X000 | 0 | 0.48571213 | 0.48571213 | Local | City or Municipal Highway Agency |
| Ingrid Court | 2382105X000 | 0 | 0.06949399 | 0.06949399 | Local | County Highway Agency |
| Injun Joe Circle | 2382548X000 | 0 | 0.12432318 | 0.12432318 | Local | City or Municipal Highway Agency |
| Inlet Vista Circle | 2381540X000 | 0 | 0.11584627 | 0.11584627 | Local | County Highway Agency |
| Inlet Vistas Drive | 2381974X000 | 0 | 0.30508473 | 0.30508473 | Local | County Highway Agency |
| Inner Springer Loop | 2361045X000 | 0 | 2.45762544 | 2.45762544 | Major Collector | State Highway Agency |
| Inspiration Circle | 2382734X000 | 0 | 0.04518233 | 0.04518233 | Local | County Highway Agency |
| Inspiration Loop | 2383129X000 | 0 | 0.92775502 | 0.92775502 | Local | County Highway Agency |
| Intuition Circle | 2382733X000 | 0 | 0.04378077 | 0.04378077 | Local | County Highway Agency |
| Intuition Drive | 2382732X000 | 0 | 0.2381246 | 0.2381246 | Local | County Highway Agency |
| Inverness Drive | 2382731X000 | 0 | 0.44431205 | 0.44431205 | Local | County Highway Agency |
| Irene Street | 2361490X000 | 0 | 0.10674046 | 0.10674046 | Local | City or Municipal Highway Agency |
| Iris Circle | 2361593X000 | 0 | 0.16020183 | 0.16020183 | Local | County Highway Agency |
| Iroquois Court | 2382972X000 | 0 | 0.15430975 | 0.15430975 | Local | County Highway Agency |
| Iroquois Drive | 2382971X000 | 0 | 0.36957131 | 0.36957131 | Local | County Highway Agency |
| Irwin Drive | 2381402X000 | 0 | 0.0261535 | 0.0261535 | Local | County Highway Agency |
| Irwin Drive | 2381403X000 | 0 | 0.26577643 | 0.26577643 | Local | County Highway Agency |
| Irwin Loop | 2361043X000 | 0 | 0.34522045 | 0.34522045 | Local | County Highway Agency |
| Irwin Road | 2361671X000 | 0 | 0.0776814 | 0.0776814 | Local | City or Municipal Highway Agency |
| Irwin Road | 2361671X000 | 0.0776814 | 0.2738229 | 0.1961415 | Local | County Highway Agency |
| Irwin Road | 2361671X000 | 0.2738229 | 0.2750528 | 0.0012299 | Local | City or Municipal Highway Agency |
| Isla Drive | 2383255X000 | 0 | 0.17111768 | 0.17111768 | Local | County Highway Agency |
| Island Street | 2382547X000 | 0 | 0.25121258 | 0.25121258 | Local | City or Municipal Highway Agency |
| Isle Court | 2382546X000 | 0 | 0.03138245 | 0.03138245 | Local | City or Municipal Highway Agency |
| Itasca Circle | 2382545X000 | 0 | 0.07197171 | 0.07197171 | Local | City or Municipal Highway Agency |
| Ivan Circle | 2382194X000 | 0 | 0.0458344 | 0.0458344 | Local | County Highway Agency |
| Ivory Drive | 2382730X000 | 0 | 0.16577899 | 0.16577899 | Local | County Highway Agency |
| Ivy Circle | 2382544X000 | 0 | 0.066604 | 0.066604 | Local | City or Municipal Highway Agency |
| Jabez Lane | 2382030X000 | 0 | 0.44062646 | 0.44062646 | Local | County Highway Agency |
| Jack Fish Road | 2381528X000 | 0 | 0.27889734 | 0.27889734 | Local | County Highway Agency |
| Jack Nicklaus Drive | 2382543X000 | 0 | 0.58799459 | 0.58799459 | Local | City or Municipal Highway Agency |
| Jacksnipe Court | 2382729X000 | 0 | 0.03009939 | 0.03009939 | Local | County Highway Agency |
| Jacksnipe Drive | 2382728X000 | 0 | 0.11381227 | 0.11381227 | Local | County Highway Agency |
| Jackson Court | 2382247X000 | 0 | 0.08107757 | 0.08107757 | Local | County Highway Agency |
| Jacquelyn Circle | 2382727X000 | 0 | 0.11083361 | 0.11083361 | Local | County Highway Agency |
| Jade Circle | 2382970X000 | 0 | 0.04526069 | 0.04526069 | Local | County Highway Agency |
| Jaeger Circle | 2382726X000 | 0 | 0.05103931 | 0.05103931 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-----------------------|-------------|---|------------|------------|-------|----------------------------------|
| Jaime Marie Circle | 2382210X000 | 0 | 0.47582178 | 0.47582178 | Local | County Highway Agency |
| James Steven Drive | 2361521X000 | 0 | 0.05273223 | 0.05273223 | Local | County Highway Agency |
| James Street | 2381411X000 | 0 | 0.49576726 | 0.49576726 | Local | County Highway Agency |
| James T Circle | 2382542X000 | 0 | 0.64375913 | 0.64375913 | Local | City or Municipal Highway Agency |
| Jasper Drive | 2382725X000 | 0 | 0.36796967 | 0.36796967 | Local | County Highway Agency |
| J-D Circle | 2383158X000 | 0 | 0.06093108 | 0.06093108 | Local | County Highway Agency |
| Jean Drive | 2382969X000 | 0 | 0.49584077 | 0.49584077 | Local | County Highway Agency |
| Jen Circle | 2382968X000 | 0 | 0.12101929 | 0.12101929 | Local | County Highway Agency |
| Jenks Drive | 2382274X000 | 0 | 0.29608866 | 0.29608866 | Local | County Highway Agency |
| Jenny Anne Place | 2382724X000 | 0 | 0.19297269 | 0.19297269 | Local | County Highway Agency |
| Jenny Circle | 2361612X000 | 0 | 0.04111708 | 0.04111708 | Local | County Highway Agency |
| Jensen Circle | 2382723X000 | 0 | 0.08295311 | 0.08295311 | Local | County Highway Agency |
| Jensen Road | 2381201X000 | 0 | 0.20422483 | 0.20422483 | Local | County Highway Agency |
| Jepson Circle | 2361483X000 | 0 | 0.04410078 | 0.04410078 | Local | City or Municipal Highway Agency |
| Jerome Drive | 2382967X000 | 0 | 0.37626763 | 0.37626763 | Local | County Highway Agency |
| Jersey Loop | 2361613X000 | 0 | 0.36927132 | 0.36927132 | Local | County Highway Agency |
| Jess Avenue | 2382127X000 | 0 | 0.25253902 | 0.25253902 | Local | County Highway Agency |
| Jessica Brooke Circle | 2382966X000 | 0 | 0.09349285 | 0.09349285 | Local | County Highway Agency |
| Jessica Lane | 2382965X000 | 0 | 0.12439569 | 0.12439569 | Local | County Highway Agency |
| Jewel Street | 2361662X000 | 0 | 0.1656029 | 0.1656029 | Local | County Highway Agency |
| Jim Cottrell Circle | 2381101X000 | 0 | 0.41469458 | 0.41469458 | Local | County Highway Agency |
| Jim Road | 2382031X000 | 0 | 0.1039438 | 0.1039438 | Local | County Highway Agency |
| Joan of Arc | 2361412X000 | 0 | 0.20210938 | 0.20210938 | Local | City or Municipal Highway Agency |
| Joanne Circle | 2382964X000 | 0 | 0.0777643 | 0.0777643 | Local | County Highway Agency |
| Joanne Drive | 2361313X000 | 0 | 0.14840288 | 0.14840288 | Local | County Highway Agency |
| Joes Drive | 2381546X000 | 0 | 0.49580852 | 0.49580852 | Local | County Highway Agency |
| John Henry Circle | 2361522X000 | 0 | 0.4859403 | 0.4859403 | Local | County Highway Agency |
| John-John Court | 2382963X000 | 0 | 0.0885652 | 0.0885652 | Local | County Highway Agency |
| Joli Circle | 2382119X000 | 0 | 0.12668942 | 0.12668942 | Local | County Highway Agency |
| Jones Drive | 2383257X000 | 0 | 0.54625239 | 0.54625239 | Local | County Highway Agency |
| Jonquil Avenue | 2361687X000 | 0 | 0.0423034 | 0.0423034 | Local | City or Municipal Highway Agency |
| Josee Circle | 2382541X000 | 0 | 0.04697331 | 0.04697331 | Local | City or Municipal Highway Agency |
| Josh Drive | 2361485X000 | 0 | 0.23051692 | 0.23051692 | Local | City or Municipal Highway Agency |
| Joshua Circle | 2382962X000 | 0 | 0.02188742 | 0.02188742 | Local | County Highway Agency |
| Josselin Lane | 2361413X000 | 0 | 0.29352588 | 0.29352588 | Local | City or Municipal Highway Agency |
| Jude Drive | 2382540X000 | 0 | 0.27349068 | 0.27349068 | Local | City or Municipal Highway Agency |
| Julie Circle | 2382539X000 | 0 | 0.0812551 | 0.0812551 | Local | City or Municipal Highway Agency |
| June Bug Avenue | 2382722X000 | 0 | 0.06117062 | 0.06117062 | Local | County Highway Agency |
| Juniper Drive | 2382961X000 | 0 | 0.1038739 | 0.1038739 | Local | County Highway Agency |
| Justice Street | 2382960X000 | 0 | 0.1243297 | 0.1243297 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|----------------------|-------------|---|------------|------------|-------|----------------------------------|
| Kaitlyn Circle | 2381635X000 | 0 | 0.09449233 | 0.09449233 | Local | County Highway Agency |
| Kalli Circle | 2382538X000 | 0 | 0.12756984 | 0.12756984 | Local | City or Municipal Highway Agency |
| Kalwies Lane | 2361357X000 | 0 | 0.24725992 | 0.24725992 | Local | County Highway Agency |
| Kanabec Drive | 2382537X000 | 0 | 0.33548631 | 0.33548631 | Local | City or Municipal Highway Agency |
| Kane Circle | 2381281X000 | 0 | 0.09392029 | 0.09392029 | Local | County Highway Agency |
| Kangaroo Court | 2361751X000 | 0 | 0.07074804 | 0.07074804 | Local | City or Municipal Highway Agency |
| Kanoa Circle | 2381280X000 | 0 | 0.11540522 | 0.11540522 | Local | County Highway Agency |
| Kara Circle | 2382536X000 | 0 | 0.08876659 | 0.08876659 | Local | City or Municipal Highway Agency |
| Karsten Drive | 2381618X000 | 0 | 0.51453661 | 0.51453661 | Local | County Highway Agency |
| Kate's Drive | 2382252X000 | 0 | 0.28728416 | 0.28728416 | Local | County Highway Agency |
| Kathilyn Road | 2382032X000 | 0 | 0.91174393 | 0.91174393 | Local | County Highway Agency |
| Kathleen Circle | 2382959X000 | 0 | 0.235114 | 0.235114 | Local | County Highway Agency |
| Kathy Circle | 2382721X000 | 0 | 0.17216183 | 0.17216183 | Local | County Highway Agency |
| Katie Circle | 2361614X000 | 0 | 0.13137001 | 0.13137001 | Local | County Highway Agency |
| Katie Did Circle | 2382236X000 | 0 | 0.03317939 | 0.03317939 | Local | County Highway Agency |
| Katmai Court | 2382171X000 | 0 | 0.08721267 | 0.08721267 | Local | County Highway Agency |
| Kaye Marie Court | 2361714X000 | 0 | 0.0368456 | 0.0368456 | Local | County Highway Agency |
| Kaye Marie Drive | 2361712X000 | 0 | 0.40713282 | 0.40713282 | Local | County Highway Agency |
| Keats Circle | 2381279X000 | 0 | 0.03046767 | 0.03046767 | Local | County Highway Agency |
| Keith Street | 2383134X000 | 0 | 0.1408231 | 0.1408231 | Local | County Highway Agency |
| Kelso Lane | 2361419X000 | 0 | 0.2748119 | 0.2748119 | Local | County Highway Agency |
| Keltons Circle | 2382720X000 | 0 | 0.06066097 | 0.06066097 | Local | County Highway Agency |
| Kendra Circle | 2382719X000 | 0 | 0.16541239 | 0.16541239 | Local | County Highway Agency |
| Kentucky Derby Drive | 2361426X000 | 0 | 0.60964542 | 0.60964542 | Local | County Highway Agency |
| Kepler Drive | 2361548X000 | 0 | 0.5938241 | 0.5938241 | Local | County Highway Agency |
| Kerry Lane | 2382535X000 | 0 | 0.12008438 | 0.12008438 | Local | City or Municipal Highway Agency |
| Kerry Weiland Court | 2361615X000 | 0 | 0.0420899 | 0.0420899 | Local | City or Municipal Highway Agency |
| Kertulla Court | 2381903X000 | 0 | 0.09574718 | 0.09574718 | Local | County Highway Agency |
| Ketch Circle | 2381481X000 | 0 | 0.06648488 | 0.06648488 | Local | County Highway Agency |
| Kianna Avenue | 2381922X000 | 0 | 0.28193584 | 0.28193584 | Local | County Highway Agency |
| Kibby Drive | 2382273X000 | 0 | 0.28728627 | 0.28728627 | Local | County Highway Agency |
| Kildare Circle | 2361471X000 | 0 | 0.08934042 | 0.08934042 | Local | County Highway Agency |
| Kilkenny Drive | 2361470X000 | 0 | 0.22839078 | 0.22839078 | Local | County Highway Agency |
| Killarney Drive | 2361743X000 | 0 | 0.79557081 | 0.79557081 | Local | County Highway Agency |
| Kilo Drive | 2382958X000 | 0 | 0.41152012 | 0.41152012 | Local | County Highway Agency |
| Kimberly Street | 2382534X000 | 0 | 0.43849013 | 0.43849013 | Local | City or Municipal Highway Agency |
| Kimo Circle | 2381278X000 | 0 | 0.09319969 | 0.09319969 | Local | County Highway Agency |
| King Mountain Lane | 2361616X000 | 0 | 0.16067009 | 0.16067009 | Local | County Highway Agency |
| King Salmon Drive | 2382957X000 | 0 | 0.35654032 | 0.35654032 | Local | County Highway Agency |
| Kings Ridge Circle | 2381129X000 | 0 | 0.16435861 | 0.16435861 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|---------------------------|-------------|-------------|-------------|-------------|----------------------------|----------------------------------|
| Kinnikinnik Avenue | 2361666X000 | 0 | 0.06841188 | 0.06841188 | Local | City or Municipal Highway Agency |
| Kinnikinnik Avenue | 2361685X000 | 0 | 0.0282226 | 0.0282226 | Local | City or Municipal Highway Agency |
| Kinsington Avenue | 2381923X000 | 0 | 0.38323431 | 0.38323431 | Local | County Highway Agency |
| Kintrye Lane | 2382718X000 | 0 | 0.10153692 | 0.10153692 | Local | County Highway Agency |
| Kipling Drive | 2381276X000 | 0 | 0.28604167 | 0.28604167 | Local | County Highway Agency |
| Kircher Court | 2382956X000 | 0 | 0.07132766 | 0.07132766 | Local | County Highway Agency |
| Kittiwake Street | 2381692X000 | 0 | 0.42208416 | 0.42208416 | Local | County Highway Agency |
| Kiva Way | 2361473X000 | 0 | 0.39512683 | 0.39512683 | Local | County Highway Agency |
| Klouda Circle | 2382955X000 | 0 | 0.1317767 | 0.1317767 | Local | County Highway Agency |
| Knik Knack Mud Shack Road | 2381056X000 | 0 | 0.70525381 | 0.70525381 | Minor Collector | County Highway Agency |
| Knik Knack Mud Shack Road | 2381056X000 | 0.70525381 | 1.70990644 | 1.00465263 | Local | County Highway Agency |
| Knik Street | 2382392X000 | 0 | 0.27879159 | 0.27879159 | Local | City or Municipal Highway Agency |
| Knik Street | 2382393X000 | 0 | 0.18534047 | 0.18534047 | Local | City or Municipal Highway Agency |
| Knik-Goose Bay Road | 2381037X000 | 0 | 10.15566746 | 10.15566746 | Principal Arterial - Other | State Highway Agency |
| Knik-Goose Bay Road | 2381037X000 | 10.15566746 | 11.1637833 | 1.00811584 | Major Collector | State Highway Agency |
| Knox Drive | 2381670X000 | 0 | 0.34609161 | 0.34609161 | Local | County Highway Agency |
| Kodiak Drive | 2382717X000 | 0 | 0.15346003 | 0.15346003 | Local | County Highway Agency |
| Koslosky Court | 2382954X000 | 0 | 0.10022297 | 0.10022297 | Local | County Highway Agency |
| Koyuk Circle | 2382533X000 | 0 | 0.0847009 | 0.0847009 | Local | City or Municipal Highway Agency |
| Kranberry Lane | 2381602X000 | 0 | 0.09690573 | 0.09690573 | Local | County Highway Agency |
| Kristy Drive | 2381522X000 | 0 | 0.23146768 | 0.23146768 | Local | County Highway Agency |
| Krisun Drive | 2381507X000 | 0 | 0.24781294 | 0.24781294 | Local | County Highway Agency |
| Kyle William's Circle | 2382716X000 | 0 | 0.094955 | 0.094955 | Local | County Highway Agency |
| Kyrok Circle | 2361617X000 | 0 | 0.11059432 | 0.11059432 | Local | County Highway Agency |
| Lacy Loop | 2382532X000 | 0 | 0.00559213 | 0.00559213 | Local | County Highway Agency |
| Lacy Loop | 2382532X000 | 0.00559213 | 0.24973677 | 0.24414464 | Local | City or Municipal Highway Agency |
| Lacy Loop | 2382532X000 | 0.24973677 | 0.25523582 | 0.00549905 | Local | County Highway Agency |
| Laduc Place | 2382028X000 | 0 | 0.05557655 | 0.05557655 | Local | County Highway Agency |
| Lady Slipper Lane | 2361654X000 | 0 | 0.25476004 | 0.25476004 | Local | County Highway Agency |
| Lagoon Drive | 2382953X000 | 0 | 0.26451561 | 0.26451561 | Local | County Highway Agency |
| Lahti Circle | 2382003X000 | 0 | 0.50443363 | 0.50443363 | Local | County Highway Agency |
| Lake Circle | 2382952X000 | 0 | 0.06025198 | 0.06025198 | Local | County Highway Agency |
| Lake Lucille Drive | 2382410X000 | 0 | 1.19344958 | 1.19344958 | Local | City or Municipal Highway Agency |
| Lake Shore Avenue | 2382406X000 | 0 | 0.3076406 | 0.3076406 | Local | City or Municipal Highway Agency |
| Lake Shore Avenue | 2382406X000 | 0.3076406 | 0.3933005 | 0.0856599 | Local | County Highway Agency |
| Lake Street | 2382531X000 | 0 | 0.2886751 | 0.2886751 | Local | City or Municipal Highway Agency |
| Lake View Avenue | 2382386X000 | 0 | 0.91844442 | 0.91844442 | Local | City or Municipal Highway Agency |
| Lakeridge Circle | 2383279X000 | 0 | 0.13344961 | 0.13344961 | Local | County Highway Agency |
| Lakeshore Loop | 2361618X000 | 0 | 0.52263387 | 0.52263387 | Local | County Highway Agency |
| Lakeside Drive | 2381612X000 | 0 | 0.49074144 | 0.49074144 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|--------------------------|-------------|------------|------------|------------|-------|----------------------------------|
| Lakewood Drive | 2382530X000 | 0 | 0.40616677 | 0.40616677 | Local | City or Municipal Highway Agency |
| Lamar East Circle | 2381275X000 | 0 | 0.08114431 | 0.08114431 | Local | County Highway Agency |
| Lamar R Road | 2381293X000 | 0 | 0.14269112 | 0.14269112 | Local | County Highway Agency |
| Lamont Circle | 2381631X000 | 0 | 0.17818166 | 0.17818166 | Local | County Highway Agency |
| Lamont Way | 2381456X000 | 0 | 0.62962582 | 0.62962582 | Local | County Highway Agency |
| Lanark Drive | 2382715X000 | 0 | 0.35247817 | 0.35247817 | Local | County Highway Agency |
| Lance B Circle | 2383244X000 | 0 | 0.09737828 | 0.09737828 | Local | County Highway Agency |
| Landmark Drive | 2382951X000 | 0 | 0.33744897 | 0.33744897 | Local | County Highway Agency |
| Lani Drive | 2361436X000 | 0 | 0.30601269 | 0.30601269 | Local | County Highway Agency |
| Lanny Wadkins Place | 2382529X000 | 0 | 0.11426743 | 0.11426743 | Local | City or Municipal Highway Agency |
| Lansing Road | 2382227X000 | 0 | 0.2544634 | 0.2544634 | Local | County Highway Agency |
| Lariate Circle | 2361807X000 | 0 | 0.03121232 | 0.03121232 | Local | County Highway Agency |
| Lark Circle | 2381944X000 | 0 | 0.64965282 | 0.64965282 | Local | County Highway Agency |
| Larkspur Circle | 2382087X000 | 0 | 0.17052241 | 0.17052241 | Local | County Highway Agency |
| Larkspur Hill Circle | 2381204X000 | 0 | 0.25867759 | 0.25867759 | Local | County Highway Agency |
| Larson Elementary Circle | 2382714X000 | 0 | 0.33556983 | 0.33556983 | Local | County Highway Agency |
| Larson Way | 2381157X000 | 0 | 0.07280155 | 0.07280155 | Local | County Highway Agency |
| Laurel Drive | 2361445X000 | 0 | 0.42327663 | 0.42327663 | Local | County Highway Agency |
| Lauren Lane | 2382950X000 | 0 | 0.21948207 | 0.21948207 | Local | County Highway Agency |
| Laurie Ann Lane | 2382980X000 | 0 | 0.10446979 | 0.10446979 | Local | County Highway Agency |
| Lavender Lane | 2381529X000 | 0 | 0.25987833 | 0.25987833 | Local | County Highway Agency |
| Laverne Avenue | 2382713X000 | 0 | 0.06007726 | 0.06007726 | Local | County Highway Agency |
| Lawalter Road | 2361042X000 | 0 | 0.59664195 | 0.59664195 | Local | County Highway Agency |
| Lazy Eight Court | 2382949X000 | 0 | 0.22892441 | 0.22892441 | Local | County Highway Agency |
| Lazy K Lane | 2381518X000 | 0 | 0.24383176 | 0.24383176 | Local | County Highway Agency |
| Leah Circle | 2382712X000 | 0 | 0.06733821 | 0.06733821 | Local | County Highway Agency |
| Leatherleaf Loop | 2382711X000 | 0 | 0.46847918 | 0.46847918 | Local | County Highway Agency |
| Leckwold Drive | 2381924X000 | 0 | 0.46744099 | 0.46744099 | Local | County Highway Agency |
| Lee Ann Drive | 2361441X000 | 0 | 0.36078141 | 0.36078141 | Local | County Highway Agency |
| Lee Street | 2381374X000 | 0 | 0.33044439 | 0.33044439 | Local | County Highway Agency |
| Lee Trevino Avenue | 2382528X000 | 0 | 0.1862468 | 0.1862468 | Local | City or Municipal Highway Agency |
| Legacy Court | 2382948X000 | 0 | 0.04957368 | 0.04957368 | Local | County Highway Agency |
| Legacy Lane | 2382947X000 | 0 | 0.33339478 | 0.33339478 | Local | County Highway Agency |
| Lemming Circle | 2382710X000 | 0 | 0.06508991 | 0.06508991 | Local | County Highway Agency |
| Lenore Street | 2382008X000 | 0 | 0.14612065 | 0.14612065 | Local | County Highway Agency |
| Lenton Lane | 2382123X000 | 0 | 0.12842397 | 0.12842397 | Local | County Highway Agency |
| Leopold Loop | 2382033X000 | 0 | 0.37389195 | 0.37389195 | Local | County Highway Agency |
| Leota Street | 2382244X000 | 0 | 0.24631774 | 0.24631774 | Local | County Highway Agency |
| Lepak Avenue | 2361665X000 | 0 | 0.17844743 | 0.17844743 | Local | City or Municipal Highway Agency |
| Lepak Avenue | 2361665X000 | 0.17844743 | 0.24245369 | 0.06400626 | Local | County Highway Agency |

MSB Small Urban Area Roads

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| Leslie Circle | 2381158X000 | 0 | 0.08726368 | 0.08726368 | Local | County Highway Agency |
| Letha Drive | 2381520X000 | 0 | 0.11703855 | 0.11703855 | Local | County Highway Agency |
| Lexington Street | 2361456X000 | 0 | 0.4074586 | 0.4074586 | Local | County Highway Agency |
| Liahona Drive | 2361398X000 | 0 | 0.14862148 | 0.14862148 | Local | County Highway Agency |
| Liberty Court | 2382946X000 | 0 | 0.07211804 | 0.07211804 | Local | County Highway Agency |
| Lief Street | 2381969X000 | 0 | 0.14962356 | 0.14962356 | Local | County Highway Agency |
| Lilac Court | 2382945X000 | 0 | 0.09317502 | 0.09317502 | Local | County Highway Agency |
| Limberlost Avenue | 2382110X000 | 0 | 0.60460617 | 0.60460617 | Local | County Highway Agency |
| Limberlost Circle | 2382100X000 | 0 | 0.15696213 | 0.15696213 | Local | County Highway Agency |
| Linda Circle | 2382527X000 | 0 | 0.0933208 | 0.0933208 | Local | City or Municipal Highway Agency |
| Lingenberry Court | 2361711X000 | 0 | 0.09467389 | 0.09467389 | Local | County Highway Agency |
| Link Street | 2382167X000 | 0 | 0.06892563 | 0.06892563 | Local | County Highway Agency |
| Linlu Lane | 2381016X000 | 0 | 0.34548353 | 0.34548353 | Minor Collector | County Highway Agency |
| Little Brook Lane | 2381159X000 | 0 | 0.07478813 | 0.07478813 | Local | County Highway Agency |
| Little Susitna Drive | 2382709X000 | 0 | 0.10437826 | 0.10437826 | Local | County Highway Agency |
| Liz Lane | 2382944X000 | 0 | 0.07048147 | 0.07048147 | Local | County Highway Agency |
| Lloyd Street | 2361496X000 | 0 | 0.13234811 | 0.13234811 | Local | City or Municipal Highway Agency |
| Lobelia Avenue | 2361683X000 | 0 | 0.02692568 | 0.02692568 | Local | City or Municipal Highway Agency |
| Lobo Street | 2382526X000 | 0 | 0.09384909 | 0.09384909 | Local | City or Municipal Highway Agency |
| Local 302 Road | 2361437X000 | 0 | 0.36464435 | 0.36464435 | Local | County Highway Agency |
| Loch Ness Court | 2382708X000 | 0 | 0.0749774 | 0.0749774 | Local | County Highway Agency |
| Lochcarron Drive | 2382707X000 | 0 | 0.42062456 | 0.42062456 | Local | County Highway Agency |
| Loft Circle | 2383276X000 | 0 | 0.15888129 | 0.15888129 | Local | County Highway Agency |
| Lolly Circle | 2382525X000 | 0 | 0.05895425 | 0.05895425 | Local | City or Municipal Highway Agency |
| Lollybrock Drive | 2382096X000 | 0 | 0.55169112 | 0.55169112 | Local | County Highway Agency |
| Loma Prieta Drive | 2361435X000 | 0 | 0.71367232 | 0.71367232 | Local | County Highway Agency |
| Loma Rica Drive | 2361439X000 | 0 | 0.22813216 | 0.22813216 | Local | County Highway Agency |
| Lombard Circle | 2382101X000 | 0 | 0.09468414 | 0.09468414 | Local | County Highway Agency |
| Lone Cub Drive | 2382524X000 | 0 | 0.92607086 | 0.92607086 | Local | City or Municipal Highway Agency |
| Lone Duck Trail | 2382146X000 | 0 | 0.12678579 | 0.12678579 | Local | County Highway Agency |
| Lonesome Drive | 2381147X000 | 0 | 0.31889847 | 0.31889847 | Local | County Highway Agency |
| Longspur Court | 2382706X000 | 0 | 0.03030649 | 0.03030649 | Local | County Highway Agency |
| Longspur Drive | 2382705X000 | 0 | 0.20047573 | 0.20047573 | Local | County Highway Agency |
| Lookout Drive | 2381509X000 | 0 | 0.49113004 | 0.49113004 | Local | County Highway Agency |
| Loon Drive | 2382704X000 | 0 | 0.04928878 | 0.04928878 | Local | County Highway Agency |
| Lord Baranof Drive | 2382184X000 | 0 | 0.43063259 | 0.43063259 | Local | County Highway Agency |
| Loren Circle | 2382703X000 | 0 | 0.06082215 | 0.06082215 | Local | County Highway Agency |
| Loretta Circle | 2361619X000 | 0 | 0.10092997 | 0.10092997 | Local | County Highway Agency |
| Lori-Lynn Circle | 2382045X000 | 0 | 0.12543692 | 0.12543692 | Local | County Highway Agency |
| Lost Valley Road | 2381994X000 | 0 | 0.29271052 | 0.29271052 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-----------------------|-------------|------------|------------|------------|------------------------|----------------------------------|
| Loussac Lane | 2382172X000 | 0 | 0.69957213 | 0.69957213 | Local | County Highway Agency |
| Love Drive | 2361399X000 | 0 | 0.11671618 | 0.11671618 | Local | County Highway Agency |
| Lovers Lane | 2382702X000 | 0 | 0.14268087 | 0.14268087 | Local | County Highway Agency |
| Low Road | 2361744X000 | 0 | 0.22656271 | 0.22656271 | Local | County Highway Agency |
| Lower Circle | 2381149X000 | 0 | 0.1999275 | 0.1999275 | Local | County Highway Agency |
| Lower Mesa Drive | 2383188X000 | 0 | 0.42715771 | 0.42715771 | Local | County Highway Agency |
| Lower Mesa Drive | 2383189X000 | 0 | 0.11149699 | 0.11149699 | Local | County Highway Agency |
| Lower Road | 2381162X000 | 0 | 1.61893073 | 1.61893073 | Local | County Highway Agency |
| Lower Road | 2382943X000 | 0 | 0.45622278 | 0.45622278 | Local | County Highway Agency |
| Lucas Way | 2361681X000 | 0 | 0.16138889 | 0.16138889 | Local | City or Municipal Highway Agency |
| Lucille Street | 2381011X000 | 0 | 1.26803224 | 1.26803224 | Minor Arterial | City or Municipal Highway Agency |
| Lucille Street | 2381011X000 | 1.26803224 | 2.27223437 | 1.00420213 | Minor Arterial | County Highway Agency |
| Lucille Street | 2381011X000 | 2.27223437 | 3.0788841 | 0.80664973 | Major Collector | County Highway Agency |
| Lucinda's Place | 2382004X000 | 0 | 0.18417111 | 0.18417111 | Local | County Highway Agency |
| Lucus Road | 2381012X000 | 0 | 0.18711417 | 0.18711417 | Major Collector | City or Municipal Highway Agency |
| Lucus Road | 2381012X000 | 0.18711417 | 1.35157811 | 1.16446394 | Minor Collector | City or Municipal Highway Agency |
| Lucy Creek Circle | 2383252X000 | 0 | 0.05606389 | 0.05606389 | Local | County Highway Agency |
| Lucy Lake Drive | 2382082X000 | 0 | 0.37718819 | 0.37718819 | Local | County Highway Agency |
| Luke Street | 2382942X000 | 0 | 0.50247843 | 0.50247843 | Local | County Highway Agency |
| Lupine Lane | 2381904X000 | 0 | 1.86219433 | 1.86219433 | Local | County Highway Agency |
| Lupine Way | 2381163X000 | 0 | 0.10698957 | 0.10698957 | Local | County Highway Agency |
| Luther Avenue | 2382701X000 | 0 | 0.33864573 | 0.33864573 | Local | County Highway Agency |
| Lynn Circle | 2382185X000 | 0 | 0.06388458 | 0.06388458 | Local | County Highway Agency |
| Lynn Drive | 2382189X000 | 0 | 0.24734182 | 0.24734182 | Local | County Highway Agency |
| Lynn Martin Drive | 2361690X000 | 0 | 0.09847978 | 0.09847978 | Local | City or Municipal Highway Agency |
| Lynnette Drive | 2381973X000 | 0 | 0.26795924 | 0.26795924 | Local | County Highway Agency |
| Lynx Circle | 2382700X000 | 0 | 0.04741187 | 0.04741187 | Local | County Highway Agency |
| Mack Drive | 2382417X000 | 0 | 1.08684791 | 1.08684791 | Local | City or Municipal Highway Agency |
| Main Street | 2381060X000 | 0 | 0.28696962 | 0.28696962 | Principal Arterial - O | State Highway Agency |
| Mainsail Avenue | 2381478X000 | 0 | 0.5373115 | 0.5373115 | Local | County Highway Agency |
| Majestic Drive | 2381127X000 | 0 | 0.12667525 | 0.12667525 | Local | County Highway Agency |
| Majestic View Circle | 2382523X000 | 0 | 0.14813035 | 0.14813035 | Local | City or Municipal Highway Agency |
| Makato Court | 2382217X000 | 0 | 0.08722336 | 0.08722336 | Local | County Highway Agency |
| Mana Naen Street | 2382522X000 | 0 | 0.16265158 | 0.16265158 | Local | City or Municipal Highway Agency |
| Maney Drive | 2382521X000 | 0 | 0.4039048 | 0.4039048 | Local | City or Municipal Highway Agency |
| Manhattan Way | 2361459X000 | 0 | 0.33483891 | 0.33483891 | Local | County Highway Agency |
| Manna Drive | 2361019X000 | 0 | 0.17495619 | 0.17495619 | Local | County Highway Agency |
| Manna Drive Connector | 2361798X000 | 0 | 0.04884077 | 0.04884077 | Local | City or Municipal Highway Agency |
| Maple Street | 2382941X000 | 0 | 0.09759557 | 0.09759557 | Local | County Highway Agency |
| Maradee Circle | 2382254X000 | 0 | 0.15118519 | 0.15118519 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|--------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Marble Way | 2381404X000 | 0 | 0.52358102 | 0.52358102 | Local | County Highway Agency |
| Marble Way | 2381405X000 | 0 | 0.80853631 | 0.80853631 | Local | County Highway Agency |
| Marcell Circle | 2383190X000 | 0 | 0.0687133 | 0.0687133 | Local | County Highway Agency |
| Marcell Circle | 2383191X000 | 0 | 0.09623527 | 0.09623527 | Local | County Highway Agency |
| Marcell Loop | 2381106X000 | 0 | 0.30913352 | 0.30913352 | Local | County Highway Agency |
| Marcos Circle | 2382940X000 | 0 | 0.05969673 | 0.05969673 | Local | County Highway Agency |
| Mardin-Olson Circle | 2382267X000 | 0 | 0.12468985 | 0.12468985 | Local | County Highway Agency |
| Margaret Court | 2361620X000 | 0 | 0.03802372 | 0.03802372 | Local | City or Municipal Highway Agency |
| Marianns Place | 2382520X000 | 0 | 0.20896228 | 0.20896228 | Local | County Highway Agency |
| Marilyn Circle | 2382699X000 | 0 | 0.07272201 | 0.07272201 | Local | County Highway Agency |
| Mark Drive | 2382939X000 | 0 | 0.31154748 | 0.31154748 | Local | County Highway Agency |
| Marsh Road | 2361023X000 | 0 | 0.49645207 | 0.49645207 | Minor Collector | State Highway Agency |
| Mary Red Circle | 2382255X000 | 0 | 0.12659193 | 0.12659193 | Local | County Highway Agency |
| Mary Street | 2361659X000 | 0 | 0.1847908 | 0.1847908 | Local | County Highway Agency |
| Matanuska Spur Road East | 2361059X000 | 0 | 0.22673353 | 0.22673353 | Local | State Highway Agency |
| Matanuska Spur West Road | 2361051X000 | 0 | 0.58994507 | 0.58994507 | Local | County Highway Agency |
| Max Drive | 2361568X000 | 0 | 0.05103496 | 0.05103496 | Local | County Highway Agency |
| Mayflower Court | 2382938X000 | 0 | 0.17786514 | 0.17786514 | Local | County Highway Agency |
| Mayflower Lane | 2382936X000 | 0 | 0.80215242 | 0.80215242 | Local | County Highway Agency |
| Mayflower Lane Spur | 2382937X000 | 0 | 0.01283375 | 0.01283375 | Local | County Highway Agency |
| McAdoo Way | 2382698X000 | 0 | 0.72349724 | 0.72349724 | Local | County Highway Agency |
| McCallister Drive | 2381638X000 | 0 | 0.21322798 | 0.21322798 | Local | County Highway Agency |
| McCormick Lane | 2382697X000 | 0 | 0.13014896 | 0.13014896 | Local | County Highway Agency |
| McKee Court | 2382519X000 | 0 | 0.08527064 | 0.08527064 | Local | City or Municipal Highway Agency |
| McKee Court | 2382519X000 | 0.08527064 | 0.08543089 | 0.00016025 | Local | County Highway Agency |
| McKenzy Menard Circle | 2382696X000 | 0 | 0.44496319 | 0.44496319 | Local | County Highway Agency |
| McKinley Drive | 2382935X000 | 0 | 0.12235157 | 0.12235157 | Local | County Highway Agency |
| McKinley Street | 2383262X000 | 0 | 0.06698092 | 0.06698092 | Local | City or Municipal Highway Agency |
| McLeod Road | 2361037X000 | 0 | 0.55046018 | 0.55046018 | Local | County Highway Agency |
| McMillan Court | 2381627X000 | 0 | 0.06209211 | 0.06209211 | Local | County Highway Agency |
| McNeese Parkway | 2382279X000 | 0 | 0.18323303 | 0.18323303 | Local | County Highway Agency |
| McRae Drive | 2382934X000 | 0 | 0.27710593 | 0.27710593 | Local | County Highway Agency |
| Meadow Drive | 2382095X000 | 0 | 0.14598712 | 0.14598712 | Local | County Highway Agency |
| Meadow Drive | 2382933X000 | 0 | 0.56677618 | 0.56677618 | Local | County Highway Agency |
| Meander Street | 2381494X000 | 0 | 0.17237857 | 0.17237857 | Local | County Highway Agency |
| Megan Way | 2382932X000 | 0 | 0.18419628 | 0.18419628 | Local | County Highway Agency |
| Melanie Avenue | 2382409X000 | 0 | 1.10987793 | 1.10987793 | Local | City or Municipal Highway Agency |
| Melissa Rose Circle | 2361621X000 | 0 | 0.10924228 | 0.10924228 | Local | City or Municipal Highway Agency |
| Melrose Court | 2382695X000 | 0 | 0.05728084 | 0.05728084 | Local | County Highway Agency |
| Memory Drive | 2382148X000 | 0 | 0.15191449 | 0.15191449 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|--------------------------|-------------|-----------|------------|------------|-------|----------------------------------|
| Menke Circle | 2382931X000 | 0 | 0.1002395 | 0.1002395 | Local | County Highway Agency |
| Menomonie Circle | 2381213X000 | 0 | 0.08601467 | 0.08601467 | Local | County Highway Agency |
| Merciful Circle | 2382930X000 | 0 | 0.03843152 | 0.03843152 | Local | County Highway Agency |
| Meridian Loop | 2382929X000 | 0 | 0.5294997 | 0.5294997 | Local | County Highway Agency |
| Meridian Park Loop | 2382928X000 | 0 | 0.46530441 | 0.46530441 | Local | County Highway Agency |
| Meridian Place | 2382927X000 | 0 | 0.30527481 | 0.30527481 | Local | County Highway Agency |
| Merissa's Way | 2382694X000 | 0 | 0.10888009 | 0.10888009 | Local | County Highway Agency |
| Merrill Circle | 2382926X000 | 0 | 0.50638057 | 0.50638057 | Local | County Highway Agency |
| Merrimac Road | 2382286X000 | 0 | 0.11839351 | 0.11839351 | Local | County Highway Agency |
| Meyers Circle | 2382005X000 | 0 | 0.35652913 | 0.35652913 | Local | County Highway Agency |
| Michelle Christine Place | 2382925X000 | 0 | 0.12968492 | 0.12968492 | Local | County Highway Agency |
| Michelle Lane | 2382248X000 | 0 | 0.10215556 | 0.10215556 | Local | County Highway Agency |
| Middle Mesa Drive | 2381151X000 | 0 | 0.61281739 | 0.61281739 | Local | County Highway Agency |
| Midtown Drive | 2361450X000 | 0 | 0.3548354 | 0.3548354 | Local | County Highway Agency |
| Midtown Frontage Road | 2361451X000 | 0 | 0.17778399 | 0.17778399 | Local | County Highway Agency |
| Mike Circle | 2381671X000 | 0 | 0.02527619 | 0.02527619 | Local | County Highway Agency |
| Mike Street | 2361622X000 | 0 | 0.0005117 | 0.0005117 | Local | County Highway Agency |
| Mike Street | 2361622X000 | 0.0005117 | 0.12424377 | 0.12373207 | Local | City or Municipal Highway Agency |
| Mikey Circle | 2382518X000 | 0 | 0.17650142 | 0.17650142 | Local | City or Municipal Highway Agency |
| Mill Site Circle | 2382517X000 | 0 | 0.400544 | 0.400544 | Local | City or Municipal Highway Agency |
| Minnetonka Drive | 2382516X000 | 0 | 0.410782 | 0.410782 | Local | City or Municipal Highway Agency |
| Mint Drive | 2382245X000 | 0 | 0.19010706 | 0.19010706 | Local | County Highway Agency |
| Mintz Lane | 2381975X000 | 0 | 0.17777392 | 0.17777392 | Local | County Highway Agency |
| Mintz Place | 2381976X000 | 0 | 0.06609007 | 0.06609007 | Local | County Highway Agency |
| Mission Hills Avenue | 2382515X000 | 0 | 0.27619221 | 0.27619221 | Local | City or Municipal Highway Agency |
| Misty Lane | 2382924X000 | 0 | 0.12269482 | 0.12269482 | Local | County Highway Agency |
| Mitzie Court | 2382922X000 | 0 | 0.07113522 | 0.07113522 | Local | County Highway Agency |
| Mitzie Court Wye | 2382923X000 | 0 | 0.09145551 | 0.09145551 | Local | County Highway Agency |
| Mockorange Circle | 2383245X000 | 0 | 0.04931563 | 0.04931563 | Local | County Highway Agency |
| Moffit Road | 2361047X000 | 0 | 0.52879811 | 0.52879811 | Local | County Highway Agency |
| Mollies Circle | 2382147X000 | 0 | 0.12919317 | 0.12919317 | Local | County Highway Agency |
| Mollybrienne Circle | 2382693X000 | 0 | 0.12499066 | 0.12499066 | Local | County Highway Agency |
| Montana Circle | 2361623X000 | 0 | 0.04249938 | 0.04249938 | Local | City or Municipal Highway Agency |
| Montana Drive | 2361508X000 | 0 | 0.19970051 | 0.19970051 | Local | City or Municipal Highway Agency |
| Montclair Avenue | 2382111X000 | 0 | 0.25931568 | 0.25931568 | Local | County Highway Agency |
| Monte Vista Drive | 2361415X000 | 0 | 0.53926117 | 0.53926117 | Local | County Highway Agency |
| Montgomery Way | 2361480X000 | 0 | 0.18183128 | 0.18183128 | Local | City or Municipal Highway Agency |
| Monthome Circle | 2382149X000 | 0 | 0.0585695 | 0.0585695 | Local | County Highway Agency |
| Montrose Court | 2382692X000 | 0 | 0.0829917 | 0.0829917 | Local | County Highway Agency |
| Monument Circle | 2382083X000 | 0 | 0.16800642 | 0.16800642 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Moore Road | 2361035X000 | 0 | 0.20063431 | 0.20063431 | Local | County Highway Agency |
| Moose Park Drive | 2381524X000 | 0 | 0.41525431 | 0.41525431 | Local | County Highway Agency |
| Moose Ridge Circle | 2382049X000 | 0 | 0.33935838 | 0.33935838 | Local | County Highway Agency |
| Moose Street | 2383132X000 | 0 | 0.50009678 | 0.50009678 | Local | County Highway Agency |
| Moose Street | 2383133X000 | 0 | 0.22292595 | 0.22292595 | Local | County Highway Agency |
| Moraine Circle | 2382514X000 | 0 | 0.07613812 | 0.07613812 | Local | City or Municipal Highway Agency |
| Morning Light Drive | 2361624X000 | 0 | 0.0223427 | 0.0223427 | Local | County Highway Agency |
| Morning Mist Circle | 2381167X000 | 0 | 0.21918829 | 0.21918829 | Local | County Highway Agency |
| Morning Mist Drive | 2381168X000 | 0 | 0.26489378 | 0.26489378 | Local | County Highway Agency |
| Morrie Circle | 2382513X000 | 0 | 0.12446162 | 0.12446162 | Local | City or Municipal Highway Agency |
| Mosier Court | 2382921X000 | 0 | 0.2052381 | 0.2052381 | Local | County Highway Agency |
| Mosier Street | 2382920X000 | 0 | 0.10581195 | 0.10581195 | Local | County Highway Agency |
| Mossberry Circle | 2382919X000 | 0 | 0.03409094 | 0.03409094 | Local | County Highway Agency |
| Mosswood Drive | 2382918X000 | 0 | 0.6517858 | 0.6517858 | Local | County Highway Agency |
| Motherlode Circle | 2382691X000 | 0 | 0.10389707 | 0.10389707 | Local | County Highway Agency |
| Mount Pilot Circle | 2361401X000 | 0 | 0.10284901 | 0.10284901 | Local | County Highway Agency |
| Mountain Ash Place | 2382917X000 | 0 | 0.06826157 | 0.06826157 | Local | County Highway Agency |
| Mountain Circle | 2381532X000 | 0 | 0.0700285 | 0.0700285 | Local | County Highway Agency |
| Mountain Crest Drive | 2382690X000 | 0 | 0.18658265 | 0.18658265 | Local | County Highway Agency |
| Mountain Goat Circle | 2381216X000 | 0 | 0.14052348 | 0.14052348 | Local | County Highway Agency |
| Mountain Heather Way | 2382916X000 | 0 | 0.27529048 | 0.27529048 | Local | County Highway Agency |
| Mountain Village Circle | 2382512X000 | 0 | 0.14249191 | 0.14249191 | Local | City or Municipal Highway Agency |
| Mountain Village Drive | 2382511X000 | 0 | 0.09960049 | 0.09960049 | Local | City or Municipal Highway Agency |
| Mt Gannett Circle | 2361625X000 | 0 | 0.02768853 | 0.02768853 | Local | County Highway Agency |
| Mud Shack Circle | 2381896X000 | 0.2600987 | 0.47934601 | 0.21924731 | Local | County Highway Agency |
| Muffin Street | 2381457X000 | 0 | 0.32617981 | 0.32617981 | Local | County Highway Agency |
| Muir Street | 2381693X000 | 0 | 0.19926941 | 0.19926941 | Local | County Highway Agency |
| Mulchatna Drive | 2381043X000 | 0 | 1.34097996 | 1.34097996 | Minor Collector | County Highway Agency |
| Murray Drive | 2382150X000 | 0 | 0.20270378 | 0.20270378 | Local | County Highway Agency |
| Musgrove Drive | 2383194X000 | 0 | 0.23761321 | 0.23761321 | Local | County Highway Agency |
| Musgrove Drive | 2383195X000 | 0 | 0.03412872 | 0.03412872 | Local | County Highway Agency |
| Musk Ox Circle | 2382689X000 | 0 | 0.04499617 | 0.04499617 | Local | County Highway Agency |
| Mustafa Circle | 2381945X000 | 0 | 0.20380708 | 0.20380708 | Local | County Highway Agency |
| Mutiny Court | 2381925X000 | 0 | 0.08127293 | 0.08127293 | Local | County Highway Agency |
| Mystery Avenue | 2382510X000 | 0 | 0.00455895 | 0.00455895 | Local | County Highway Agency |
| Mystery Avenue | 2382510X000 | 0.00455895 | 1.02281363 | 1.01825468 | Local | City or Municipal Highway Agency |
| Mystic Circle | 2361713X000 | 0 | 0.15734526 | 0.15734526 | Local | County Highway Agency |
| Nadina Street | 2382915X000 | 0 | 0.28767009 | 0.28767009 | Local | County Highway Agency |
| Naomi Avenue | 2382509X000 | 0 | 0.52989271 | 0.52989271 | Local | City or Municipal Highway Agency |
| Natasha Road | 2361753X000 | 0 | 0.12038931 | 0.12038931 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Natasha Road | 2361753X000 | 0.12038931 | 0.12580148 | 0.00541217 | Local | County Highway Agency |
| Nathan Street | 2382009X000 | 0 | 0.14002918 | 0.14002918 | Local | County Highway Agency |
| Natures Way | 2382688X000 | 0 | 0.08860665 | 0.08860665 | Local | County Highway Agency |
| Navigators Circle | 2382075X000 | 0 | 0.19815877 | 0.19815877 | Local | County Highway Agency |
| Necia Road | 2382043X000 | 0 | 0.54336805 | 0.54336805 | Local | County Highway Agency |
| Neil Circle | 2382508X000 | 0 | 0.1036576 | 0.1036576 | Local | City or Municipal Highway Agency |
| Nelson Avenue | 2381078X000 | 0 | 1.32052962 | 1.32052962 | Major Collector | City or Municipal Highway Agency |
| Nelson Road | 2381047X000 | 0 | 0.5658496 | 0.5658496 | Local | County Highway Agency |
| Nelson Road | 2381047X000 | 0.5658496 | 1.8431664 | 1.2773168 | Minor Collector | County Highway Agency |
| Neptune Circle | 2382106X000 | 0 | 0.13366945 | 0.13366945 | Local | County Highway Agency |
| New Field Drive | 2382687X000 | 0 | 0.2572933 | 0.2572933 | Local | County Highway Agency |
| New Horizon Circle | 2382914X000 | 0 | 0.0937442 | 0.0937442 | Local | County Highway Agency |
| New Larkspur Loop | 2382151X000 | 0 | 0.44137788 | 0.44137788 | Local | County Highway Agency |
| Nicola Avenue | 2382507X000 | 0 | 0.99636483 | 0.99636483 | Local | City or Municipal Highway Agency |
| Nissel Circle | 2361626X000 | 0 | 0.03008982 | 0.03008982 | Local | County Highway Agency |
| Nissen Circle | 2361353X000 | 0 | 0.1987441 | 0.1987441 | Local | County Highway Agency |
| Nissen Drive | 2361354X000 | 0 | 0.07928709 | 0.07928709 | Local | County Highway Agency |
| North Angus Loop | 2361790X000 | 0 | 1.07471218 | 1.07471218 | Local | County Highway Agency |
| North Caribou Street | 2381086X000 | 0 | 0.49830046 | 0.49830046 | Minor Collector | County Highway Agency |
| North Gulkana Street | 2361063X000 | 0 | 0.55194594 | 0.55194594 | Minor Collector | City or Municipal Highway Agency |
| North Old Trunk Road | 2381090X000 | 0 | 0.25257642 | 0.25257642 | Local | State Highway Agency |
| North Rae Lane | 2383196X000 | 0 | 0.10085963 | 0.10085963 | Local | County Highway Agency |
| North Rae Lane | 2383197X000 | 0 | 0.03467342 | 0.03467342 | Local | County Highway Agency |
| North Ronile Lane | 2383198X000 | 0 | 0.07004894 | 0.07004894 | Local | County Highway Agency |
| North Ronile Lane | 2383199X000 | 0 | 0.05496891 | 0.05496891 | Local | County Highway Agency |
| North Sandbar Circle | 2383200X000 | 0 | 0.03749002 | 0.03749002 | Local | County Highway Agency |
| North Sandbar Circle | 2383201X000 | 0.3459604 | 1.2690063 | 0.9230459 | Local | County Highway Agency |
| North Stanley Road | 2381014X000 | 0 | 0.55498978 | 0.55498978 | Minor Collector | County Highway Agency |
| Northern Lights Street | 2382039X000 | 0 | 0.33989344 | 0.33989344 | Local | County Highway Agency |
| Northern Rose Lane | 2382097X000 | 0 | 0.55303676 | 0.55303676 | Local | County Highway Agency |
| Northshore Drive | 2382912X000 | 0 | 0.30117544 | 0.30117544 | Local | County Highway Agency |
| Northshore Drive Spur | 2382913X000 | 0 | 0.15575095 | 0.15575095 | Local | County Highway Agency |
| Northstar Circle | 2361322X000 | 0 | 0.13162645 | 0.13162645 | Local | County Highway Agency |
| Northstar Circle | 2382506X000 | 0 | 0.21468106 | 0.21468106 | Local | City or Municipal Highway Agency |
| Northway Lane | 2382911X000 | 0 | 0.25812681 | 0.25812681 | Local | County Highway Agency |
| Norwich Lane | 2382084X000 | 0 | 0.27232083 | 0.27232083 | Local | County Highway Agency |
| Nugget Avenue | 2382505X000 | 0 | 0.22080099 | 0.22080099 | Local | City or Municipal Highway Agency |
| Oak Street | 2382910X000 | 0 | 0.12032808 | 0.12032808 | Local | County Highway Agency |
| Oakwood Drive | 2361376X000 | 0 | 0.34898309 | 0.34898309 | Local | County Highway Agency |
| Oat Street | 2381170X000 | 0 | 0.26783012 | 0.26783012 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|---------------------------|-------------|-------------|-------------|------------|-----------------|----------------------------------|
| Oat Street | 2381171X000 | 0 | 0.08766366 | 0.08766366 | Local | County Highway Agency |
| Ocean Avenue | 2381483X000 | 0 | 0.08549887 | 0.08549887 | Local | County Highway Agency |
| Ochre Drive | 2361587X000 | 0 | 0.1265209 | 0.1265209 | Local | County Highway Agency |
| Odsather Circle | 2382909X000 | 0 | 0.32820653 | 0.32820653 | Local | County Highway Agency |
| Old Fairview Loop | 2383268X000 | 0 | 0.27479102 | 0.27479102 | Local | County Highway Agency |
| Old Glenn @ Palmer | 2361053X000 | 16.86875039 | 18.40900642 | 1.54025603 | Minor Arterial | State Highway Agency |
| Old Knik Road | 2382218X000 | 0 | 0.2512137 | 0.2512137 | Local | County Highway Agency |
| Old Matanuska Road | 2382503X000 | 0 | 0.04529089 | 0.04529089 | Local | City or Municipal Highway Agency |
| Old Matanuska/Willow Road | 2381019X000 | 0 | 2.66414147 | 2.66414147 | Minor Collector | State Highway Agency |
| Old Meridian Circle | 2382908X000 | 0 | 0.13049767 | 0.13049767 | Local | County Highway Agency |
| Old Squaw Court | 2382686X000 | 0 | 0.02504492 | 0.02504492 | Local | County Highway Agency |
| Old Squaw Loop | 2383128X000 | 0 | 0.47657159 | 0.47657159 | Local | County Highway Agency |
| Old Towne Drive | 2382907X000 | 0 | 0.35971471 | 0.35971471 | Local | County Highway Agency |
| Old Trunk Road | 2381096X000 | 0 | 1.71323207 | 1.71323207 | Local | State Highway Agency |
| Old Trunk Road Access | 2361394X000 | 0 | 0.03232762 | 0.03232762 | Local | County Highway Agency |
| Olivewood Drive | 2361377X000 | 0 | 0.23451774 | 0.23451774 | Local | County Highway Agency |
| Olson Circle | 2382230X000 | 0 | 0.09275821 | 0.09275821 | Local | County Highway Agency |
| Olympic Circle | 2381632X000 | 0 | 0.07179965 | 0.07179965 | Local | County Highway Agency |
| O'Malley Drive | 2361660X000 | 0 | 0.10899498 | 0.10899498 | Local | County Highway Agency |
| Onyx Circle | 2382685X000 | 0 | 0.11751961 | 0.11751961 | Local | County Highway Agency |
| Ord Lane | 2382074X000 | 0 | 0.19593364 | 0.19593364 | Local | County Highway Agency |
| Orkney Court | 2382684X000 | 0 | 0.0881213 | 0.0881213 | Local | County Highway Agency |
| Oronoco Court | 2381212X000 | 0 | 0.1299147 | 0.1299147 | Local | County Highway Agency |
| Ortner Loop | 2361448X000 | 0 | 0.47372149 | 0.47372149 | Local | County Highway Agency |
| Oscar Street | 2361491X000 | 0 | 0.17595182 | 0.17595182 | Local | City or Municipal Highway Agency |
| Ose Street | 2382157X000 | 0 | 0.20806757 | 0.20806757 | Local | County Highway Agency |
| Outboard Circle | 2381486X000 | 0 | 0.07267292 | 0.07267292 | Local | County Highway Agency |
| Outer Springer Loop | 2361038X000 | 0 | 4.79432113 | 4.79432113 | Minor Collector | State Highway Agency |
| Outer Springer Loop | 2361038X000 | 4.79432113 | 5.04339025 | 0.24906912 | Major Collector | State Highway Agency |
| Outlet View Drive | 2381203X000 | 0 | 0.24499049 | 0.24499049 | Local | County Highway Agency |
| Outrigger Drive | 2381395X000 | 0 | 0.96221092 | 0.96221092 | Local | County Highway Agency |
| Overby Street | 2382152X000 | 0 | 0.40598981 | 0.40598981 | Local | County Highway Agency |
| Overview Circle | 2382010X000 | 0 | 0.22669879 | 0.22669879 | Local | County Highway Agency |
| Oxford Drive | 2382683X000 | 0 | 0.18719557 | 0.18719557 | Local | County Highway Agency |
| Pace Drive | 2361363X000 | 0 | 0.2309804 | 0.2309804 | Local | County Highway Agency |
| Pacific Way | 2383267X000 | 0 | 0.0882511 | 0.0882511 | Local | County Highway Agency |
| Paddock Drive | 2381031X000 | 0 | 0.596358 | 0.596358 | Minor Collector | County Highway Agency |
| Paddock Drive | 2381031X000 | 0.596358 | 0.97737073 | 0.38101273 | Local | County Highway Agency |
| Paddy Place | 2381680X000 | 0 | 0.32959437 | 0.32959437 | Local | County Highway Agency |
| Paddy Place | 2381680X000 | 0.32959437 | 0.33268107 | 0.0030867 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|----------------------------|-------------|------------|-------------|-------------|------------------------|----------------------------------|
| Paddy Place | 2381680X000 | 0.33268107 | 0.70801674 | 0.37533567 | Local | County Highway Agency |
| Palace Drive | 2382155X000 | 0 | 0.10366219 | 0.10366219 | Local | County Highway Agency |
| Palmdale Drive | 2382906X000 | 0 | 1.21931771 | 1.21931771 | Local | County Highway Agency |
| Palmer Airport Road | 2361720X000 | 0 | 0.20617276 | 0.20617276 | Local | City or Municipal Highway Agency |
| Palmer/Wasilla Highway | 2381092X000 | 0 | 11.21759324 | 11.21759324 | Principal Arterial - O | State Highway Agency |
| Palmer-Fishhook Road | 2381089X000 | 0 | 2.43118205 | 2.43118205 | Minor Arterial | State Highway Agency |
| Palomino Lane | 2361428X000 | 0 | 0.1925519 | 0.1925519 | Local | County Highway Agency |
| Paper Birch Lane | 2381926X000 | 0 | 0.330779 | 0.330779 | Local | County Highway Agency |
| Paradise Lane | 2381119X000 | 0.7125464 | 1.10170512 | 0.38915872 | Local | County Highway Agency |
| Park Avenue | 2382173X000 | 0 | 0.25158845 | 0.25158845 | Local | County Highway Agency |
| Park Avenue | 2382394X000 | 0 | 0.27050922 | 0.27050922 | Local | City or Municipal Highway Agency |
| Park Drive | 2382905X000 | 0 | 0.08963272 | 0.08963272 | Local | County Highway Agency |
| Park Place | 2361595X000 | 0 | 0.10973261 | 0.10973261 | Local | County Highway Agency |
| Park Place | 2383168X000 | 0 | 0.04411842 | 0.04411842 | Local | County Highway Agency |
| Parkrow Lane | 2361457X000 | 0 | 0.08970828 | 0.08970828 | Local | County Highway Agency |
| Parks Highway | 1140000I000 | 0 | 13.4652216 | 13.4652216 | Interstate | State Highway Agency |
| Parks Highway SB Matsu | 1140000D002 | 0.2675757 | 13.70828571 | 13.44071001 | Interstate | State Highway Agency |
| Parks NB Off-Ramp (Hyer) | 1140000F030 | 0 | 0.22914636 | 0.22914636 | Interstate | State Highway Agency |
| Parks NB Off-Ramp (Sewar) | 1140000F040 | 0 | 0.30963931 | 0.30963931 | Interstate | State Highway Agency |
| Parks NB Off-Ramp (Trunk) | 1140000F020 | 0 | 0.29051802 | 0.29051802 | Interstate | State Highway Agency |
| Parks NB On-Ramp (Hyer) | 1140000N030 | 0 | 0.35369512 | 0.35369512 | Interstate | State Highway Agency |
| Parks NB On-Ramp (Sewar) | 1140000N040 | 0 | 0.29499083 | 0.29499083 | Interstate | State Highway Agency |
| Parks NB On-Ramp (Trunk) | 1140000N020 | 0 | 0.42068446 | 0.42068446 | Interstate | State Highway Agency |
| Parks NB Slip-Ramp (Sewar) | 1140000S040 | 0 | 0.08454823 | 0.08454823 | Interstate | State Highway Agency |
| Parks NB Slip-Ramp (Sewar) | 1140000S042 | 0 | 0.05190251 | 0.05190251 | Interstate | State Highway Agency |
| Parks SB Off-Ramp (East F) | 1140000F031 | 0 | 0.27278903 | 0.27278903 | Interstate | State Highway Agency |
| Parks SB Off-Ramp (Glenn) | 1140000F011 | 0 | 0.36985366 | 0.36985366 | Interstate | State Highway Agency |
| Parks SB Off-Ramp (Glenn) | 1140000F013 | 0 | 0.07226975 | 0.07226975 | Interstate | State Highway Agency |
| Parks SB Off-Ramp (Sewar) | 1140000F041 | 0 | 0.34844772 | 0.34844772 | Interstate | State Highway Agency |
| Parks SB On-Ramp (East F) | 1140000N031 | 0 | 0.24843835 | 0.24843835 | Interstate | State Highway Agency |
| Parks SB On-Ramp (Sewar) | 1140000N041 | 0 | 0.36332947 | 0.36332947 | Interstate | State Highway Agency |
| Parks SB Slip-Ramp (Sewar) | 1140000S041 | 0 | 0.03311496 | 0.03311496 | Interstate | State Highway Agency |
| Parks SB Slip-Ramp (Sewar) | 2380000S041 | 0 | 0.11827501 | 0.11827501 | Interstate | State Highway Agency |
| Parkview Circle | 2382904X000 | 0 | 0.089851 | 0.089851 | Local | County Highway Agency |
| Parkwood Drive | 2382408X000 | 0 | 0.2671381 | 0.2671381 | Local | County Highway Agency |
| Partch Drive | 2382158X000 | 0 | 0.20486888 | 0.20486888 | Local | County Highway Agency |
| Pass the Buck Circle | 2382903X000 | 0 | 0.02588258 | 0.02588258 | Local | County Highway Agency |
| Pasture Place | 2361627X000 | 0 | 0.18439493 | 0.18439493 | Local | County Highway Agency |
| Pat-Mar Circle | 2361748X000 | 0 | 0.06346478 | 0.06346478 | Local | City or Municipal Highway Agency |
| Patricia Anne Circle | 2382902X000 | 0 | 0.10886691 | 0.10886691 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Patricia Avenue | 2382502X000 | 0 | 0.34099513 | 0.34099513 | Local | City or Municipal Highway Agency |
| Patsy Street | 2382682X000 | 0 | 0.43044295 | 0.43044295 | Local | County Highway Agency |
| Patty Drive | 2382258X000 | 0 | 0.30972854 | 0.30972854 | Local | County Highway Agency |
| Paulson Avenue | 2382400X000 | 0 | 0.19741853 | 0.19741853 | Local | City or Municipal Highway Agency |
| Pavilof Circle | 2381475X000 | 0 | 0.06405427 | 0.06405427 | Local | County Highway Agency |
| Paystreak Circle | 2382681X000 | 0 | 0.10171625 | 0.10171625 | Local | County Highway Agency |
| Pearl Road | 2382680X000 | 0 | 0.15961171 | 0.15961171 | Local | County Highway Agency |
| Peck Street | 2381004X000 | 0 | 0.18272941 | 0.18272941 | Local | City or Municipal Highway Agency |
| Peck Street | 2382403X000 | 0 | 0.03217569 | 0.03217569 | Local | City or Municipal Highway Agency |
| Peck Street | 2381004X000 | 0.18272941 | 0.9899846 | 0.80725519 | Minor Collector | City or Municipal Highway Agency |
| Pennington Place | 2381538X000 | 0 | 0.07671251 | 0.07671251 | Local | County Highway Agency |
| Penny Lane | 2361493X000 | 0 | 0.07815285 | 0.07815285 | Local | County Highway Agency |
| Perin Drive | 2382249X000 | 0 | 0.19096958 | 0.19096958 | Local | County Highway Agency |
| Peterson Bay Court | 2381905X000 | 0 | 0.04837835 | 0.04837835 | Local | County Highway Agency |
| Petit Circle | 2382112X000 | 0 | 0.03746181 | 0.03746181 | Local | County Highway Agency |
| Petrel Street | 2381946X000 | 0 | 0.6685562 | 0.6685562 | Local | County Highway Agency |
| Phainopepla Circle | 2382501X000 | 0 | 0.1924229 | 0.1924229 | Local | City or Municipal Highway Agency |
| Phantom Place | 2382901X000 | 0 | 0.12586791 | 0.12586791 | Local | County Highway Agency |
| Phenix Avenue | 2382098X000 | 0 | 1.04805952 | 1.04805952 | Local | County Highway Agency |
| Philie Drive | 2382034X000 | 0 | 0.26991072 | 0.26991072 | Local | County Highway Agency |
| Phyl Court | 2361360X000 | 0 | 0.14218626 | 0.14218626 | Local | County Highway Agency |
| Pierce Circle | 2382900X000 | 0 | 0.10915343 | 0.10915343 | Local | County Highway Agency |
| Pike Avenue | 2382899X000 | 0 | 0.37188306 | 0.37188306 | Local | County Highway Agency |
| Piker Drive | 2381613X000 | 0 | 0.21163063 | 0.21163063 | Local | County Highway Agency |
| Pilgrim Court | 2382898X000 | 0 | 0.22815484 | 0.22815484 | Local | County Highway Agency |
| Pine Ridge Loop | 2382500X000 | 0 | 0.39282037 | 0.39282037 | Local | City or Municipal Highway Agency |
| Pine Street | 2383142X000 | 0 | 0.18907061 | 0.18907061 | Local | County Highway Agency |
| Pine Street | 2383143X000 | 0 | 0.33561003 | 0.33561003 | Local | County Highway Agency |
| Pinecone Circle | 2382499X000 | 0 | 0.03611095 | 0.03611095 | Local | City or Municipal Highway Agency |
| Pinehurst Circle | 2382498X000 | 0 | 0.12647697 | 0.12647697 | Local | City or Municipal Highway Agency |
| Pinion Drive | 2382497X000 | 0 | 0.28610822 | 0.28610822 | Local | City or Municipal Highway Agency |
| Pinnacle Court | 2382496X000 | 0 | 0.05118533 | 0.05118533 | Local | City or Municipal Highway Agency |
| Pinnacle Drive | 2361511X000 | 0 | 0.002614 | 0.002614 | Local | County Highway Agency |
| Pinnacle Drive | 2361511X000 | 0.002614 | 0.21657711 | 0.21396311 | Local | City or Municipal Highway Agency |
| Pinnacle Mountain Drive | 2361628X000 | 0 | 0.5203238 | 0.5203238 | Local | County Highway Agency |
| Pinnacle Peak Drive | 2381388X000 | 0 | 0.66492392 | 0.66492392 | Local | County Highway Agency |
| Pinnacle Ridge Circle | 2382089X000 | 0 | 0.34924618 | 0.34924618 | Local | County Highway Agency |
| Pintail Circle | 2382679X000 | 0 | 0.05315345 | 0.05315345 | Local | County Highway Agency |
| Pintail Drive | 2382678X000 | 0 | 0.31589812 | 0.31589812 | Local | County Highway Agency |
| Pinto Circle | 2361806X000 | 0 | 0.02891052 | 0.02891052 | Local | County Highway Agency |

MSB Small Urban Area Roads

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| Pioneer Drive | 2381152X000 | 0 | 0.64822871 | 0.64822871 | Local | County Highway Agency |
| Pioneer Drive | 2382495X000 | 0 | 0.28849502 | 0.28849502 | Local | City or Municipal Highway Agency |
| Pioneer Parkway | 2361510X000 | 0 | 0.129488 | 0.129488 | Local | City or Municipal Highway Agency |
| Pioneer Parkway | 2361510X000 | 0.129488 | 0.13016549 | 0.00067749 | Local | County Highway Agency |
| Pioneer Peak Drive | 2382677X000 | 0 | 1.21126879 | 1.21126879 | Local | County Highway Agency |
| Pioneer View Circle | 2382897X000 | 0 | 0.31725749 | 0.31725749 | Local | County Highway Agency |
| Pipestone Drive | 2382494X000 | 0 | 0.47933116 | 0.47933116 | Local | City or Municipal Highway Agency |
| Pirate Circle | 2382058X000 | 0 | 0.11024872 | 0.11024872 | Local | County Highway Agency |
| Placide Circle | 2382130X000 | 0 | 0.07783414 | 0.07783414 | Local | County Highway Agency |
| Plymouth Circle | 2382896X000 | 0 | 0.42117298 | 0.42117298 | Local | County Highway Agency |
| Pointe Circle | 2382895X000 | 0 | 0.03492762 | 0.03492762 | Local | County Highway Agency |
| Polar Bear Drive | 2382407X000 | 0 | 0.51620536 | 0.51620536 | Local | County Highway Agency |
| Polar Lane | 2361328X000 | 0 | 0.04937801 | 0.04937801 | Local | County Highway Agency |
| Ponderosa Loop | 2382493X000 | 0 | 0.59775396 | 0.59775396 | Local | City or Municipal Highway Agency |
| Popes Road | 2361708X000 | 0 | 0.0076875 | 0.0076875 | Local | City or Municipal Highway Agency |
| Popes Road | 2361708X000 | 0.0076875 | 0.33405337 | 0.32636587 | Local | County Highway Agency |
| Poppy Lane | 2382492X000 | 0 | 0.12286389 | 0.12286389 | Local | City or Municipal Highway Agency |
| Porcupine Avenue | 2382894X000 | 0 | 0.49108729 | 0.49108729 | Local | County Highway Agency |
| Porcupine Trail | 2382676X000 | 0 | 0.53399264 | 0.53399264 | Local | County Highway Agency |
| Portage Drive | 2381205X000 | 0 | 0.34962223 | 0.34962223 | Local | County Highway Agency |
| Prairie Circle | 2361629X000 | 0 | 0.0402243 | 0.0402243 | Local | County Highway Agency |
| Prance Circle | 2381156X000 | 0 | 0.08567472 | 0.08567472 | Local | County Highway Agency |
| Preston Avenue | 2382675X000 | 0 | 0.3252503 | 0.3252503 | Local | County Highway Agency |
| Primrose Circle | 2361630X000 | 0 | 0.15465281 | 0.15465281 | Local | City or Municipal Highway Agency |
| Primrose Circle | 2382161X000 | 0 | 0.07560958 | 0.07560958 | Local | County Highway Agency |
| Prince William Circle | 2381161X000 | 0 | 0.1330126 | 0.1330126 | Local | County Highway Agency |
| Progeny Circle | 2361484X000 | 0 | 0.10099211 | 0.10099211 | Local | County Highway Agency |
| Prospect Drive | 2361464X000 | 0 | 0.17605639 | 0.17605639 | Local | County Highway Agency |
| Ptarmigan Place | 2382674X000 | 0 | 0.20229442 | 0.20229442 | Local | County Highway Agency |
| Puffin Circle | 2361403X000 | 0 | 0.10564088 | 0.10564088 | Local | County Highway Agency |
| Puffin Drive | 2361329X000 | 0 | 0.36037908 | 0.36037908 | Local | County Highway Agency |
| Pullet Circle | 2381173X000 | 0 | 0.04945885 | 0.04945885 | Local | County Highway Agency |
| Pullman Drive | 2382491X000 | 0 | 0.21690134 | 0.21690134 | Local | City or Municipal Highway Agency |
| Purvey Circle | 2382282X000 | 0 | 0.03991604 | 0.03991604 | Local | County Highway Agency |
| Pylon Circle | 2382490X000 | 0 | 0.03878496 | 0.03878496 | Local | City or Municipal Highway Agency |
| Quartz Circle | 2382673X000 | 0 | 0.20041509 | 0.20041509 | Local | County Highway Agency |
| Quebec Street | 2383019X000 | 0 | 0.20519902 | 0.20519902 | Local | County Highway Agency |
| Queensboro Avenue | 2361458X000 | 0 | 0.64085839 | 0.64085839 | Local | County Highway Agency |
| Quick Silver Circle | 2361479X000 | 0 | 0.04979259 | 0.04979259 | Local | City or Municipal Highway Agency |
| Quiet Circle | 2382489X000 | 0 | 0.0011315 | 0.0011315 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|-----------------------|-------------|-----------|------------|------------|-----------------|----------------------------------|
| Quiet Circle | 2382489X000 | 0.0011315 | 0.22773958 | 0.22660808 | Local | County Highway Agency |
| Quil Avenue | 2361494X000 | 0 | 0.1523364 | 0.1523364 | Local | County Highway Agency |
| Quincy Circle | 2382488X000 | 0 | 0.05644609 | 0.05644609 | Local | City or Municipal Highway Agency |
| Ragosa Circle | 2361631X000 | 0 | 0.0870316 | 0.0870316 | Local | City or Municipal Highway Agency |
| Railroad Avenue | 2381042X000 | 0 | 0.65190641 | 0.65190641 | Minor Collector | City or Municipal Highway Agency |
| Railroad Avenue | 2382405X000 | 0 | 0.06104081 | 0.06104081 | Local | City or Municipal Highway Agency |
| Rainbow Street | 2382892X000 | 0 | 0.15852991 | 0.15852991 | Local | County Highway Agency |
| Raleigh Circle | 2381174X000 | 0 | 0.04230402 | 0.04230402 | Local | County Highway Agency |
| Ranch Road | 2382891X000 | 0 | 0.22703023 | 0.22703023 | Local | County Highway Agency |
| Rangeview Drive | 2382134X000 | 0 | 0.46527999 | 0.46527999 | Local | County Highway Agency |
| Rapid Circle | 2381495X000 | 0 | 0.05114749 | 0.05114749 | Local | County Highway Agency |
| Rapid Creek Circle | 2381502X000 | 0 | 0.05038289 | 0.05038289 | Local | County Highway Agency |
| Rapid Creek Street | 2381500X000 | 0 | 0.21285976 | 0.21285976 | Local | County Highway Agency |
| Rashelle Circle | 2381688X000 | 0 | 0.06496116 | 0.06496116 | Local | County Highway Agency |
| Rasmussen Place | 2382029X000 | 0 | 0.15749738 | 0.15749738 | Local | County Highway Agency |
| Raspberry Loop | 2381600X000 | 0 | 0.48191494 | 0.48191494 | Local | County Highway Agency |
| Rattan Drive | 2382160X000 | 0 | 0.07340595 | 0.07340595 | Local | County Highway Agency |
| Raven Circle | 2382672X000 | 0 | 0.08838314 | 0.08838314 | Local | County Highway Agency |
| Raven Drive | 2382671X000 | 0 | 0.27591253 | 0.27591253 | Local | County Highway Agency |
| Ravendale Drive | 2361463X000 | 0 | 0.12439408 | 0.12439408 | Local | County Highway Agency |
| Ravens Best Circle | 2382487X000 | 0 | 0.09439527 | 0.09439527 | Local | City or Municipal Highway Agency |
| Ravens Flight Drive | 2382670X000 | 0 | 0.50493725 | 0.50493725 | Local | County Highway Agency |
| Ravenscrest Court | 2381175X000 | 0 | 0.13582921 | 0.13582921 | Local | County Highway Agency |
| Ravenswood Loop | 2382486X000 | 0 | 0.52754294 | 0.52754294 | Local | City or Municipal Highway Agency |
| Ravenview Drive | 2382669X000 | 0 | 0.12307392 | 0.12307392 | Local | County Highway Agency |
| Rawhide Lane | 2382890X000 | 0 | 0.28243797 | 0.28243797 | Local | County Highway Agency |
| Ray Floyd's Place | 2382485X000 | 0 | 0.11383004 | 0.11383004 | Local | City or Municipal Highway Agency |
| Rayne Avenue | 2383256X000 | 0 | 0.16172841 | 0.16172841 | Local | County Highway Agency |
| Rebecca Drive | 2361632X000 | 0 | 0.3936594 | 0.3936594 | Local | County Highway Agency |
| Rebecca Nicole Street | 2381267X000 | 0 | 0.10095402 | 0.10095402 | Local | County Highway Agency |
| Recluse Circle | 2382484X000 | 0 | 0.17740197 | 0.17740197 | Local | City or Municipal Highway Agency |
| Red Birch Drive | 2382153X000 | 0 | 0.44579974 | 0.44579974 | Local | County Highway Agency |
| Red Fox Circle | 2382668X000 | 0 | 0.09523145 | 0.09523145 | Local | County Highway Agency |
| Red Fox Drive | 2382667X000 | 0 | 0.34913023 | 0.34913023 | Local | County Highway Agency |
| Redoubt Drive | 2382195X000 | 0 | 0.41778229 | 0.41778229 | Local | County Highway Agency |
| Redwing Circle | 2382483X000 | 0 | 0.07938123 | 0.07938123 | Local | City or Municipal Highway Agency |
| Redwood Lane | 2382482X000 | 0 | 0.14004403 | 0.14004403 | Local | County Highway Agency |
| Reed Court | 2382889X000 | 0 | 0.07781917 | 0.07781917 | Local | County Highway Agency |
| Reeve Circle | 2382888X000 | 0 | 0.06975093 | 0.06975093 | Local | County Highway Agency |
| Refuge Avenue | 2381389X000 | 0 | 0.35801756 | 0.35801756 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|------------------------|-------------|------------|------------|------------|-------|----------------------------------|
| Regal Court | 2381134X000 | 0 | 0.16046833 | 0.16046833 | Local | County Highway Agency |
| Regents Road | 2361314X000 | 0 | 0.5011948 | 0.5011948 | Local | County Highway Agency |
| Regine Avenue | 2382259X000 | 0 | 0.24859562 | 0.24859562 | Local | County Highway Agency |
| Reiner Circle | 2381927X000 | 0 | 0.05433194 | 0.05433194 | Local | County Highway Agency |
| Reisner Loop | 2382887X000 | 0 | 0.3064085 | 0.3064085 | Local | County Highway Agency |
| Reliance Road | 2381928X000 | 0 | 0.29995824 | 0.29995824 | Local | County Highway Agency |
| Rempel Avenue | 2361670X000 | 0 | 0.15236741 | 0.15236741 | Local | City or Municipal Highway Agency |
| Resolution Bay Circle | 2382213X000 | 0 | 0.09002387 | 0.09002387 | Local | County Highway Agency |
| Revolutionary Way | 2382886X000 | 0 | 0.49478096 | 0.49478096 | Local | County Highway Agency |
| Rezonof Circle | 2381477X000 | 0 | 0.0632304 | 0.0632304 | Local | County Highway Agency |
| Rhubarb Circle | 2381176X000 | 0 | 0.18303941 | 0.18303941 | Local | County Highway Agency |
| Rian Avenue | 2382275X000 | 0 | 0.18307818 | 0.18307818 | Local | County Highway Agency |
| Rib Road | 2361501X000 | 0 | 0.20539518 | 0.20539518 | Local | County Highway Agency |
| Richard Lee Circle | 2382042X000 | 0 | 0.05252699 | 0.05252699 | Local | County Highway Agency |
| Richmond Lane | 2382885X000 | 0 | 0.21737153 | 0.21737153 | Local | County Highway Agency |
| Ridgeview Court | 2381513X000 | 0 | 0.04391424 | 0.04391424 | Local | County Highway Agency |
| Ridgeview Drive | 2382174X000 | 0 | 0.3554226 | 0.3554226 | Local | County Highway Agency |
| Ridgeview Drive | 2383155X000 | 0 | 0.69930494 | 0.69930494 | Local | County Highway Agency |
| Ridgewater Street | 2382884X000 | 0 | 0.54287593 | 0.54287593 | Local | County Highway Agency |
| Ridgewood Drive | 2382481X000 | 0 | 0.30505641 | 0.30505641 | Local | County Highway Agency |
| Ridgewood Drive | 2382481X000 | 0.30505641 | 0.46519965 | 0.16014324 | Local | City or Municipal Highway Agency |
| Riffle Street | 2381496X000 | 0 | 0.27072894 | 0.27072894 | Local | County Highway Agency |
| Riggs Circle | 2382085X000 | 0 | 0.1840725 | 0.1840725 | Local | County Highway Agency |
| Riley Alexander Circle | 2381202X000 | 0 | 0.02509139 | 0.02509139 | Local | County Highway Agency |
| Riley Avenue | 2382480X000 | 0 | 0.51609258 | 0.51609258 | Local | City or Municipal Highway Agency |
| Riparian Circle | 2382883X000 | 0 | 0.21768538 | 0.21768538 | Local | County Highway Agency |
| Riparian Loop | 2382882X000 | 0 | 0.57624511 | 0.57624511 | Local | County Highway Agency |
| River Bend Circle | 2361633X000 | 0 | 0.27398001 | 0.27398001 | Local | County Highway Agency |
| River Circle | 2382128X000 | 0 | 0.07675837 | 0.07675837 | Local | County Highway Agency |
| River Vista Circle | 2361634X000 | 0 | 0.05733322 | 0.05733322 | Local | County Highway Agency |
| Riverdance Circle | 2382479X000 | 0 | 0.18050267 | 0.18050267 | Local | City or Municipal Highway Agency |
| Riverdell Drive | 2382179X000 | 0 | 1.14265029 | 1.14265029 | Local | County Highway Agency |
| Rivulet Avenue | 2382239X000 | 0 | 0.80692976 | 0.80692976 | Local | County Highway Agency |
| Roan Drive | 2382201X000 | 0 | 0.24449197 | 0.24449197 | Local | County Highway Agency |
| Roberts Street | 2382984X000 | 0 | 0.21287362 | 0.21287362 | Local | City or Municipal Highway Agency |
| Robin Circle | 2382478X000 | 0 | 0.08282542 | 0.08282542 | Local | City or Municipal Highway Agency |
| Robinette Street | 2382665X000 | 0 | 0.12100662 | 0.12100662 | Local | County Highway Agency |
| Robin's Song Avenue | 2382666X000 | 0 | 0.08601982 | 0.08601982 | Local | County Highway Agency |
| Robinson Circle | 2382881X000 | 0 | 0.05584293 | 0.05584293 | Local | County Highway Agency |
| Robley Street | 2361355X000 | 0 | 0.10676233 | 0.10676233 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|----------------------|-------------|------------|------------|------------|-------|----------------------------------|
| Roca Road | 2381614X000 | 0 | 0.67143942 | 0.67143942 | Local | County Highway Agency |
| Rocker Circle | 2382664X000 | 0 | 0.06350231 | 0.06350231 | Local | County Highway Agency |
| Rockingham Way | 2361425X000 | 0 | 0.12704515 | 0.12704515 | Local | County Highway Agency |
| Rockside Road | 2382663X000 | 0 | 0.47855277 | 0.47855277 | Local | County Highway Agency |
| Rocky Ridge Road | 2381617X000 | 0 | 0.25896821 | 0.25896821 | Local | County Highway Agency |
| Rod Circle | 2382260X000 | 0 | 0.16118968 | 0.16118968 | Local | County Highway Agency |
| Rogers Circle | 2382477X000 | 0 | 0.09851626 | 0.09851626 | Local | City or Municipal Highway Agency |
| Rolling Hills Street | 2382166X000 | 0 | 0.2370149 | 0.2370149 | Local | County Highway Agency |
| Ronda Way | 2361407X000 | 0 | 0.10460829 | 0.10460829 | Local | City or Municipal Highway Agency |
| Ronnies Circle | 2382135X000 | 0 | 0.23357829 | 0.23357829 | Local | County Highway Agency |
| Roosevelt Drive | 2381929X000 | 0 | 0.46411567 | 0.46411567 | Local | County Highway Agency |
| Rooster Circle | 2383273X000 | 0 | 0.07852548 | 0.07852548 | Local | County Highway Agency |
| Rose Drive | 2361597X000 | 0 | 0.08420871 | 0.08420871 | Local | County Highway Agency |
| Rose Drive | 2361597X000 | 0.08420871 | 0.10415531 | 0.0199466 | Local | City or Municipal Highway Agency |
| Rose Garden Circle | 2361635X000 | 0 | 0.07631017 | 0.07631017 | Local | County Highway Agency |
| Rosebud Circle | 2382880X000 | 0 | 0.04162493 | 0.04162493 | Local | County Highway Agency |
| Rosebud Court | 2382879X000 | 0 | 0.13702721 | 0.13702721 | Local | County Highway Agency |
| Rosehip Place | 2381601X000 | 0 | 0.05038357 | 0.05038357 | Local | County Highway Agency |
| Rosemary Place | 2381621X000 | 0 | 0.1394856 | 0.1394856 | Local | County Highway Agency |
| Rosewood Drive | 2382476X000 | 0 | 0.11114753 | 0.11114753 | Local | City or Municipal Highway Agency |
| Roskelley Circle | 2361809X000 | 0 | 0.08351222 | 0.08351222 | Local | County Highway Agency |
| Rothbury Avenue | 2382175X000 | 0 | 0.2114188 | 0.2114188 | Local | County Highway Agency |
| Rough Cut Circle | 2382878X000 | 0 | 0.0737794 | 0.0737794 | Local | County Highway Agency |
| Rowland Memorial Way | 2361636X000 | 0 | 0.07620243 | 0.07620243 | Local | City or Municipal Highway Agency |
| Roy Circle | 2382877X000 | 0 | 0.10217637 | 0.10217637 | Local | County Highway Agency |
| Roy Road | 2382662X000 | 0 | 0.36706601 | 0.36706601 | Local | County Highway Agency |
| Royal Lane | 2381854X000 | 0 | 0.1900931 | 0.1900931 | Local | County Highway Agency |
| Royal Street | 2381133X000 | 0 | 0.09710705 | 0.09710705 | Local | County Highway Agency |
| Rubacaba Street | 2381970X000 | 0 | 0.2202888 | 0.2202888 | Local | County Highway Agency |
| Rue De La Paix Loop | 2382293X000 | 0 | 1.03197697 | 1.03197697 | Local | County Highway Agency |
| Rupee Circle | 2382475X000 | 0 | 0.18809749 | 0.18809749 | Local | City or Municipal Highway Agency |
| Rush Circle | 2361497X000 | 0 | 0.09097792 | 0.09097792 | Local | County Highway Agency |
| Rutan Avenue | 2381265X000 | 0 | 0.38612442 | 0.38612442 | Local | County Highway Agency |
| Ruth Drive | 2382876X000 | 0 | 0.92834253 | 0.92834253 | Local | County Highway Agency |
| Ruth Street | 2382289X000 | 0 | 0.2610882 | 0.2610882 | Local | County Highway Agency |
| Ryabs Way | 2382661X000 | 0 | 0.23716458 | 0.23716458 | Local | County Highway Agency |
| Rye Circle | 2382044X000 | 0 | 0.13376689 | 0.13376689 | Local | County Highway Agency |
| S Withers Loop | 2381099X000 | 0 | 0.17474748 | 0.17474748 | Local | County Highway Agency |
| Saddle Horse Drive | 2382660X000 | 0 | 0.42697409 | 0.42697409 | Local | County Highway Agency |
| Sailors Loop | 2382055X000 | 0 | 0.32779183 | 0.32779183 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|---------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Saindon Court | 2382223X000 | 0 | 0.06497887 | 0.06497887 | Local | County Highway Agency |
| Saindon Street | 2381906X000 | 0 | 0.713599 | 0.713599 | Local | County Highway Agency |
| Sakai Street | 2382290X000 | 0 | 0.00221112 | 0.00221112 | Local | City or Municipal Highway Agency |
| Sakai Street | 2382290X000 | 0.00221112 | 0.43443937 | 0.43222825 | Local | County Highway Agency |
| Sakai Street | 2382290X000 | 0.43443937 | 0.43614588 | 0.00170651 | Local | City or Municipal Highway Agency |
| Sally Court | 2381947X000 | 0 | 0.15309429 | 0.15309429 | Local | County Highway Agency |
| Salmonberry Street | 2381681X000 | 0 | 0.15865281 | 0.15865281 | Local | County Highway Agency |
| Sam Snead Loop | 2382474X000 | 0 | 0.64681938 | 0.64681938 | Local | City or Municipal Highway Agency |
| Sam's Circle | 2382875X000 | 0 | 0.16799443 | 0.16799443 | Local | County Highway Agency |
| Sam's Drive | 2382874X000 | 0 | 0.39651951 | 0.39651951 | Local | County Highway Agency |
| San Diego Drive | 2382873X000 | 0 | 0.0428348 | 0.0428348 | Local | County Highway Agency |
| Sandburg Circle | 2381263X000 | 0 | 0.04672252 | 0.04672252 | Local | County Highway Agency |
| Sandburg Drive | 2381262X000 | 0 | 0.04402901 | 0.04402901 | Local | County Highway Agency |
| Sanderling Drive | 2381967X000 | 0 | 0.56083482 | 0.56083482 | Local | County Highway Agency |
| Sands Drive | 2382659X000 | 0 | 0.55464374 | 0.55464374 | Local | County Highway Agency |
| Sandvik Drive | 2382020X000 | 0 | 0.37586542 | 0.37586542 | Local | County Highway Agency |
| Santa Cruz Court | 2382658X000 | 0 | 0.03410803 | 0.03410803 | Local | County Highway Agency |
| Santana Drive | 2381508X000 | 0 | 0.28399668 | 0.28399668 | Local | County Highway Agency |
| Sapphire Road | 2361381X000 | 0 | 0.25901754 | 0.25901754 | Local | County Highway Agency |
| Sarah Circle | 2382872X000 | 0 | 0.19322292 | 0.19322292 | Local | County Highway Agency |
| Sarahs Way | 2382657X000 | 0 | 0.58110565 | 0.58110565 | Local | County Highway Agency |
| Sarasota Drive | 2382871X000 | 0 | 0.26415062 | 0.26415062 | Local | County Highway Agency |
| Sarazen Circle | 2381476X000 | 0 | 0.02796082 | 0.02796082 | Local | County Highway Agency |
| Sassy Avenue | 2381615X000 | 0 | 0.42777709 | 0.42777709 | Local | County Highway Agency |
| SB Parks Off-Ramp (Trunk) | 1140000F021 | 0 | 0.2800224 | 0.2800224 | Interstate | State Highway Agency |
| SB Parks On-Ramp (Trunk) | 1140000N021 | 0 | 0.32692893 | 0.32692893 | Interstate | State Highway Agency |
| Scenic Circle | 2382656X000 | 0 | 0.04893019 | 0.04893019 | Local | County Highway Agency |
| Schachle Drive | 2382277X000 | 0 | 0.32045053 | 0.32045053 | Local | County Highway Agency |
| Scheelite Drive | 2383124X000 | 0 | 0.31932622 | 0.31932622 | Local | County Highway Agency |
| Scheelite Drive | 2383125X000 | 0 | 0.63349646 | 0.63349646 | Local | County Highway Agency |
| Schelin Spur | 2382388X000 | 0 | 0.33771318 | 0.33771318 | Local | County Highway Agency |
| Schrock Road | 2381002X000 | 0 | 4.908709 | 4.908709 | Minor Collector | State Highway Agency |
| Scott Road | 2361015X000 | 0 | 0.13779038 | 0.13779038 | Minor Collector | County Highway Agency |
| Scott Road | 2361025X000 | 0 | 1.7621263 | 1.7621263 | Local | State Highway Agency |
| Scotty Circle | 2382473X000 | 0 | 0.03565114 | 0.03565114 | Local | City or Municipal Highway Agency |
| Scotwood Drive | 2382655X000 | 0 | 0.74626982 | 0.74626982 | Local | County Highway Agency |
| Seabird Circle | 2381480X000 | 0 | 0.11166693 | 0.11166693 | Local | County Highway Agency |
| Seafront Drive | 2382237X000 | 0 | 0.09220177 | 0.09220177 | Local | County Highway Agency |
| Seagull Drive | 2361327X000 | 0 | 0.90655929 | 0.90655929 | Local | County Highway Agency |
| Sebastian Drive | 2382870X000 | 0 | 0.59459491 | 0.59459491 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|----------|------------|------------|-----------------|----------------------------------|
| Seims Street | 2383235X000 | 0 | 0.08780707 | 0.08780707 | Local | County Highway Agency |
| Selina Lane | 2382472X000 | 0 | 0.43892291 | 0.43892291 | Local | City or Municipal Highway Agency |
| Seminole Circle | 2382366X000 | 0 | 0.10751376 | 0.10751376 | Local | County Highway Agency |
| Seneca Avenue | 2382471X000 | 0 | 0.12201069 | 0.12201069 | Local | City or Municipal Highway Agency |
| Serendipity Loop | 2382654X000 | 0 | 1.33481727 | 1.33481727 | Local | County Highway Agency |
| Serene Circle | 2383248X000 | 0 | 0.10291431 | 0.10291431 | Local | County Highway Agency |
| Serenity Circle | 2382228X000 | 0 | 0.05059559 | 0.05059559 | Local | County Highway Agency |
| Serrano Drive | 2382869X000 | 0 | 1.18733139 | 1.18733139 | Local | County Highway Agency |
| Settlers Bay Drive | 2381030X000 | 0 | 1.815699 | 1.815699 | Major Collector | County Highway Agency |
| Settlers Bay Drive | 2382413X000 | 0 | 2.2960892 | 2.2960892 | Local | County Highway Agency |
| Settlers Bay Drive | 2381030X000 | 1.815699 | 1.95426191 | 0.13856291 | Local | County Highway Agency |
| Settlers Circle | 2361637X000 | 0 | 0.06015629 | 0.06015629 | Local | County Highway Agency |
| Seven Peaks Circle | 2382092X000 | 0 | 0.10697111 | 0.10697111 | Local | County Highway Agency |
| Seward Meridian Parkway | 2381005X000 | 0 | 0.372051 | 0.372051 | Minor Arterial | City or Municipal Highway Agency |
| Seward Meridian Parkway | 2382385X000 | 0 | 0.50352264 | 0.50352264 | Local | County Highway Agency |
| Seward Meridian Parkway | 2381005X000 | 0.372051 | 2.2491337 | 1.8770827 | Minor Arterial | County Highway Agency |
| Shadow Leaf Circle | 2382470X000 | 0 | 0.04891211 | 0.04891211 | Local | City or Municipal Highway Agency |
| Shadowood Circle | 2382469X000 | 0 | 0.08199229 | 0.08199229 | Local | City or Municipal Highway Agency |
| Shady Grove Lane | 2381685X000 | 0 | 0.65784192 | 0.65784192 | Local | County Highway Agency |
| Shady Nook Circle | 2382468X000 | 0 | 0.05550938 | 0.05550938 | Local | County Highway Agency |
| Shalestone Loop | 2381689X000 | 0 | 0.38010273 | 0.38010273 | Local | County Highway Agency |
| Shampine Lane | 2381367X000 | 0 | 0.5625252 | 0.5625252 | Local | County Highway Agency |
| Shamrock Street | 2382116X000 | 0 | 0.31095991 | 0.31095991 | Local | County Highway Agency |
| Shanell Circle | 2382467X000 | 0 | 0.04875061 | 0.04875061 | Local | City or Municipal Highway Agency |
| Shaw's Drive | 2382868X000 | 0 | 0.50932481 | 0.50932481 | Local | County Highway Agency |
| Shearwater Street | 2381948X000 | 0 | 0.74351548 | 0.74351548 | Local | County Highway Agency |
| Shelby Drive | 2381691X000 | 0 | 0.16673584 | 0.16673584 | Local | County Highway Agency |
| Shenandoah Drive | 2382867X000 | 0 | 0.61060221 | 0.61060221 | Local | County Highway Agency |
| Shennum Drive | 2382866X000 | 0 | 0.35410616 | 0.35410616 | Local | County Highway Agency |
| Sheridan Circle | 2381533X000 | 0 | 0.10255131 | 0.10255131 | Local | County Highway Agency |
| Sherrod Circle | 2361404X000 | 0 | 0.03412232 | 0.03412232 | Local | County Highway Agency |
| Sherrod Drive | 2361550X000 | 0 | 0.22971324 | 0.22971324 | Local | County Highway Agency |
| Shirley-Ann Circle | 2382653X000 | 0 | 0.09768636 | 0.09768636 | Local | County Highway Agency |
| Shoal Street | 2381499X000 | 0 | 0.07088978 | 0.07088978 | Local | County Highway Agency |
| Shooting Star Circle | 2361599X000 | 0 | 0.1516268 | 0.1516268 | Local | County Highway Agency |
| Shop Circle | 2383202X000 | 0 | 0.1656052 | 0.1656052 | Local | County Highway Agency |
| Shop Circle | 2383203X000 | 0 | 0.05461697 | 0.05461697 | Local | County Highway Agency |
| Shoreline Circle | 2382865X000 | 0 | 0.24715708 | 0.24715708 | Local | County Highway Agency |
| Shoreline Drive | 2382864X000 | 0 | 0.96206981 | 0.96206981 | Local | County Highway Agency |
| Shorewood Drive | 2382863X000 | 0 | 0.31372699 | 0.31372699 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|----------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Short Rib Road | 2361517X000 | 0 | 0.06039776 | 0.06039776 | Local | County Highway Agency |
| Shorthorn Place | 2361638X000 | 0 | 0.17082533 | 0.17082533 | Local | County Highway Agency |
| Siberian Pea Circle | 2382231X000 | 0 | 0.02711358 | 0.02711358 | Local | County Highway Agency |
| Sierra Street | 2382862X000 | 0 | 0.98328331 | 0.98328331 | Local | County Highway Agency |
| Sikes Place | 2383264X000 | 0 | 0.08355572 | 0.08355572 | Local | County Highway Agency |
| Silver Creek Drive | 2361472X000 | 0 | 0.24908619 | 0.24908619 | Local | County Highway Agency |
| Silver Fox Lane | 2382652X000 | 0 | 0.22683356 | 0.22683356 | Local | County Highway Agency |
| Silver Hills Circle | 2382466X000 | 0 | 0.08074035 | 0.08074035 | Local | City or Municipal Highway Agency |
| Silver Pond Circle | 2382465X000 | 0 | 0.08001944 | 0.08001944 | Local | County Highway Agency |
| Silver Spring Circle | 2361317X000 | 0 | 0.12952579 | 0.12952579 | Local | County Highway Agency |
| Silver Tip Drive | 2361478X000 | 0 | 0.1927096 | 0.1927096 | Local | City or Municipal Highway Agency |
| Silver Wings Circle | 2381527X000 | 0 | 0.1782425 | 0.1782425 | Local | County Highway Agency |
| Singer Court | 2381628X000 | 0 | 0.07757199 | 0.07757199 | Local | County Highway Agency |
| Singing Woods Drive | 2381386X000 | 0 | 0.17792417 | 0.17792417 | Local | County Highway Agency |
| Sitka Rose Drive | 2361639X000 | 0 | 0.25372161 | 0.25372161 | Local | City or Municipal Highway Agency |
| Skip Circle | 2382861X000 | 0 | 0.17862861 | 0.17862861 | Local | County Highway Agency |
| Skwentna Bay | 2382651X000 | 0 | 0.07895789 | 0.07895789 | Local | County Highway Agency |
| Sky Circle | 2381537X000 | 0 | 0.06157103 | 0.06157103 | Local | County Highway Agency |
| Sky Ranch Loop | 2361651X000 | 0 | 0.82696788 | 0.82696788 | Local | County Highway Agency |
| Sky Ranch Loop | 2361651X000 | 0.91685905 | 1.14398058 | 0.22712153 | Local | County Highway Agency |
| Sky Ranch Loop | 2361651X000 | 1.23015198 | 1.2639394 | 0.03378742 | Local | County Highway Agency |
| Skyhawk Circle | 2382860X000 | 0 | 0.16312463 | 0.16312463 | Local | County Highway Agency |
| Skyhawk Lane | 2382859X000 | 0 | 0.04815857 | 0.04815857 | Local | County Highway Agency |
| Skyvan Circle | 2382858X000 | 0 | 0.28526272 | 0.28526272 | Local | County Highway Agency |
| Slipstream Circle | 2383250X000 | 0 | 0.19337428 | 0.19337428 | Local | County Highway Agency |
| Slipstream Drive | 2383249X000 | 0 | 0.11852847 | 0.11852847 | Local | County Highway Agency |
| Smalley Circle | 2381633X000 | 0 | 0.10288113 | 0.10288113 | Local | County Highway Agency |
| Snider Drive | 2382857X000 | 0 | 0.2882763 | 0.2882763 | Local | County Highway Agency |
| Snohomish Avenue | 2382395X000 | 0 | 0.31985642 | 0.31985642 | Local | City or Municipal Highway Agency |
| Snohomish Avenue | 2382395X000 | 0.31985642 | 0.32076401 | 0.00090759 | Local | County Highway Agency |
| Snow Goose Circle | 2382650X000 | 0 | 0.13653105 | 0.13653105 | Local | County Highway Agency |
| Snow Goose Drive | 2382649X000 | 0 | 1.88962011 | 1.88962011 | Local | County Highway Agency |
| Snow Hill Avenue | 2382464X000 | 0 | 0.49626697 | 0.49626697 | Local | City or Municipal Highway Agency |
| Snow Peak Road | 2381017X000 | 0 | 0.24650545 | 0.24650545 | Minor Collector | County Highway Agency |
| Snowbird Lane | 2382463X000 | 0 | 0.29112864 | 0.29112864 | Local | City or Municipal Highway Agency |
| Snowcrest Drive | 2382202X000 | 0 | 0.33094727 | 0.33094727 | Local | County Highway Agency |
| Snowflake Circle | 2382462X000 | 0 | 0.06744509 | 0.06744509 | Local | City or Municipal Highway Agency |
| Snowgoose Circle | 2361318X000 | 0 | 0.16135826 | 0.16135826 | Local | County Highway Agency |
| Snowgoose Road | 2361021X000 | 0 | 1.06896371 | 1.06896371 | Minor Collector | County Highway Agency |
| Snowshoe Lane | 2382648X000 | 0 | 0.4287696 | 0.4287696 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-----------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Snowshoe Parkway | 2382199X000 | 0 | 0.44500867 | 0.44500867 | Local | County Highway Agency |
| Snug Harbor Avenue | 2382079X000 | 0 | 0.04989269 | 0.04989269 | Local | County Highway Agency |
| Someret Circle | 2382461X000 | 0 | 0.06486709 | 0.06486709 | Local | City or Municipal Highway Agency |
| Sorrelwood Street | 2382376X000 | 0 | 0.46649918 | 0.46649918 | Local | County Highway Agency |
| South Chugach Street | 2361020X000 | 0 | 0.8904951 | 0.8904951 | Major Collector | City or Municipal Highway Agency |
| South Chugach Street | 2361020X000 | 0.8904951 | 0.96097936 | 0.07048426 | Local | City or Municipal Highway Agency |
| South Colony Way | 2361056X000 | 0 | 0.63270148 | 0.63270148 | Major Collector | City or Municipal Highway Agency |
| South Georgeson Drive | 2361068X000 | 0 | 0.25901351 | 0.25901351 | Major Collector | State Highway Agency |
| South Georgeson Drive | 2361068X000 | 0.25901351 | 0.83044283 | 0.57142932 | Local | State Highway Agency |
| South Gulkana Street | 2361014X000 | 0 | 0.1597376 | 0.1597376 | Local | City or Municipal Highway Agency |
| South Gulkana Street | 2361014X000 | 0.1597376 | 0.203966 | 0.0442284 | Minor Collector | City or Municipal Highway Agency |
| South Gulkana Street | 2361014X000 | 0.203966 | 0.2506982 | 0.0467322 | Major Collector | City or Municipal Highway Agency |
| South Gulkana Street | 2361014X000 | 0.2506982 | 0.44820959 | 0.19751139 | Local | City or Municipal Highway Agency |
| South Hay Street | 2381154X000 | 0 | 0.16019934 | 0.16019934 | Local | County Highway Agency |
| South James Street | 2383184X000 | 0 | 0.18832242 | 0.18832242 | Local | County Highway Agency |
| South James Street | 2383185X000 | 0 | 0.61604951 | 0.61604951 | Local | County Highway Agency |
| South Susitna Avenue | 2382453X000 | 0 | 0.04581371 | 0.04581371 | Local | City or Municipal Highway Agency |
| Southshore Drive | 2383120X000 | 0 | 0.24807031 | 0.24807031 | Local | County Highway Agency |
| Southside Court | 2382856X000 | 0 | 0.09254582 | 0.09254582 | Local | County Highway Agency |
| Southview Drive | 2382460X000 | 0 | 0.32798992 | 0.32798992 | Local | City or Municipal Highway Agency |
| Southway Street | 2382459X000 | 0 | 0.31891233 | 0.31891233 | Local | City or Municipal Highway Agency |
| Sparrow Circle | 2361332X000 | 0 | 0.08741244 | 0.08741244 | Local | County Highway Agency |
| Sparrow Court | 2361331X000 | 0 | 0.2304162 | 0.2304162 | Local | County Highway Agency |
| Spawning Loop | 2381503X000 | 0 | 0.24708867 | 0.24708867 | Local | County Highway Agency |
| Spectrum Avenue | 2382040X000 | 0 | 0.16104155 | 0.16104155 | Local | County Highway Agency |
| Spinnaker Drive | 2382102X000 | 0 | 0.19235623 | 0.19235623 | Local | County Highway Agency |
| Spring Creek Circle | 2361319X000 | 0 | 0.37127057 | 0.37127057 | Local | County Highway Agency |
| Spring Creek Drive | 2382855X000 | 0 | 0.27104242 | 0.27104242 | Local | County Highway Agency |
| Springwood Drive | 2382854X000 | 0 | 0.61705687 | 0.61705687 | Local | County Highway Agency |
| Spruce Avenue | 2381032X000 | 0 | 2.94803583 | 2.94803583 | Major Collector | City or Municipal Highway Agency |
| Spruce Avenue | 2382647X000 | 0 | 0.75995717 | 0.75995717 | Local | County Highway Agency |
| Spruce Drive | 2382853X000 | 0 | 0.27817102 | 0.27817102 | Local | County Highway Agency |
| Spruce Grouse Circle | 2361320X000 | 0 | 0.1026762 | 0.1026762 | Local | County Highway Agency |
| Spruce Top Circle | 2382852X000 | 0 | 0.07765463 | 0.07765463 | Local | County Highway Agency |
| Sprucewood Drive | 2382091X000 | 0 | 0.40500698 | 0.40500698 | Local | County Highway Agency |
| Squadron Circle | 2382851X000 | 0 | 0.11247036 | 0.11247036 | Local | County Highway Agency |
| St Elias Circle | 2382197X000 | 0 | 0.09967716 | 0.09967716 | Local | County Highway Agency |
| St Ives Circle | 2382646X000 | 0 | 0.03246159 | 0.03246159 | Local | County Highway Agency |
| St John Court | 2381375X000 | 0 | 0.20773719 | 0.20773719 | Local | County Highway Agency |
| St Mihiel Circle | 2382234X000 | 0 | 0.17871728 | 0.17871728 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|---------------------|-------------|----------|------------|------------|-----------------|----------------------------------|
| Stacy Street | 2381682X000 | 0 | 0.61153072 | 0.61153072 | Local | County Highway Agency |
| Stallion Circle | 2382645X000 | 0 | 0.41517807 | 0.41517807 | Local | County Highway Agency |
| Stamper Drive | 2382850X000 | 0 | 0.45006227 | 0.45006227 | Local | County Highway Agency |
| Stanley Road | 2381634X000 | 0 | 0.16324729 | 0.16324729 | Local | County Highway Agency |
| Stapleton Avenue | 2361592X000 | 0 | 0.1833783 | 0.1833783 | Local | County Highway Agency |
| Starbearer Circle | 2361321X000 | 0 | 0.0630781 | 0.0630781 | Local | County Highway Agency |
| Starfire Road | 2361498X000 | 0 | 0.03502468 | 0.03502468 | Local | County Highway Agency |
| Starflower Drive | 2382086X000 | 0 | 0.37611142 | 0.37611142 | Local | County Highway Agency |
| Steel Court | 2361811X000 | 0 | 0.04045632 | 0.04045632 | Local | County Highway Agency |
| Steel Loop | 2361640X000 | 0 | 0.32824027 | 0.32824027 | Local | City or Municipal Highway Agency |
| Steen Road | 2381257X000 | 0 | 0.6871041 | 0.6871041 | Local | County Highway Agency |
| Stein Drive | 2382143X000 | 0 | 0.18242941 | 0.18242941 | Local | County Highway Agency |
| Steven Drive | 2382849X000 | 0 | 0.28844401 | 0.28844401 | Local | County Highway Agency |
| Stonebluff Drive | 2382214X000 | 0 | 0.48799312 | 0.48799312 | Local | County Highway Agency |
| Stonebridge Circle | 2382238X000 | 0 | 0.05649941 | 0.05649941 | Local | County Highway Agency |
| Stonebridge Drive | 2382215X000 | 0 | 0.55800759 | 0.55800759 | Local | County Highway Agency |
| Stonehaven Circle | 2382644X000 | 0 | 0.09153262 | 0.09153262 | Local | County Highway Agency |
| Stoneridge Circle | 2382457X000 | 0 | 0.20261921 | 0.20261921 | Local | City or Municipal Highway Agency |
| Stoney Brook Street | 2381505X000 | 0 | 0.11000825 | 0.11000825 | Local | County Highway Agency |
| Stoney Hollow Drive | 2382848X000 | 0 | 0.28630768 | 0.28630768 | Local | County Highway Agency |
| Stormy Circle | 2382456X000 | 0 | 0.07114398 | 0.07114398 | Local | City or Municipal Highway Agency |
| Story Book Circle | 2381497X000 | 0 | 0.10444991 | 0.10444991 | Local | County Highway Agency |
| Strand Drive | 2361434X000 | 0 | 0.80803238 | 0.80803238 | Local | County Highway Agency |
| Stratford Court | 2382090X000 | 0 | 0.1439658 | 0.1439658 | Local | County Highway Agency |
| Strathclyde Lane | 2382643X000 | 0 | 0.22142858 | 0.22142858 | Local | County Highway Agency |
| Strinfield Road | 2381093X000 | 0 | 1.26748469 | 1.26748469 | Local | County Highway Agency |
| Stump Road | 2382333X000 | 0 | 0.04850088 | 0.04850088 | Local | County Highway Agency |
| Suburban Court | 2382242X000 | 0 | 0.149389 | 0.149389 | Local | County Highway Agency |
| Suburban Drive | 2381498X000 | 0 | 0.57391982 | 0.57391982 | Local | County Highway Agency |
| Success Drive | 2382455X000 | 0 | 0.30973979 | 0.30973979 | Local | City or Municipal Highway Agency |
| Sue Lane | 2381376X000 | 0 | 0.24645034 | 0.24645034 | Local | County Highway Agency |
| Sulatna Bay | 2382642X000 | 0 | 0.15226637 | 0.15226637 | Local | County Highway Agency |
| Sullivan Court | 2382224X000 | 0 | 0.07548089 | 0.07548089 | Local | County Highway Agency |
| Summers Drive | 2381609X000 | 0 | 0.327495 | 0.327495 | Local | County Highway Agency |
| Summerwoods Drive | 2361438X000 | 0 | 0.05994814 | 0.05994814 | Local | County Highway Agency |
| Sun Circle | 2381254X000 | 0 | 0.15240326 | 0.15240326 | Local | County Highway Agency |
| Sun Crest Drive | 2382332X000 | 0 | 0.24727291 | 0.24727291 | Local | County Highway Agency |
| Sun Mountain Avenue | 2381058X000 | 0 | 1.127425 | 1.127425 | Major Collector | City or Municipal Highway Agency |
| Sun Mountain Avenue | 2381058X000 | 1.127425 | 1.19740839 | 0.06998339 | Local | City or Municipal Highway Agency |
| Sund Court | 2381132X000 | 0 | 0.08388082 | 0.08388082 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Sundance Circle | 2382140X000 | 0 | 0.25188782 | 0.25188782 | Local | County Highway Agency |
| Sundance Drive | 2381930X000 | 0 | 0.31580343 | 0.31580343 | Local | County Highway Agency |
| Sunday Circle | 2382454X000 | 0 | 0.11961686 | 0.11961686 | Local | City or Municipal Highway Agency |
| Sunflower Circle | 2382641X000 | 0 | 0.0583573 | 0.0583573 | Local | County Highway Agency |
| Sunflower Drive | 2382640X000 | 0 | 0.27039731 | 0.27039731 | Local | County Highway Agency |
| Sunny Hill Circle | 2382893X000 | 0 | 0.07491327 | 0.07491327 | Local | City or Municipal Highway Agency |
| Sunrise Mountain Circle | 2381515X000 | 0 | 0.15768006 | 0.15768006 | Local | County Highway Agency |
| Sunset Avenue | 2381023X000 | 0 | 1.69726243 | 1.69726243 | Major Collector | County Highway Agency |
| Sunset Avenue | 2382411X000 | 0 | 0.02421756 | 0.02421756 | Local | County Highway Agency |
| Surrey Road | 2382186X000 | 0 | 0.73851885 | 0.73851885 | Local | County Highway Agency |
| Sushana Drive | 2382369X000 | 1.5260396 | 1.87261321 | 0.34657361 | Local | County Highway Agency |
| Susitna Avenue | 2382387X000 | 0 | 0.71034961 | 0.71034961 | Local | City or Municipal Highway Agency |
| Susitna Bay | 2382639X000 | 0 | 0.13103025 | 0.13103025 | Local | County Highway Agency |
| Susitna Drive | 2383127X000 | 0 | 1.2082042 | 1.2082042 | Local | County Highway Agency |
| Suzanna Street | 2381842X000 | 0 | 0.33199235 | 0.33199235 | Local | County Highway Agency |
| Suzanna Street | 2381843X000 | 0 | 0.19405487 | 0.19405487 | Local | County Highway Agency |
| Suzanne Circle | 2381541X000 | 0 | 0.25102499 | 0.25102499 | Local | County Highway Agency |
| Swanson Avenue | 2382401X000 | 0 | 1.01722273 | 1.01722273 | Local | City or Municipal Highway Agency |
| Swathmore Avenue | 2382452X000 | 0 | 0.11140446 | 0.11140446 | Local | City or Municipal Highway Agency |
| Sweet Birch Avenue | 2382164X000 | 0 | 0.24733821 | 0.24733821 | Local | County Highway Agency |
| Sweet Birch Circle | 2383253X000 | 0 | 0.10087318 | 0.10087318 | Local | County Highway Agency |
| Sweetdream Lane | 2382638X000 | 0 | 0.0918525 | 0.0918525 | Local | County Highway Agency |
| Sweetie Pie Street | 2381177X000 | 0 | 0.60913428 | 0.60913428 | Local | County Highway Agency |
| Sylvan Lane | 2381380X000 | 0.77751286 | 0.99675144 | 0.21923858 | Local | County Highway Agency |
| Sylvanne Court | 2382331X000 | 0 | 0.0455728 | 0.0455728 | Local | County Highway Agency |
| Tabasco Cat Drive | 2361421X000 | 0 | 0.3673291 | 0.3673291 | Local | County Highway Agency |
| Tacketts Circle | 2381178X000 | 0 | 0.03642922 | 0.03642922 | Local | County Highway Agency |
| Tait Drive | 2382330X000 | 0 | 0.61210673 | 0.61210673 | Local | County Highway Agency |
| Talbot Circle | 2382329X000 | 0 | 0.12702403 | 0.12702403 | Local | County Highway Agency |
| Talgach View Drive | 2381252X000 | 0 | 1.36768141 | 1.36768141 | Local | County Highway Agency |
| Talkeetna Street | 2382451X000 | 0 | 0.1519053 | 0.1519053 | Local | City or Municipal Highway Agency |
| Talking Man Drive | 2361443X000 | 0 | 0.14527198 | 0.14527198 | Local | County Highway Agency |
| Tall Birch Lane | 2382025X000 | 0 | 0.12047901 | 0.12047901 | Local | County Highway Agency |
| Tamar Circle | 2382637X000 | 0 | 0.14811699 | 0.14811699 | Local | County Highway Agency |
| Tamar Road | 2382636X000 | 0 | 0.77370101 | 0.77370101 | Local | County Highway Agency |
| Tamarak Avenue | 2382450X000 | 0 | 0.73250928 | 0.73250928 | Local | City or Municipal Highway Agency |
| Tambert Drive | 2382328X000 | 0 | 0.39229133 | 0.39229133 | Local | County Highway Agency |
| Tamerack Circle | 2382327X000 | 0 | 0.25673817 | 0.25673817 | Local | County Highway Agency |
| Tammy Circle | 2361641X000 | 0 | 0.0009441 | 0.0009441 | Local | County Highway Agency |
| Tammy Circle | 2361641X000 | 0.0009441 | 0.06853808 | 0.06759398 | Local | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|---------------------|-------------|---|------------|------------|-------|----------------------------------|
| Tammy Lane | 2381616X000 | 0 | 0.20211982 | 0.20211982 | Local | County Highway Agency |
| Tampa Court | 2382326X000 | 0 | 0.14889929 | 0.14889929 | Local | County Highway Agency |
| Tanana Drive | 2382635X000 | 0 | 0.76718514 | 0.76718514 | Local | County Highway Agency |
| Tango Drive | 2382325X000 | 0 | 0.09288286 | 0.09288286 | Local | County Highway Agency |
| Tanya Court | 2383169X000 | 0 | 0.21977356 | 0.21977356 | Local | County Highway Agency |
| Tanya Court | 2383170X000 | 0 | 0.10737973 | 0.10737973 | Local | County Highway Agency |
| Tattler Circle | 2382634X000 | 0 | 0.04992028 | 0.04992028 | Local | County Highway Agency |
| Tattler Court | 2382633X000 | 0 | 0.02774589 | 0.02774589 | Local | County Highway Agency |
| Tattler Drive | 2382632X000 | 0 | 0.28568202 | 0.28568202 | Local | County Highway Agency |
| Teague Trail Circle | 2382285X000 | 0 | 0.11927436 | 0.11927436 | Local | County Highway Agency |
| Teakwood Way | 2361380X000 | 0 | 0.26898997 | 0.26898997 | Local | County Highway Agency |
| Ted's Place | 2382268X000 | 0 | 0.07965563 | 0.07965563 | Local | County Highway Agency |
| Teeland Street | 2381907X000 | 0 | 0.85242143 | 0.85242143 | Local | County Highway Agency |
| Telequana Drive | 2382180X000 | 0 | 0.2574589 | 0.2574589 | Local | County Highway Agency |
| Tender Arctic Drive | 2361642X000 | 0 | 0.12196359 | 0.12196359 | Local | County Highway Agency |
| Tenney Street | 2381251X000 | 0 | 0.06480128 | 0.06480128 | Local | County Highway Agency |
| Tennyson Court | 2382050X000 | 0 | 0.08402982 | 0.08402982 | Local | County Highway Agency |
| Terminal Court | 2383164X000 | 0 | 0.13054539 | 0.13054539 | Local | City or Municipal Highway Agency |
| Tern Court | 2361324X000 | 0 | 0.08901327 | 0.08901327 | Local | County Highway Agency |
| Tern Drive | 2361325X000 | 0 | 1.53465432 | 1.53465432 | Local | County Highway Agency |
| Terrace Court | 2381179X000 | 0 | 0.14545746 | 0.14545746 | Local | County Highway Agency |
| Terrace Loop | 2381381X000 | 0 | 0.32419385 | 0.32419385 | Local | County Highway Agency |
| Terrell Drive | 2382324X000 | 0 | 0.65699499 | 0.65699499 | Local | County Highway Agency |
| Terrestrial Avenue | 2382041X000 | 0 | 0.16134111 | 0.16134111 | Local | County Highway Agency |
| Terrilou Court | 2361326X000 | 0 | 0.10590515 | 0.10590515 | Local | County Highway Agency |
| Territorial Drive | 2381931X000 | 0 | 0.54641152 | 0.54641152 | Local | County Highway Agency |
| Terry Street | 2361449X000 | 0 | 0.13783524 | 0.13783524 | Local | County Highway Agency |
| Teton Circle | 2381517X000 | 0 | 0.11424151 | 0.11424151 | Local | County Highway Agency |
| Tex-Al Drive | 2381054X000 | 0 | 1.32155805 | 1.32155805 | Local | County Highway Agency |
| Thalo Drive | 2361588X000 | 0 | 0.12968312 | 0.12968312 | Local | County Highway Agency |
| Thames Court | 2382631X000 | 0 | 0.04280075 | 0.04280075 | Local | County Highway Agency |
| Thomas Road | 2361747X000 | 0 | 0.04594053 | 0.04594053 | Local | County Highway Agency |
| Thomas Street | 2382449X000 | 0 | 0.26525119 | 0.26525119 | Local | City or Municipal Highway Agency |
| Thuma Street | 2361710X000 | 0 | 0.24778318 | 0.24778318 | Local | City or Municipal Highway Agency |
| Thunder Gulch Drive | 2361418X000 | 0 | 0.23083351 | 0.23083351 | Local | County Highway Agency |
| Tia Terrace Drive | 2381949X000 | 0 | 0.83216198 | 0.83216198 | Local | County Highway Agency |
| Tick's Circle | 2361643X000 | 0 | 0.30754349 | 0.30754349 | Local | County Highway Agency |
| Tidewater Circle | 2381392X000 | 0 | 0.1308032 | 0.1308032 | Local | County Highway Agency |
| Tidewater Drive | 2381390X000 | 0 | 0.46455616 | 0.46455616 | Local | County Highway Agency |
| Tierra Grande Drive | 2382630X000 | 0 | 0.25030469 | 0.25030469 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|-----------|------------|------------|-----------------|----------------------------------|
| Tiffany Drive | 2382323X000 | 0 | 0.80677001 | 0.80677001 | Local | County Highway Agency |
| Tigger Drive | 2381623X000 | 0 | 0.2450256 | 0.2450256 | Local | County Highway Agency |
| Tiller Avenue | 2382629X000 | 0 | 0.05806911 | 0.05806911 | Local | County Highway Agency |
| Tillicum Avenue | 2382448X000 | 0 | 0.2753579 | 0.2753579 | Local | City or Municipal Highway Agency |
| Tim Avenue | 2381596X000 | 0 | 0.13043883 | 0.13043883 | Local | County Highway Agency |
| Timber Country Circle | 2361422X000 | 0 | 0.07912119 | 0.07912119 | Local | County Highway Agency |
| Timber Ridge Circle | 2383270X000 | 0 | 0.13533299 | 0.13533299 | Local | County Highway Agency |
| Timber Way | 2381102X000 | 0 | 0.52474522 | 0.52474522 | Local | County Highway Agency |
| Timberland Loop | 2382035X000 | 0 | 1.16623277 | 1.16623277 | Local | County Highway Agency |
| Timberline Circle | 2382205X000 | 0 | 0.05639141 | 0.05639141 | Local | County Highway Agency |
| Timberview Circle | 2382026X000 | 0 | 0.1010013 | 0.1010013 | Local | County Highway Agency |
| Timberview Drive | 2382021X000 | 0 | 0.53289312 | 0.53289312 | Local | County Highway Agency |
| Timberwood Circle | 2381103X000 | 0 | 0.15003329 | 0.15003329 | Local | County Highway Agency |
| Timothy Lane | 2381180X000 | 0 | 0.15853966 | 0.15853966 | Local | County Highway Agency |
| Tina Lane | 2381107X000 | 0 | 0.36158982 | 0.36158982 | Local | County Highway Agency |
| Togiak Avenue | 2382261X000 | 0 | 0.44343716 | 0.44343716 | Local | County Highway Agency |
| Toller Court | 2382322X000 | 0 | 0.10019601 | 0.10019601 | Local | County Highway Agency |
| Tom Watson Place | 2382447X000 | 0 | 0.17700609 | 0.17700609 | Local | City or Municipal Highway Agency |
| Tom Way | 2381595X000 | 0 | 0.2560139 | 0.2560139 | Local | County Highway Agency |
| Tommy Moe Drive | 2382446X000 | 0 | 0.155967 | 0.155967 | Local | City or Municipal Highway Agency |
| Top of the World Circle | 2382219X000 | 0 | 0.44529462 | 0.44529462 | Local | County Highway Agency |
| Totem Road | 2382628X000 | 0 | 0.35167014 | 0.35167014 | Local | County Highway Agency |
| Town & Country Lane | 2361590X000 | 0 | 0.14533188 | 0.14533188 | Local | County Highway Agency |
| Tradewinds Circle | 2382113X000 | 0 | 0.10126905 | 0.10126905 | Local | County Highway Agency |
| Trail Circle | 2382445X000 | 0 | 0.09951343 | 0.09951343 | Local | City or Municipal Highway Agency |
| Trapline Drive | 2382203X000 | 0 | 0.23360942 | 0.23360942 | Local | County Highway Agency |
| Travelair Drive | 2382321X000 | 0 | 0.58125447 | 0.58125447 | Local | County Highway Agency |
| Treasure Cove Drive | 2382059X000 | 0 | 0.19236617 | 0.19236617 | Local | County Highway Agency |
| Trennie Loop | 2361793X000 | 0 | 0.24236632 | 0.24236632 | Local | County Highway Agency |
| Trent Circle | 2382985X000 | 0 | 0.2918544 | 0.2918544 | Local | County Highway Agency |
| Trenton Circle | 2382064X000 | 0 | 0.08425041 | 0.08425041 | Local | County Highway Agency |
| Trevett Avenue | 2381550X000 | 0 | 0.28749387 | 0.28749387 | Local | County Highway Agency |
| Tributary Avenue | 2381210X000 | 0 | 0.39276351 | 0.39276351 | Local | County Highway Agency |
| Trinity Avenue | 2382114X000 | 0 | 0.37124168 | 0.37124168 | Local | County Highway Agency |
| Trisha Way | 2381619X000 | 0 | 0.11882455 | 0.11882455 | Local | County Highway Agency |
| Trot Drive | 2381181X000 | 0 | 0.07559398 | 0.07559398 | Local | County Highway Agency |
| Troy Place | 2382053X000 | 0 | 0.13565778 | 0.13565778 | Local | County Highway Agency |
| Trunk Road | 2361071X000 | 0.1265933 | 1.07507 | 0.9484767 | Minor Arterial | County Highway Agency |
| Trunk Road | 2361071X000 | 1.07507 | 4.0418266 | 2.9667566 | Minor Arterial | State Highway Agency |
| Trunk Road | 2361071X000 | 4.0418266 | 7.17924053 | 3.13741393 | Major Collector | State Highway Agency |

MSB Small Urban Area Roads

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|---------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Trunk Roundabout (Blue Lu | 2361071C010 | 0 | 0.03929007 | 0.03929007 | Minor Arterial | State Highway Agency |
| Trunk Roundabout (Bogard | 2361071C020 | 0 | 0.03845501 | 0.03845501 | Major Collector | State Highway Agency |
| Trunk Roundabout (Firewee | 2361071C030 | 0 | 0.0526179 | 0.0526179 | Minor Arterial | State Highway Agency |
| Tulip Circle | 2382444X000 | 0 | 0.04721484 | 0.04721484 | Local | City or Municipal Highway Agency |
| Tundra Flower Lane | 2361644X000 | 0 | 0.13963479 | 0.13963479 | Local | County Highway Agency |
| Tundra Rose Drive | 2382220X000 | 0 | 0.42255659 | 0.42255659 | Local | County Highway Agency |
| Tungsten Drive | 2382627X000 | 0 | 0.23294822 | 0.23294822 | Local | County Highway Agency |
| Turk Circle | 2382443X000 | 0 | 0.0730944 | 0.0730944 | Local | City or Municipal Highway Agency |
| Turner Drive | 2381932X000 | 0 | 0.42106573 | 0.42106573 | Local | County Highway Agency |
| Turnstone Street | 2381959X000 | 0 | 0.21203539 | 0.21203539 | Local | County Highway Agency |
| Turtle Drive | 2361752X000 | 0 | 0.04846578 | 0.04846578 | Local | City or Municipal Highway Agency |
| Tuscarora Drive | 2382442X000 | 0 | 0.23742295 | 0.23742295 | Local | City or Municipal Highway Agency |
| Twarr Avenue | 2382250X000 | 0 | 0.25566674 | 0.25566674 | Local | County Highway Agency |
| Tweed Court | 2381543X000 | 0 | 0.47606207 | 0.47606207 | Local | County Highway Agency |
| Twenty Meter Circle | 2361794X000 | 0 | 0.26794278 | 0.26794278 | Local | County Highway Agency |
| Twig's Circle | 2361645X000 | 0 | 0.15785622 | 0.15785622 | Local | County Highway Agency |
| Twin Lakes Drive | 2382379X000 | 0 | 0.29136252 | 0.29136252 | Local | County Highway Agency |
| Twin Peaks Drive | 2381511X000 | 0 | 0.31664321 | 0.31664321 | Local | County Highway Agency |
| Tyee Drive | 2382441X000 | 0 | 0.14942103 | 0.14942103 | Local | City or Municipal Highway Agency |
| Tyee Drive | 2382441X000 | 0.14942103 | 0.15423984 | 0.00481881 | Local | County Highway Agency |
| Tyler Drive | 2361742X000 | 0 | 0.16128829 | 0.16128829 | Local | County Highway Agency |
| U.S.A. Circle | 2382440X000 | 0 | 0.11984124 | 0.11984124 | Local | City or Municipal Highway Agency |
| Union Jack Drive | 2382320X000 | 0 | 0.41054905 | 0.41054905 | Local | County Highway Agency |
| Unnamed Circle | 2383274X000 | 0 | 0.10146 | 0.10146 | Local | County Highway Agency |
| Updraft Street | 2383171X000 | 0 | 0.29982987 | 0.29982987 | Local | County Highway Agency |
| Updraft Street | 2383172X000 | 0 | 0.04039928 | 0.04039928 | Local | County Highway Agency |
| Upper Court | 2382319X000 | 0 | 0.35178087 | 0.35178087 | Local | County Highway Agency |
| Upper Meadow Circle | 2382144X000 | 0 | 0.14995823 | 0.14995823 | Local | County Highway Agency |
| Upper Road | 2382439X000 | 0 | 0.15478584 | 0.15478584 | Local | City or Municipal Highway Agency |
| Upstream Drive | 2383251X000 | 0 | 0.02691369 | 0.02691369 | Local | County Highway Agency |
| Upstream Place | 2381169X000 | 0 | 0.07993761 | 0.07993761 | Local | County Highway Agency |
| Valborg Circle | 2361750X000 | 0 | 0.10591199 | 0.10591199 | Local | City or Municipal Highway Agency |
| Vale Avenue | 2382103X000 | 0 | 0.56697526 | 0.56697526 | Local | County Highway Agency |
| Valen-Felberg Circle | 2361476X000 | 0 | 0.06440665 | 0.06440665 | Local | County Highway Agency |
| Valley Crest Drive | 2361646X000 | 0 | 1.29827009 | 1.29827009 | Local | County Highway Agency |
| Valley Loop | 2382262X000 | 0 | 0.43837778 | 0.43837778 | Local | County Highway Agency |
| Valley Side Circle | 2382288X000 | 0 | 0.33377003 | 0.33377003 | Local | City or Municipal Highway Agency |
| Valley Side Circle | 2382288X000 | 0.33377003 | 0.65711504 | 0.32334501 | Local | County Highway Agency |
| Valley View Drive | 2381933X000 | 0 | 0.6563799 | 0.6563799 | Local | County Highway Agency |
| Valley Way | 2361028X000 | 0 | 1.14525439 | 1.14525439 | Major Collector | City or Municipal Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|-----------|------------|------------|-----------------|----------------------------------|
| Van Buskirk Drive | 2382318X000 | 0 | 0.1500272 | 0.1500272 | Local | County Highway Agency |
| Van Gorder Drive | 2381934X000 | 0 | 0.60135647 | 0.60135647 | Local | County Highway Agency |
| Vandenberg Drive | 2382022X000 | 0 | 0.30507914 | 0.30507914 | Local | County Highway Agency |
| Vanessa Circle | 2382156X000 | 0 | 0.03551543 | 0.03551543 | Local | County Highway Agency |
| Vaunda Avenue | 2382438X000 | 0 | 0.68346566 | 0.68346566 | Local | City or Municipal Highway Agency |
| Vecera Drive | 2381950X000 | 0 | 0.99772258 | 0.99772258 | Local | County Highway Agency |
| Vera Street | 2382626X000 | 0 | 0.09496469 | 0.09496469 | Local | County Highway Agency |
| Verboncoeur Drive | 2382317X000 | 0 | 0.25524011 | 0.25524011 | Local | County Highway Agency |
| Verda Drive | 2361706X000 | 0 | 0.1836742 | 0.1836742 | Local | County Highway Agency |
| Verde Circle | 2361523X000 | 0 | 0.03344888 | 0.03344888 | Local | County Highway Agency |
| Verde Drive | 2361417X000 | 0 | 0.32019477 | 0.32019477 | Local | County Highway Agency |
| Vermillon Drive | 2361589X000 | 0 | 0.27010272 | 0.27010272 | Local | County Highway Agency |
| Via Tranquilla Drive | 2382625X000 | 0 | 0.12898022 | 0.12898022 | Local | County Highway Agency |
| Vickaryous Street | 2382221X000 | 0 | 0.15978967 | 0.15978967 | Local | County Highway Agency |
| Vicki Way | 2382316X000 | 0 | 0.20408651 | 0.20408651 | Local | County Highway Agency |
| Vickie Circle | 2382315X000 | 0 | 0.24482042 | 0.24482042 | Local | County Highway Agency |
| Vienna Woods Access | 2381061X000 | 0 | 0.5071063 | 0.5071063 | Minor Collector | County Highway Agency |
| Vienna Woods Access | 2381061X000 | 0.5071063 | 0.70135938 | 0.19425308 | Local | County Highway Agency |
| Viewport Way | 2382011X000 | 0 | 0.14283963 | 0.14283963 | Local | County Highway Agency |
| Viking Road | 2381997X000 | 0 | 0.21861967 | 0.21861967 | Local | County Highway Agency |
| Villa Circle | 2382437X000 | 0 | 0.05095629 | 0.05095629 | Local | City or Municipal Highway Agency |
| Village Circle | 2382412X000 | 0 | 0.17189346 | 0.17189346 | Local | County Highway Agency |
| Village Loop | 2382391X000 | 0 | 0.98348482 | 0.98348482 | Local | County Highway Agency |
| Village Street | 2382117X000 | 0 | 0.22386478 | 0.22386478 | Local | County Highway Agency |
| Vincent Circle | 2382436X000 | 0 | 0.07460576 | 0.07460576 | Local | City or Municipal Highway Agency |
| VINE ROAD | 2381063X000 | 0 | 0.6394839 | 0.6394839 | Minor Arterial | State Highway Agency |
| VINE ROAD | 2381063X000 | 0.6394839 | 3.40724879 | 2.76776489 | Minor Arterial | County Highway Agency |
| Violet Circle | 2361596X000 | 0 | 0.16002368 | 0.16002368 | Local | County Highway Agency |
| Vision Bluff | 2383227X000 | 0 | 0.21555999 | 0.21555999 | Local | City or Municipal Highway Agency |
| Vision View Drive | 2383228X000 | 0 | 0.20435401 | 0.20435401 | Local | City or Municipal Highway Agency |
| Visions Crest Boulevard | 2381199X000 | 0 | 0.37824197 | 0.37824197 | Local | County Highway Agency |
| Vix Way | 2382435X000 | 0 | 0.1588355 | 0.1588355 | Local | City or Municipal Highway Agency |
| Vixen Circle | 2382434X000 | 0 | 0.12882177 | 0.12882177 | Local | City or Municipal Highway Agency |
| Voss Circle | 2381629X000 | 0 | 0.07648391 | 0.07648391 | Local | County Highway Agency |
| Voss Drive | 2381544X000 | 0 | 0.41392159 | 0.41392159 | Local | County Highway Agency |
| Vroman Drive | 2361469X000 | 0 | 0.55770989 | 0.55770989 | Local | County Highway Agency |
| Wabasha Place | 2381131X000 | 0 | 0.08756424 | 0.08756424 | Local | County Highway Agency |
| Waco Circle | 2361647X000 | 0 | 0.03068236 | 0.03068236 | Local | County Highway Agency |
| Wagon Road | 2382847X000 | 0 | 0.20513042 | 0.20513042 | Local | County Highway Agency |
| Waldron Cove Court | 2382846X000 | 0 | 0.2161281 | 0.2161281 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|----------------------------|-------------|------------|------------|------------|-----------------|----------------------------------|
| Walter Hagen Circle | 2382433X000 | 0 | 0.04841843 | 0.04841843 | Local | City or Municipal Highway Agency |
| Wampam Circle | 2382396X000 | 0 | 0.15158181 | 0.15158181 | Local | City or Municipal Highway Agency |
| Wanamingo Drive | 2381130X000 | 0 | 1.07148 | 1.07148 | Local | County Highway Agency |
| Wanda K Circle | 2381951X000 | 0 | 0.12142629 | 0.12142629 | Local | County Highway Agency |
| Warbler Street | 2381952X000 | 0 | 0.31113706 | 0.31113706 | Local | County Highway Agency |
| Wards Road | 2382624X000 | 0 | 0.50288493 | 0.50288493 | Local | County Highway Agency |
| Warmwood Way | 2381105X000 | 0 | 0.14449602 | 0.14449602 | Local | County Highway Agency |
| Wasair Drive | 2382432X000 | 0 | 0.09056707 | 0.09056707 | Local | City or Municipal Highway Agency |
| Wasilla Creek Avenue | 2381211X000 | 0 | 0.37158579 | 0.37158579 | Local | County Highway Agency |
| Wasilla Middle School Acce | 2382399X000 | 0 | 0.16057365 | 0.16057365 | Local | City or Municipal Highway Agency |
| Wasilla Shops Circle | 2382504X000 | 0 | 0.16572177 | 0.16572177 | Local | City or Municipal Highway Agency |
| Wasilla Street | 2382431X000 | 0 | 0.10880503 | 0.10880503 | Local | City or Municipal Highway Agency |
| Wasilla/Fishhook Road | 2381006X000 | 0 | 2.69929405 | 2.69929405 | Minor Arterial | State Highway Agency |
| Wasilla/Fishhook Road | 2381006X000 | 2.69929405 | 7.0287919 | 4.32949785 | Major Collector | State Highway Agency |
| Wassim Circle | 2381953X000 | 0 | 0.18845508 | 0.18845508 | Local | County Highway Agency |
| Watana Drive | 2381245X000 | 0 | 0.15955511 | 0.15955511 | Local | County Highway Agency |
| Waxwing Street | 2381856X000 | 0 | 0.56390576 | 0.56390576 | Local | County Highway Agency |
| Wayne Circle | 2381999X000 | 0 | 0.13512097 | 0.13512097 | Local | County Highway Agency |
| Weber Drive | 2382430X000 | 0 | 0.18736253 | 0.18736253 | Local | City or Municipal Highway Agency |
| Weeping Birch Street | 2381525X000 | 0 | 0.46068938 | 0.46068938 | Local | County Highway Agency |
| Weisgram Street | 2381243X000 | 0 | 0.0690837 | 0.0690837 | Local | County Highway Agency |
| Weiss Circle | 2382845X000 | 0 | 0.05512568 | 0.05512568 | Local | County Highway Agency |
| Welcome Way | 2383204X000 | 0 | 0.08932464 | 0.08932464 | Local | County Highway Agency |
| Welcome Way | 2383205X000 | 0 | 0.08290396 | 0.08290396 | Local | County Highway Agency |
| Well Site Road | 2382176X000 | 0 | 0.54149121 | 0.54149121 | Local | County Highway Agency |
| Wellington Drive | 2381935X000 | 0 | 0.66862983 | 0.66862983 | Local | County Highway Agency |
| Wendy Court | 2361358X000 | 0 | 0.13129793 | 0.13129793 | Local | County Highway Agency |
| Werner Drive | 2382023X000 | 0 | 0.4173907 | 0.4173907 | Local | County Highway Agency |
| Wesglenn Circle | 2382429X000 | 0 | 0.18617261 | 0.18617261 | Local | City or Municipal Highway Agency |
| Wesley Drive | 2381954X000 | 0.01058154 | 0.39126533 | 0.38068379 | Local | County Highway Agency |
| Wesseling Circle | 2381622X000 | 0 | 0.07646676 | 0.07646676 | Local | County Highway Agency |
| West Dogwood Avenue | 2361054X000 | 0 | 0.31262276 | 0.31262276 | Minor Collector | City or Municipal Highway Agency |
| West Evergreen Avenue | 2361055X000 | 0 | 0.30187573 | 0.30187573 | Major Collector | City or Municipal Highway Agency |
| West Machen Road | 2381040X000 | 0 | 1.55788809 | 1.55788809 | Minor Collector | County Highway Agency |
| West Museum Drive | 2381062X000 | 0 | 1.4580261 | 1.4580261 | Major Collector | County Highway Agency |
| West Museum Drive | 2381062X000 | 1.4580261 | 1.55746662 | 0.09944052 | Major Collector | City or Municipal Highway Agency |
| Westcove Drive | 2382428X000 | 0 | 0.1850857 | 0.1850857 | Local | City or Municipal Highway Agency |
| Westfork Drive | 2381241X000 | 0 | 0.42805838 | 0.42805838 | Local | County Highway Agency |
| Westlake Avenue | 2361516X000 | 0 | 0.2499786 | 0.2499786 | Local | County Highway Agency |
| Westminster Court | 2382036X000 | 0 | 0.07559616 | 0.07559616 | Local | County Highway Agency |

MSB Small Urban Area Roads

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|-------------------------|-------------|----------|------------|------------|-------|----------------------------------|
| Westmorland Drive | 2382623X000 | 0 | 0.17935152 | 0.17935152 | Local | County Highway Agency |
| Westpoint Drive | 2382404X000 | 0 | 0.49401233 | 0.49401233 | Local | City or Municipal Highway Agency |
| Westside Drive | 2361454X000 | 0 | 0.59163278 | 0.59163278 | Local | County Highway Agency |
| Westview Circle | 2383278X000 | 0 | 0.1191829 | 0.1191829 | Local | County Highway Agency |
| Weswood Drive | 2382844X000 | 0 | 0.13346509 | 0.13346509 | Local | County Highway Agency |
| Whirlpool Circle | 2381501X000 | 0 | 0.19367472 | 0.19367472 | Local | County Highway Agency |
| Whispering Woods Drive | 2382427X000 | 0 | 0.574131 | 0.574131 | Local | County Highway Agency |
| Whispering Woods Drive | 2382427X000 | 0.574131 | 1.04818497 | 0.47405397 | Local | City or Municipal Highway Agency |
| White Birch Drive | 2381382X000 | 0 | 0.37720385 | 0.37720385 | Local | County Highway Agency |
| White Hare Circle | 2382622X000 | 0 | 0.04619728 | 0.04619728 | Local | County Highway Agency |
| White Spruce Loop | 2382372X000 | 0 | 0.26738653 | 0.26738653 | Local | County Highway Agency |
| Whiting Circle | 2381200X000 | 0 | 0.07299933 | 0.07299933 | Local | County Highway Agency |
| Whitman Place | 2382843X000 | 0 | 0.1530434 | 0.1530434 | Local | County Highway Agency |
| Wickersham Circle | 2361506X000 | 0 | 0.11909311 | 0.11909311 | Local | City or Municipal Highway Agency |
| Wickersham Way | 2382842X000 | 0 | 0.78886461 | 0.78886461 | Local | County Highway Agency |
| Wild Iris Avenue | 2381391X000 | 0 | 0.22195587 | 0.22195587 | Local | County Highway Agency |
| Wild Rose Circle | 2361594X000 | 0 | 0.15948551 | 0.15948551 | Local | County Highway Agency |
| Wilder Avenue | 2382426X000 | 0 | 0.28899169 | 0.28899169 | Local | City or Municipal Highway Agency |
| Wilderness Circle | 2382841X000 | 0 | 0.05165229 | 0.05165229 | Local | County Highway Agency |
| Wilderness Drive | 2383130X000 | 0 | 0.43128379 | 0.43128379 | Local | County Highway Agency |
| Wilderness Drive | 2383131X000 | 0 | 0.04909951 | 0.04909951 | Local | County Highway Agency |
| Wildomar Drive | 2382621X000 | 0 | 0.08473999 | 0.08473999 | Local | County Highway Agency |
| Willa Court | 2381971X000 | 0 | 0.17751027 | 0.17751027 | Local | County Highway Agency |
| Williwaw Court | 2361648X000 | 0 | 0.02730223 | 0.02730223 | Local | City or Municipal Highway Agency |
| Williwaw Drive North | 2361509X000 | 0 | 0.02404171 | 0.02404171 | Local | City or Municipal Highway Agency |
| Williwaw Drive South | 2361507X000 | 0 | 0.56775887 | 0.56775887 | Local | City or Municipal Highway Agency |
| Williwaw Way | 2383152X000 | 0 | 1.68569432 | 1.68569432 | Local | County Highway Agency |
| Willow Circle | 2382840X000 | 0 | 0.07983732 | 0.07983732 | Local | County Highway Agency |
| Willow Court | 2382839X000 | 0 | 0.0501208 | 0.0501208 | Local | County Highway Agency |
| Willow Drive | 2382390X000 | 0 | 1.11832689 | 1.11832689 | Local | County Highway Agency |
| Willow Lane | 2382425X000 | 0 | 0.26900631 | 0.26900631 | Local | County Highway Agency |
| Willow Ptarmigan Circle | 2361474X000 | 0 | 0.11785037 | 0.11785037 | Local | County Highway Agency |
| Willow Street | 2383148X000 | 0 | 0.26479753 | 0.26479753 | Local | City or Municipal Highway Agency |
| Willow Street | 2383149X000 | 0 | 0.14605783 | 0.14605783 | Local | City or Municipal Highway Agency |
| Wilmington Drive | 2382620X000 | 0 | 0.73571039 | 0.73571039 | Local | County Highway Agency |
| Win Circle | 2382838X000 | 0 | 0.11125123 | 0.11125123 | Local | County Highway Agency |
| Winding Brook Loop | 2381160X000 | 0 | 0.69903372 | 0.69903372 | Local | County Highway Agency |
| Windridge Avenue | 2382835X000 | 0 | 0.24571004 | 0.24571004 | Local | County Highway Agency |
| Windridge Avenue | 2382836X000 | 0 | 0.14297602 | 0.14297602 | Local | County Highway Agency |
| Windridge Avenue | 2382837X000 | 0 | 0.05457347 | 0.05457347 | Local | County Highway Agency |

MSB Small Urban Area Roads

| | | | | | | |
|-----------------------|-------------|-----------|------------|------------|-----------------|----------------------------------|
| Windsor Drive | 2382056X000 | 0 | 0.24495638 | 0.24495638 | Local | County Highway Agency |
| Windward Way | 2382076X000 | 0 | 0.08498077 | 0.08498077 | Local | County Highway Agency |
| Winona Street | 2381296X000 | 0 | 0.20184095 | 0.20184095 | Local | County Highway Agency |
| Winter Avenue | 2382424X000 | 0 | 0.43974852 | 0.43974852 | Local | City or Municipal Highway Agency |
| Winter Court | 2382423X000 | 0 | 0.07748195 | 0.07748195 | Local | City or Municipal Highway Agency |
| Wintergreen Drive | 2381636X000 | 0 | 0.37265001 | 0.37265001 | Local | County Highway Agency |
| Winterwood Circle | 2361475X000 | 0 | 0.13511874 | 0.13511874 | Local | County Highway Agency |
| Witez II Lane | 2361444X000 | 0 | 0.25774628 | 0.25774628 | Local | County Highway Agency |
| Withers Road | 2383271X000 | 0 | 0.39714318 | 0.39714318 | Local | County Highway Agency |
| Wolf Lake Drive | 2382834X000 | 0 | 0.4228239 | 0.4228239 | Local | County Highway Agency |
| Wolverine Avenue | 2382833X000 | 0 | 0.49206408 | 0.49206408 | Local | County Highway Agency |
| Wolverine Circle | 2382619X000 | 0 | 0.13370525 | 0.13370525 | Local | County Highway Agency |
| Wolverine Drive | 2382618X000 | 0 | 0.17730796 | 0.17730796 | Local | County Highway Agency |
| Woodcrest Circle | 2382422X000 | 0 | 0.08459527 | 0.08459527 | Local | City or Municipal Highway Agency |
| Woodcrest Drive | 2382421X000 | 0 | 0.34343873 | 0.34343873 | Local | City or Municipal Highway Agency |
| Woodfield Drive | 2382617X000 | 0 | 0.32275699 | 0.32275699 | Local | County Highway Agency |
| Woodfield Park Circle | 2382616X000 | 0 | 0.05064225 | 0.05064225 | Local | County Highway Agency |
| Woods Avenue | 2382136X000 | 0 | 0.30266325 | 0.30266325 | Local | County Highway Agency |
| Woodstock Drive | 2361410X000 | 0 | 0.1971949 | 0.1971949 | Local | County Highway Agency |
| Woodstock Drive | 2361410X000 | 0.1971949 | 0.51569789 | 0.31850299 | Local | City or Municipal Highway Agency |
| Woodview Way | 2381104X000 | 0 | 0.34867402 | 0.34867402 | Local | County Highway Agency |
| Woodworth Loop Road | 2361034X000 | 0 | 1.2439664 | 1.2439664 | Major Collector | State Highway Agency |
| Woody Lane | 2381526X000 | 0 | 0.0532379 | 0.0532379 | Local | County Highway Agency |
| Wrangler Drive | 2361802X000 | 0 | 0.1972599 | 0.1972599 | Local | County Highway Agency |
| Wren Street | 2381630X000 | 0 | 0.27089447 | 0.27089447 | Local | County Highway Agency |
| Yachtsman Circle | 2381484X000 | 0 | 0.06974782 | 0.06974782 | Local | County Highway Agency |
| Yadon Drive | 2382832X000 | 0 | 0.48795683 | 0.48795683 | Local | County Highway Agency |
| Yakima Street | 2382420X000 | 0 | 0.1510209 | 0.1510209 | Local | City or Municipal Highway Agency |
| Yenlo Street | 2381045X000 | 0 | 0.15566098 | 0.15566098 | Minor Arterial | City or Municipal Highway Agency |
| Yenlo Street | 2382415X000 | 0 | 0.13533584 | 0.13533584 | Local | City or Municipal Highway Agency |
| Yohn Bay Place | 2382024X000 | 0 | 0.13079003 | 0.13079003 | Local | County Highway Agency |
| Youngtree Circle | 2381637X000 | 0 | 0.03193411 | 0.03193411 | Local | County Highway Agency |
| Youngtree Drive | 2382419X000 | 0 | 0.261011 | 0.261011 | Local | County Highway Agency |
| Youngtree Drive | 2382419X000 | 0.261011 | 0.52555282 | 0.26454182 | Local | City or Municipal Highway Agency |
| Yukon Circle | 2382287X000 | 0 | 0.09502285 | 0.09502285 | Local | County Highway Agency |
| Yukon Street | 2361649X000 | 0 | 0.15647181 | 0.15647181 | Local | City or Municipal Highway Agency |
| Yundt Drive | 2382137X000 | 0 | 0.21895459 | 0.21895459 | Local | County Highway Agency |
| Zak Circle | 2382418X000 | 0 | 0.12800871 | 0.12800871 | Local | County Highway Agency |
| Zak Lake Place | 2383266X000 | 0 | 0.02962342 | 0.02962342 | Minor Collector | County Highway Agency |
| Zakandra Circle | 2382831X000 | 0 | 0.14507277 | 0.14507277 | Local | County Highway Agency |

MSB Small Urban Area Roads

Zephyr Drive

2382830X000

0

0.75791187

0.75791187 Local
728.7284823

County Highway Agency