



MATSU VALLEY PLANNING FOR TRANSPORTATION (MVP)



Kim Sollien, Executive Director

Senate Transportation Committee

February 27, 2025

ORIGINS OF METROPOLITAN PLANNING ORGANIZATIONS



Metropolitan Planning Organizations (MPOs) were birthed out of the 1950s Eisenhower Interstate System development.

Federal-Aid Highway Act of 1956, authorized the largest public works program in U.S. history aimed at the construction of 41,000 miles of interstate highway system.

With little coordination with the cities, towns, or counties with federal grants in hand, State DOT's imposed the construction of the new highway segments on local communities. In many cases, the poorest neighborhoods were razed or segmented.

By the late 1950s and early 1960s, lawsuits seeking to block construction of portions of the interstate highway system began to appear. The Federal Government concluded that a better, more cooperative process was needed.

AERIAL PHOTO OF SAN FRANCISCO ON JULY 2, 1959: HIGHWAY 101 AND INTERSTATE 280 INTERCHANGE STILL UNDER CONSTRUCTION.

(Excerpts from U.S. DOT's 1988 Report, Urban Transportation Planning in the United States: An Historic Overview) www.AMPO.org

[ORIGINS OF MPOs | Saint Cloud Area Planning Organization](#)



FEDERAL-AID HIGHWAY ACT OF 1962, SIGNED BY PRESIDENT KENNEDY, REQUIRED URBAN AREAS OF MORE THAN 50,000 RESIDENTS TO CARRY OUT A **CONTINUOUS, COOPERATIVE, AND COMPREHENSIVE (3-C) TRANSPORTATION PLANNING PROCESS** BETWEEN STATES AND LOCAL COMMUNITIES AS A CONDITION OF FEDERAL ASSISTANCE.

THIS LEGISLATION LED TO THE MPO'S OF TODAY.

[THE GREATEST DECADE 1956-1966 - INTERSTATE SYSTEM - HIGHWAY HISTORY - FEDERAL HIGHWAY ADMINISTRATION](#)

Today there are 459 MPO's across the country

Title 23 US Code sec 132 established the national policy that the MPO carry out the comprehensive, cooperative, and continuous transportation planning process

The work of an MPO is Planning

Metropolitan Transportation Plan (MTP)
20 + year long-range plan (transit, bike and ped, cars, freight)

Transportation Improvement Program (TIP)
4-year short-range project funding plan

Unified Planning Work Program (UPWP)
2-year staff work plan

Public Participation Plan (PPP)
Title VI Plan



WASILLA, KNIK FAIRVIEW, NORTH LAKES URBAN AREA DESIGNATION

On December 29th 2022,
the U.S. Census identified
a portion of the Mat-
Su Borough Core Area as a
Qualifying Urban Area,
with a population of over
50,000.



Wasilla--Knik-Fairview--North Lakes, AK Urban Area

Urban Area in: [United States](#)

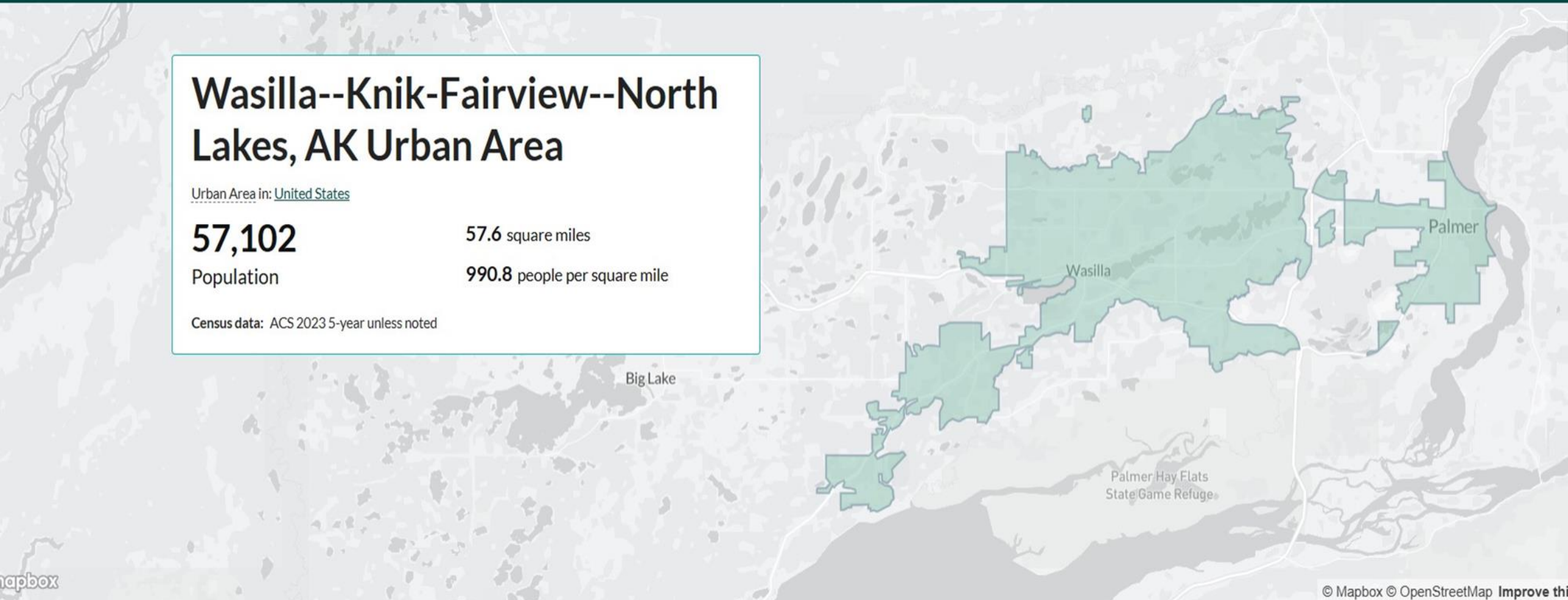
57,102

Population

57.6 square miles

990.8 people per square mile

Census data: ACS 2023 5-year unless noted





Once the census designates an urban area, within one year of the designation, an official metropolitan planning organization (MPO) must be established to continue to receive federal highway funding.

MVP for Transportation's Operating Agreement and Official Formation Occurred on December 19th 2023





(Chair) Glenda Ledford, Mayor



(Treasurer) Sean Holland, CR Director



(Vice Chair) Steve Carrington, Mayor



Brian Winnestaffer, Transportation Director



(Secretary) Bob Charles, Roads Director



Edna DeVries, Mayor
Mike Brown, Manager

SEVEN MEMBER POLICY BOARD

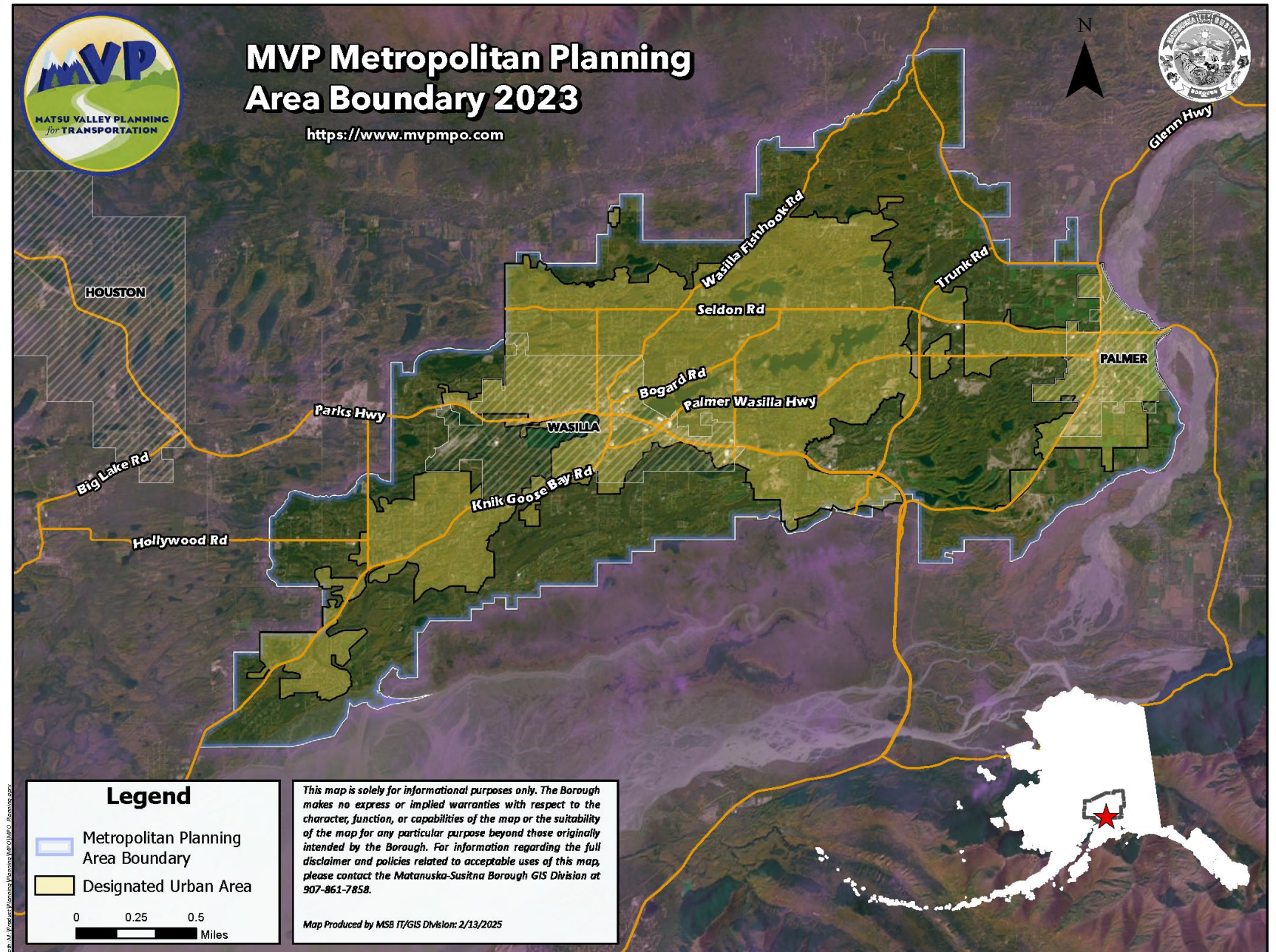


MPO FUNDING

Metropolitan Planning Funds (PL funds) are provided from the Federal Highway Trust Fund and distributed by State Departments of Transportation (DOTs) to Metropolitan Planning Organizations (MPOs) to conduct the planning activities required by Title 23 of the U.S. Code 134.

Each MPO is responsible for planning to meet the transportation needs within its metropolitan planning area.

- MPA Boundary is just over 120 square miles
- About 73,000 people live within the MPA
- “At a minimum, the MPA boundary shall encompass the entire existing urbanized plus the contagious area expected to become urbanized within a 20-year period.” 23 CFR sec 450.312 (a)(1)



MVP NONPROFIT FILINGS AND ORGANIZATIONAL DEVELOPMENT



Filed Articles of Incorporation for a Nonprofit Corporation and the Bylaws with the State of Alaska

Submitted form 1023 to IRS and applied for an EIN (Employer Identification Number) 501c3 status received 10.30.24

Drafted and Adopted all the Personnel and Organizational Policies

Hired an Executive Director and Opened a bank account

We are here

Launch the MTP and Hire Additional Staff

Challenges

- Without an MTP or TIP, FHWA suggested MVP develop a Program of Projects to program our funding for FY24 and FY25.
- MVP's involvement with the STIP and STIP Amendments development has been inconsistent, and it is not clear if our allocation of funding is being programmed the way the Policy Board authorized.
- Some of MVP's sub allocations appear to be inconsistent within the separate volumes of the STIP Amendment #2. For example, PL Metro funds are listed in FY25 but not the other years, and carryover is not shown in 2024.





THANKS!

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