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# Alaska State Legislature

## Senate Transportation Committee



Sen. John B. (Jack) Coghill, Chairman  
Sen. Paul Fischer, Vice-chairman  
Sen. Mitch Abood  
Sen. Jan Faik  
Sen. Joe Josephson

Pouch V  
Juneau, Alaska 99811

**TO:** All committee members

**FROM:** Committee staff

**RE:** SB 373

In today's packet you will find:

1. A sectional analysis of SB 373
2. Senator Faik's background information
3. The Department of Transportation and Public Facilities position paper

# Alaska State Legislature

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Sen. John B. (Jack) Coghill, Chairman  
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Sen. Mitch Abood  
Sen. Jan Faika  
Sen. Joe Josephson

Pouch V  
Juneau, Alaska 99811

February 12, 1986

TO: All members of the Transportation Committee  
FROM: Committee Staff  
RE: SB 373

This bill adds a new section to AS 19.15. This section requires that a policy committee be established for cities in the state with a population of 200,000 or more which must have a metropolitan planning organization in order to receive federal capital or operating assistance under 23 U.S.C. 134 or 49 U.S.C. 1607.

Subsection (b) outlines how many members will be on the committee and what groups will be represented. Two members shall be elected municipal officials; two members, representing the house and senate, who are members of either their respective transportation or finance committees; the commissioner of the Department of Transportation and Public Facilities; and one member of the citizen transportation advisory committee.

Subsection (c) states that the policy committee set up in (a) and (b) shall appoint a citizen transportation advisory committee. This committee shall be made up of persons residing in the urbanized area subject to the metropolitan planning organization. These members are to reflect the communities' opinion on transportation issues.

Subsection (d) states that the committee shall set internal procedures relating to public and the citizen transportation advisory committee input on all issues, policies, plans and programs addressed, prepared or endorsed by the municipal planning organization.

# Alaska State Legislature



CO-CHAIRMAN  
FINANCE COMMITTEE

907-465-3740


JAN FAIKS  
POUCH V  
CAPITOL BUILDING  
JUNEAU, ALASKA 99811

Senate

February 11, 1986

## MEMORANDUM

TO: Members of the Senate Transportation Committee

FROM: Senator Jan Faiks 

SUBJECT: Background on Senate Bill 373, an Act Relating to Metropolitan Planning Organizations

As a condition of receiving Federal highway funds, urban areas with populations of 200,000 or more are required to establish a metropolitan planning organization. The purpose of this organization is to ensure that highway funds are spent according to a continuing, cooperative, and comprehensive transportation planning process.

Transportation in the Anchorage area is the responsibility of the Anchorage Metropolitan Area Transportation Study, or "AMATS". The AMATS consists of a policy committee which is comprised of the Mayor, the Commissioner of the Department of Transportation and Public Services, and one Assembly member. Although there is an advisory component through a subcommittee of the Planning and Zoning Commission, it appears that its ability to effectively represent public opinion before the policy committee is limited.

In the planning process, it is important that members of the planning organization represent a wide cross section of community interests. In addition, the organization should seek and be guided by public input. The planning of new road construction and improvement is too important to be delegated to a few administrators who may be insulated from the public's priorities.

Senate Bill 373 will require that the planning organization establish a policy committee and that this committee

OUT OF SESSION

appoint a local citizen's advisory group. The six member committee will be composed of two representatives of local government, two local state legislators who are members of their respective finance or transportation committees, the Commissioner of Transportation and Public Facilities, and a member of the citizen's advisory group.

Finally, the bill requires that the policy committee adopt internal procedures which will insure that it solicits and considers public opinion when making policy or planning decisions.

Simply stated, Senate Bill 373 will insure that our transportation planning process responds to the people that it serves.

Thank you.

# Alaska State Legislature

## Senate Transportation Committee



Douch V  
Juneau, Alaska 99811

Sen. John B. (Jack) Coghill, Chairman  
Sen. Paul Fischer, Vice-chairman  
Sen. Mitch Abood  
Sen. Jan Finks  
Sen. Joe Josephson

March 11, 1986

TO: All Committee Members

FROM: Committee Staff

RE: SB 373

Today the committee will take up two committee substitutes on SB 373.

The following is an analysis that outlines the differences between the committee substitutes, labeled versions 1 and 2, and the original bill.

Sec. 1 (a) of the original bill established a metropolitan planning organization in an urbanized area having a population of 200,000 or more. Presently, Anchorage under federal census figures does not have a population of 200,000.

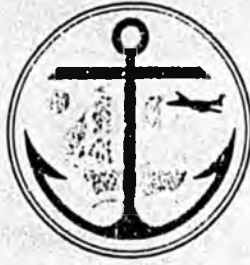
Version 1 lowers this figure to 50,000. Version 2 lowers this to 100,000.

Subsection (b) in the original bill required the policy committee to have six members, one being a member selected by the citizen transportation advisory committee.

Both Version 1 and 2 delete this provision, but do require a membership comprised of two members who are principal elected officials of municipalities, two members representing the house and senate and one member representing the Department of Transportation and Public Facilities as in the original bill.

Subsections (c) and (d) remain unchanged.

Municipality  
of  
Anchorage



P.O. BOX 6-650  
ANCHORAGE, ALASKA 99502-0650  
(907) 264-4960

TONY KNOWLES,  
MAYOR

INTERGOVERNMENTAL AFFAIRS  
February 20, 1986

RECEIVED FEB 25 1986

Sen. Jan Faiks  
Pouch V  
Juneau, Alaska 99811

Re: SB373, Metropolitan Planning Organizations

Dear Sen. Faiks:

This letter is a follow-up to our discussions regarding SB373 and my testimony on the bill in the Senate Transportation Committee. I have discussed with the Mayor the practical and policy implications of the legislation. As I said before the Committee, the legislation was reviewed from the perspective of constructive criticism, setting forth any problems perceived with the proposed approach, while recognizing that there is also benefit in the proposal. This is the spirit in which I offer the following comments:

. The need for the legislation. There are two important points here. First, I want to stress again that AMATS is working in its present form. While there is always room for improvement in any process, the proof is in the pavement. The systemwide approach which we have taken in AMATS over the past several years has resulted in an unprecedented transportation improvement program for the Anchorage area. Not only has this helped federal aid road construction. The process has helped us determine which roads should be more properly constructed with state and local dollars and where the local government should have project management authority. For the first time that I can recall, the Transportation Improvement Program for AMATS matches the Anchorage Assembly capital budget request, which also matches the Governor's proposed capital budget. This is the kind of consistency that results in effective transportation improvements and which can be understood by the public. The second point is that we do see merit in codifying metropolitan planning organizations in state law. Many other states have taken this step, and it would be appropriate for Alaska to do the same.

. Public Participation. This is one of the most important elements of the transportation planning process, and one which we have sought to improve over the past several years. Our major step in this regard has been to establish the AMATS Citizen Advisory Committee as a subcommittee of the Planning and Zoning Commission. This has proven to be a very effective step for several reasons. There is a strong relationship between transportation and land use. People

view transportation improvement in terms of where a road will take them, and how that road may affect their own neighborhood. Citizens are used to discussing land and neighborhood issues in the Planning and Zoning Commission forum, and do not relate as well to a separate citizen committee. Citizen input to AMATS through the Planning and Zoning Commission model has been a more accurate and effective reflection of neighborhood concerns. In addition, the Urban Design Commission has recently been invited to participate in the AMATS Technical Committee forum. We feel strongly that these are the proper forums for direct citizen participation. Each of the members of the Policy Committee as presently constituted is an elected official or directly accountable to an elected official. Your bill proposes legislative representation on the Policy Committee. A legislator would also be directly accountable to the public at large as an elected official. An appointed citizen member would carry equal weight in the Policy Committee decisions, but not equal accountability. This is an imbalance. A separate appointed citizen should not be a member of the Policy Committee.

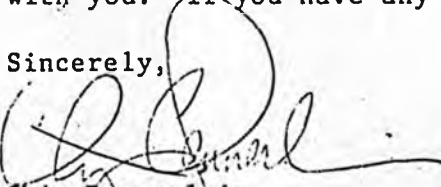
. Legislative Participation. This is a sensitive area, and there are pros and cons. Legislative participation varies among jurisdictions throughout the country. On the negative side, each of the members of the existing Policy Committee has the ability to plan and program federal funds, but does not participate in the appropriation process. The Legislature appropriates federal receipts. While this may appear awkward at times, it also represents an effective check-and-balance. If a legislator or legislators were to serve on the Policy Committee, that member or members would have the unique ability to operate in both worlds, participating in both the planning and appropriation decisions. In essence, they would have greater standing in the transportation program than other members of the Policy Committee. On the positive side, it could be helpful to have a member or members of the Legislature with detailed knowledge of the AMATS process and the decisions which led to the budgets ultimately proposed to the Legislature. This is a judgment call. While we feel AMATS works, we can accept some legislative participation. However, participation should be limited to one member of the Legislature. Membership should alternate between House and Senate. The legislator should be a member of the Transportation Committee of either the House or Senate. Under this arrangement, the Policy Committee would be constituted of four officials - one member of the local assembly, one member of the legislative delegation from the local planning area, the mayor, and the Governor's designee (Commissioner of the Department of Transportation). This would appear to represent a balance. Even numbers are not a problem. Tie votes would lose. One other point is significant. Many AMATS decisions are made in the spring while the Legislature is in session. It is essential that a legislative member of the Policy Committee be present personally, and not a substitute in the person of a staffer. Many of the major transportation decisions we face are sensitive. Rather than improving the public process in confidence, we would leave ourselves wide open for criticism if major policy votes were made in absentia.

Sen. Jan Faiks  
February 20, 1986  
Page Three

. Effect Upon Various Municipalities. As stated above, there is merit in codifying in state law the state/local planning process. There is legitimate debate concerning any change to the make-up of the present committees. However, it would be a serious mistake to codify the planning process in a way which separates Anchorage from the rest of the State. Any change in the make-up of local planning organization policy committees should at least apply to the major urban areas in the three transportation regions of the State (southern, central and north). On this point, we are firm. The federal government may have "cut-off numbers" which distinguish Anchorage or only Anchorage and Fairbanks as urban areas. This argument does not hold water in Alaska. As we often note, Alaska is unique. Alaska, in fact, has exemptions in federal highway law. Any legislation we craft should fit Alaska's situation, not be based on a cookie cutter from the Potomac, even though that's the source of the dough. Juneau, for example, receives FAUS funds, has a public transit system, and has an air quality plan. The State should not mandate a planning organization for its capital city differing from that mandated for other urban areas. In summary, while AMATS is working, we can support SB373 with certain amendments as recommended above.

Thank you for the opportunity to comment. I look forward to working with you. If you have any further questions, please call on me.

Sincerely,



Chip Dennerlein

cc: Mayor Tony Knowles  
Assemblyman Dana Brockway, Member, AMATS  
Commissioner Richard J. Knapp  
Deputy Commissioner Riley Snell  
Sen. Mitch Abood, Member, Senate Transportation Committee  
Sen. Joe Josephson, Member, Senate Transportation Committee  
Rep. Mike Szymanski, Member, House Transportation Committee

**§ 134. Transportation planning in certain urban areas**

It is declared to be in the national interest to encourage and promote the development of transportation systems, embracing various modes of transport in a manner that will serve the States and local communities efficiently and effectively. To accomplish this objective the Secretary shall cooperate with the States, as authorized in this title, in the development of long-range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population. After July 1, 1965, the Secretary shall not approve under section 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with the objectives stated in this section. Added Pub.L. 87-866, § 9(a), Oct. 23, 1962, 76 Stat. 1148.

**Library references:** Highways ↪95(1); C.J.S. Highways § 157 et seq.

**Historical Note**

**Legislative History:** For legislative history and purpose of Pub.L. 87-866, see 1962 U.S.Code Cong. and Adm.News, p. 3933.

(1) In the case of transfers under paragraph (1), the total of all transfers during any fiscal year to any apportionment shall not increase the original amount of such apportionment for such fiscal year by more than 50 per centum. Not more than 50 per centum of the original amount of an apportionment for any fiscal year shall be transferred to other apportionments.

(2) In the case of transfers under paragraph (2), the total of all transfers during any fiscal year to any apportionment shall not increase the original amount of such apportionment for such fiscal year by more than 50 per centum. Not more than 50 per centum of the original amount of an apportionment for any fiscal year shall be transferred to other apportionments.

(3) No transfer shall be made from an apportionment during any fiscal year if during such fiscal year a transfer has been made to such apportionment.

(4) No transfer shall be made to an apportionment during any fiscal year if during such fiscal year a transfer has been made from such apportionment.

(e) On October 1 of each fiscal year the Secretary shall certify to each of the State highway departments the sums which he has apportioned hereunder (other than under subsection (b) (5) of this section) to each State for such fiscal year, and also the sums which he has deducted for administration and research pursuant to subsection (a) of this section. On October 1 of the year preceding the fiscal year for which authorized, the Secretary shall certify to each of the State highway departments the sums which he has apportioned under subsection (b) (5) of this section to each State for such fiscal year, and also the sums which he has deducted for administration and research pursuant to subsection (a) of this section. To permit the States to develop adequate plans for the utilization of apportioned sums, the Secretary shall advise each State of the amount that will be apportioned each year under this section not later than ninety days before the beginning of the fiscal year for which the sums to be apportioned are authorized, except that in the case of the Interstate System the Secretary shall advise each State ninety days prior to the apportionment of such funds.

(f) (1) On October 1 of each fiscal year, the Secretary, after making the deduction authorized by subsection (a) of this section, shall set aside not to exceed one-half per centum of the remaining funds authorized to be appropriated for expenditure upon the Federal-aid systems, for the purpose of carrying out the requirements of section 134 of this title, except that in the case of funds authorized for apportionment on the Interstate System, the Secretary shall set aside that portion of such funds (subject to the overall limitation of one-half of 1 per centum) on October 1 of the year next preceding the fiscal year for which such funds are authorized for such System.

(2) These funds shall be apportioned to the States in the ratio which the population in urbanized areas or parts thereof, in each State bears to the total population in such urbanized areas in all the States as shown by the latest available census, except that no State shall receive less than one-half per centum of the amount apportioned.

(3) The funds apportioned to any State under paragraph (2) of this subsection shall be made available by the State to the metropolitan planning organization designated by the State as being responsible for carrying out the provisions of section 134 of this title, except that States receiving the minimum apportionment under paragraph (2) may, in addition, subject to the approval of the Secretary, use the funds apportioned to finance transportation planning outside of urbanized areas. These funds shall be matched in accordance with section 120 of this title unless the Secretary determines that the interests of the Federal-aid highway program would be best served without such matching.

(4) The distribution within any State of the planning funds made available to agencies under paragraphs (3) of this subsection shall be in accordance with a formula developed by each State and approved by the Secretary which shall consider but not necessarily be limited to, population, status of planning, and metropolitan area transportation needs.

(g) Not more than 40 per centum of the amount apportioned in any fiscal year to each State in accordance with sections 144, 152, and 153 of this title, or section 203(d) of the Highway Safety Act of 1973, may be transferred from the apportionment under one section to the apportionment under any other of such sections if such a transfer is requested by the State highway department and is approved by the Secretary as being in the public interest. The Secretary may approve the transfer of 100 per centum of the apportionment under one such section to the apportionment

Version #1  
 Utermohle  
 2/28/86 ✓

Original sponsor: Faiks

1 IN THE SENATE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO. 373 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to metropolitan planning organiza-  
 7 tions."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 \* Section 1. AS 19.15 is amended by adding a new section to read:

10 Sec. 19.15.025. METROPOLITAN TRANSPORTATION PLANNING ORGANIZA-  
 11 TIONS. (a) A metropolitan planning organization established in an  
 12 urbanized area with a population of 50,000 or more shall include a  
 13 policy committee.

14 (b) The policy committee consists of two members who are princi-  
 15 pal elected officials of municipalities in the urbanized area; a  
 16 legislator representing a district within the urbanized area who is a  
 17 member of the house transportation committee or house finance commit-  
 18 tee appointed by the speaker of the house of representatives; a legis-  
 19 lator representing a district within the urbanized area who is a  
 20 member of the senate transportation committee or senate finance com-  
 21 mittee appointed by the president of the senate; and the commissioner  
 22 of the Department of Transportation and Public Facilities or the  
 23 commissioner's designee.

24 (c) The policy committee shall appoint a citizen transportation  
 25 advisory committee of persons residing in the urbanized area subject  
 26 to the metropolitan planning organization. The membership of the  
 27 citizen transportation advisory committee shall represent the breadth  
 28 of community opinion on issues of urban transportation planning and  
 29 development.

1 (d) The policy committee shall adopt internal procedures to  
2 govern the conduct of business by the municipal planning organization,  
3 including the procedure to solicit, receive, and consider comments  
4 from the public and the citizen transportation advisory committee on  
5 all issues, policies, plans, and programs addressed, prepared, or  
6 endorsed by the municipal planning organization.  
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(d) The policy committee shall adopt internal procedures to govern the conduct of business by the municipal planning organization, including the procedure to solicit, receive, and consider comments from the public and the citizen transportation advisory committee on all issues, policies, plans, and programs addressed, prepared, or endorsed by the municipal planning organization.

## **§ 134. Transportation planning in certain urban areas**

It is declared to be in the national interest to encourage and promote the development of transportation systems, embracing various modes of transport in a manner that will serve the States and local communities efficiently and effectively. To accomplish this objective the Secretary shall cooperate with the States, as authorized in this title, in the development of long-range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population. After July 1, 1965, the Secretary shall not approve under section 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with the objectives stated in this section. Added Pub.L. 87-866, § 9(a), Oct. 23, 1962, 76 Stat. 1148.

**Library references:** Highways  $\S$  95(1); C.J.S. Highways  $\S$  157 et seq.

### **Historical Note**

**Legislative History:** For legislative history and purpose of Pub.L. 87-866, see 1962 U.S.Code Cong. and Adm.News, p. 3938.

(1) In the case of transfers under paragraph (1), the total of all transfers during any fiscal year to any apportionment shall not increase the original amount of such apportionment for such fiscal year by more than 50 per centum. Not more than 50 per centum of the original amount of an apportionment for any fiscal year shall be transferred to other apportionments.

(2) In the case of transfers under paragraph (2), the total of all transfers during any fiscal year to any apportionment shall not increase the original amount of such apportionment for such fiscal year by more than 50 per centum. Not more than 50 per centum of the original amount of an apportionment for any fiscal year shall be transferred to other apportionments.

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(e) On October 1 of each fiscal year the Secretary shall certify to each of the State highway departments the sums which he has apportioned hereunder (other than under subsection (b) (5) of this section) to each State for such fiscal year, and also the sums which he has deducted for administration and research pursuant to subsection (a) of this section. On October 1 of the year preceding the fiscal year for which authorized, the Secretary shall certify to each of the State highway departments the sums which he has apportioned under subsection (b) (5) of this section to each State for such fiscal year, and also the sums which he has deducted for administration and research pursuant to subsection (a) of this section. To permit the States to develop adequate plans for the utilization of apportioned sums, the Secretary shall advise each State of the amount that will be apportioned each year under this section not later than ninety days before the beginning of the fiscal year for which the sums to be apportioned are authorized, except that in the case of the Interstate System the Secretary shall advise each State ninety days prior to the apportionment of such funds.

(f) (1) On October 1 of each fiscal year, the Secretary, after making the deduction authorized by subsection (a) of this section, shall set aside not to exceed one-half per centum of the remaining funds authorized to be appropriated for expenditure upon the Federal-aid systems, for the purpose of carrying out the requirements of section 134 of this title, except that in the case of funds authorized for apportionment on the Interstate System, the Secretary shall set aside that portion of such funds (subject to the overall limitation of one-half of 1 per centum) on October 1 of the year next preceding the fiscal year for which such funds are authorized for such System.

(2) These funds shall be apportioned to the States in the ratio which the population in urbanized areas or parts thereof, in each State bears to the total population in such urbanized areas in all the States as shown by the latest available census, except that no State shall receive less than one-half per centum of the amount apportioned.

(3) The funds apportioned to any State under paragraph (2) of this subsection shall be made available by the State to the metropolitan planning organizations designated by the State as being responsible for carrying out the provisions of section 134 of this title, except that States receiving the minimum apportionment under paragraph (2) may, in addition, subject to the approval of the Secretary, use the funds apportioned to finance transportation planning outside of urbanized areas. These funds shall be matched in accordance with section 120 of this title unless the Secretary determines that the interests of the Federal-aid highway program would be best served without such matching.

(4) The distribution within any State of the planning funds made available to agencies under paragraphs (3) of this subsection shall be in accordance with a formula developed by each State and approved by the Secretary which shall consider but not necessarily be limited to, population, status of planning, and metropolitan area transportation needs.

(g) Not more than 40 per centum of the amount apportioned in any fiscal year to each State in accordance with sections 144, 152, and 153 of this title, or section 203(d) of the Highway Safety Act of 1973, may be transferred from the apportionment under one section to the apportionment under any other of such sections if such a transfer is requested by the State highway department and is approved by the Secretary as being in the public interest. The Secretary may approve the transfer of 100 per centum of the apportionment under one such section to the apportionment

al of federal bureau of roads. *Singletary v. Heathman*, Tex.Civ.App.1927, 300 S.W. 242.

#### 6. Change of location of highway

To secure federal aid, highway commission could change location of highway not of higher type so as to miss towns through which statute specified highway should run. *Logan v. Matthews*, 1932, 52 S.W.2d 989, 330 Mo. 1213.

#### 7. Removal and substitution

Former section 6 of this title did not prohibit agreement between federal and state officials to remove a highway from federal aid system, when only small segments thereof were constructed or reconstructed with federal funds, and the substitution of some other approved public improvement in lieu thereof by mutual agreement. *Bogart v. Westchester County*, 1945, 57 N.Y.S.2d 506, 185 Misc. 561, affirmed 59 N.Y.S.2d 77, 270 App.Div. 274, appeal denied 68 N.E.2d 36, 295 N.Y. 934, appeal dismissed 70 N.E.2d 531, 296 N.Y. 701.

#### 8. Modification of contract

The approval and consent to application of appropriated federal funds to the construction of a given highway, and agreement of state, in turn, to pay maintenance costs of that highway, constitutes a contract between federal and

state governments which may be modified by mutual agreement. *Bogart v. Westchester County*, 1945, 57 N.Y.S.2d 506, 185 Misc. 561, affirmed 59 N.Y.S.2d 77, 270 App.Div. 274, appeal denied 68 N.E.2d 36, 295 N.Y. 934, appeal dismissed 70 N.E.2d 531, 296 N.Y. 701.

#### 9. Review

Action by State Superintendent of Public Works designating site of portion of federal aid highway system was legislative in character and could not be reviewed under statute, Civil Practice Act, § 1283 et seq., authorizing review of determinations of administrative bodies. *Brown v. McMorrin*, 1903, 241 N.Y.S.2d 483, 39 Misc.2d 716.

Inasmuch as it was not asserted that petitioners seeking review of designation of site of portion of federal aid highway system had any interest not common to all residents of county or to all owners of property in portion of county through which proposed highway would pass, petitioners did not have sufficient standing to bring proceeding. *Id.*

Private citizens were not entitled to decision on constitutional questions relating to validity of designation of site of portion of federal aid highway system by State Superintendent of Public Works, in absence of special injury or damage to their personal or property rights. *Id.*

## § 104. Apportionment

(a) Whenever an apportionment is made of the sums authorized to be appropriated for expenditure upon the Federal-aid systems, the Secretary shall deduct a sum, in such amount not to exceed 3 $\frac{3}{4}$  per centum of all sums so authorized, as the Secretary may deem necessary for administering the provisions of law to be financed from appropriations for the Federal-aid systems and for carrying on the research authorized by subsections (a) and (b) of section 307 of this title. In making such determination, the Secretary shall take into account the unexpended balance of any sums deducted for such purposes in prior years. The sum so deducted shall be available for expenditure from the unexpended balance of any appropriation made at any time for expenditure upon the Federal-aid systems, until such sum has been expended.

(b) On or before January 1 next preceding the commencement of each fiscal year, except as provided in paragraphs (4) and (5) of this subsection, the Secretary, after making the deduction authorized

by subsection (a) of this section, shall apportion the remainder of the sums authorized to be appropriated for expenditure upon the Federal-aid systems for that fiscal year, among the several States in the following manner:

(1) For the Federal-aid primary system:

One-third in the ratio which the area of each State bears to the total area of all the States; one-third in the ratio which the population of each State bears to the total population of all the States as shown by the latest available Federal census; one-third in the ratio which the mileage of rural delivery routes and star routes in each State bears to the total mileage of rural delivery and star routes in all the States at the close of the next preceding calendar year, as shown by a certificate of the Postmaster General, which he is directed to make and furnish annually to the Secretary. No State shall receive less than one-half of 1 per centum of each year's apportionment.

(2) For the Federal-aid secondary system:

One-third in the ratio which the area of each State bears to the total area of all the States; one-third in the ratio which the rural population of each State bears to the total rural population of all the States as shown by the latest available Federal census; and one-third in the ratio which the mileage of rural delivery and star routes, certified as above provided, in each State bears to the total mileage of rural delivery and star routes in all the States. No State shall receive less than one-half of 1 per centum of each year's apportionment.

(3) For extensions of the Federal-aid primary and Federal-aid secondary systems within urban areas:

In the ratio which the population in municipalities and other urban places of five thousand or more in each State bears to the total population in municipalities and other urban places of five thousand or more in all the States as shown by the latest available Federal census.

(4) For the Interstate System, for the fiscal years ending June 30, 1957, June 30, 1958, and June 30, 1959:

One-half in the ratio which the population of each State bears to the total population of all the States as shown by the latest available Federal census, except that no State shall receive less than three-fourths of 1 per centum of the funds so apportioned; and one-half in the manner provided in paragraph (1) of this subsection. The sums authorized by section 108(b) of the Federal-Aid Highway Act of 1956 for the fiscal years ending June 30, 1958, and June 30, 1959, shall be apportioned on a date not

less than six months and not more than twelve months in advance of the beginning of the fiscal year for which authorized.

(5) For the Interstate System for the fiscal years 1960 through 1971:

For the fiscal years 1960 through 1966, in the ratio which the estimated cost of completing the Interstate System in such State, as determined and approved in the manner provided in this paragraph, bears to the sum of the estimated cost of completing the Interstate System in all of the States. For the fiscal years 1967 through 1971, in the ratio which the Federal share of the estimated cost of completing the Interstate System in such State, as determined and approved in the manner provided in this paragraph, bears to the sum of the estimated cost of the Federal share of completing the Interstate System in all of the States. Each apportionment herein authorized for the fiscal years 1960 through 1971, inclusive, shall be made on a date as far in advance of the beginning of the fiscal year for which authorized as practicable but in no case more than eighteen months prior to the beginning of the fiscal year for which authorized. As soon as the standards provided for in subsection (b) of section 109 of this title have been adopted, the Secretary, in cooperation with the State highway departments, shall make a detailed estimate of the cost of completing the Interstate System as then designated, after taking into account all previous apportionments made under this section, based upon such standards and in accordance with rules and regulations adopted by him and applied uniformly to all of the States. The Secretary shall transmit such estimates to the Senate and the House of Representatives within ten days subsequent to January 2, 1958. Upon approval of such estimate by the Congress by concurrent resolution, the Secretary shall use such approved estimate in making apportionments for the fiscal years ending June 30, 1960, June 30, 1961, and June 30, 1962. The Secretary shall make a revised estimate of the cost of completing the then designated Interstate System, after taking into account all previous apportionments made under this section, in the same manner as stated above, and transmit the same to the Senate and the House of Representatives within ten days subsequent to January 2, 1961. Upon approval of such estimate by the Congress by concurrent resolution, the Secretary shall use such approved estimate in making apportionments for the fiscal years ending June 30, 1963, June 30, 1964, June 30, 1965, and June 30, 1966. The Secretary shall make a revised estimate of the cost of completing the then designated Interstate System, after taking into account all previous apportionments made under this

section, in the same manner as stated above, and transmit the same to the Senate and the House of Representatives within ten days subsequent to January 2, 1965. Upon the approval of such estimate by the Congress, the Secretary shall use the Federal share of such approved estimate in making apportionments for the fiscal years ending June 30, 1967; June 30, 1968; and June 30, 1969. The Secretary shall make a revised estimate of the cost of completing the then designated Interstate System after taking into account all previous apportionments made under this section, in the same manner as stated above, and transmit the same to the Senate and the House of Representatives within ten days subsequent to January 2, 1968. Upon the approval by the Congress, the Secretary shall use the Federal share of such approved estimate in making apportionments for the fiscal year ending June 30, 1970. The Secretary shall make a final revised estimate of the cost of completing the then designated Interstate System after taking into account all previous apportionments made under this section, in the same manner as stated above, and transmit the same to the Senate and the House of Representatives within ten days subsequent to January 2, 1969. Upon the approval by the Congress, the Secretary shall use the Federal share of such approved estimate in making apportionments for the fiscal year ending June 30, 1971. Whenever the Secretary, pursuant to this subsection, requests and receives estimates of cost from the State highway departments, he shall furnish copies of such estimates at the same time to the Senate and the House of Representatives.

(c) Not more than 20 per centum of the amount apportioned in any fiscal year, commencing with the apportionment of funds authorized to be appropriated under subsection (a) of section 102 of the Federal-Aid Highway Act of 1956 (70 Stat. 374), to each State in accordance with paragraphs (1), (2), or (3) of subsection (b) of this section may be transferred from the apportionment under one paragraph to the apportionment under any other of such paragraphs if such a transfer is requested by the State highway department and is approved by the Governor of such State and the Secretary as being in the public interest. The total of such transfers shall not increase the original apportionment under any of such paragraphs by more than 20 per centum. Nothing contained in this subsection shall alter or impair the authority contained in subsection (d) of this section.

(d) Any funds which are apportioned under paragraph (2) of subsection (b) of this section for the Federal-aid secondary system to a State in which all public roads and highways are under the control and supervision of the State highway department may, if the State highway department and the Secretary jointly agree that such funds

ot needed for the Federal-aid secondary system, be expended for  
cts on another Federal-aid system.

On or before January 1 preceding the commencement of each  
year, the Secretary shall certify to each of the State highway  
tments the sums which he has apportioned hereunder to each  
for such fiscal year, and also the sums which he has deducted  
administration and research pursuant to subsection (a) of this  
n. Pub.L. 85-767, Aug. 27, 1958, 72 Stat. 889; Pub.L. 86-70,  
e) (2), June 25, 1959, 73 Stat. 146; Pub.L. 86-657, § 8(g), July  
160, 74 Stat. 525; Pub.L. 87-866, § 10(a), Oct. 23, 1962, 76 Stat.  
Pub.L. 88-157, §§ 2, 3, Oct. 24, 1963, 77 Stat. 276; Pub.L. 88-  
4(a), Aug. 13, 1964, 78 Stat. 397.

ary references: Highways ~~9914~~; C.J.S. Highways §§ 170, 173.

#### Historical Note

ences in Text. Section 10S(b) of  
Federal-Aid Highway Act of 1956, re-  
to in subsec. (b) (4), is set out  
ote under section 101 of this title.

ection (a) of section 102 of the  
Federal-Aid Highway Act of 1956 (70  
70), referred to in subsec. (c), is  
as a note under this section.

Amendment. Subsec. (b) (5).  
88-423 substituted "January 2,  
r "January 2, 1962."

Amendment. Subsec. (b) (3).  
88-157, § 2, eliminated provision  
considered Connecticut and Ver-  
owns as municipalities for the pur-  
of par. (3) regardless of their in-  
ted status.

e. (b) (5). Pub.L. 88-157, § 3,  
ted "1971" for "1969" in the in-  
ory phrase and the third sen-  
inserted the phrase "For the fis-  
s 1969 through 1966," and substi-  
such State" for "each State" in  
t sentence; inserted the second  
respecting apportionment for  
cars 1967 through 1971; substi-  
the ninth sentence "January 2,  
r "January 2, 1966, and annually  
er through and including January  
; substituted in the tenth sen-  
pon the approval of such estimate  
Congress" for "Upon approval of  
h estimate by the Congress by  
ent resolution" and "fiscal years  
June 30, 1967; June 30, 1968; and  
. 1969" for "fiscal year which be-  
t following the fiscal year in  
ch report is transmitted to the  
nd the House of Representatives"  
erted "the Federal share of" pre-

ceding "such approved estimate"; and  
inserted the eleventh through fourteenth  
sentences, respecting revised cost esti-  
mate for completion of the Interstate  
System and its submission to Congress  
within ten days after Jan. 2, 1968, appor-  
tionment for fiscal year ending June 30,  
1970, final revised cost estimate for com-  
pletion of the Interstate System and its  
submission to Congress within ten days  
after Jan. 2, 1969, and apportionment for  
fiscal year ending June 30, 1971, respec-  
tively.

1962 Amendment. Subsec. (b) (1). Pub.  
L. 87-866 substituted "preceding calen-  
dar year" for "preceding fiscal year."

1960 Amendment. Subsec. (b). Pub.L.  
86-657 eliminated provisions from par. (5)  
which required, in making the estimates  
of cost for completing the Interstate  
System, exclusion of the cost of complet-  
ing any mileage designated from the one  
thousand additional miles authorized by  
section 10S(1) of the Federal-Aid High-  
way Act of 1956.

1959 Amendment. Subsec. (b). Pub.L.  
86-70 eliminated words "except that  
only one-third of the area of Alaska  
shall be included" following "total area  
of all the States" in pars. (1) and (2).

Effective Date of 1962 Amendment.  
Section 10(b) of Pub.L. 87-866 provided  
that: "The amendment made by subsec-  
tion (a) of this section [to subsec. (b) (1)  
of this section] shall be applicable only  
with respect to apportionments made  
after the date of enactment of this Act  
[Oct. 23, 1962]."

Effective Date of 1959 Amendment.  
Amendment of subsec. (b) of this section

by Pub.L. 86-70 effective July 1, 1959, see note set out under section 101 of this title.

**Short Title of 1963 Amendment.** Section 1 of Pub.L. 88-157 provided: "That this Act [amending sections 101(b) (3), (5), 100(c), 109(b), 121(d), 131(e) and 307 (c) (1) of this title] may be cited as the 'Federal-Aid Highway Amendments Act of 1963'."

**Short Title.** Section 1 of Pub.L. 86-657 provided that Pub.L. 86-657, which is classified in part to this section and to sections 114, 120, 120, 132, 203, 205, 210 and 305 of this title, may be cited as the "Federal Highway Act of 1960."

**Section 102(a) of the Federal-Aid Highway Act of 1956.** Subsection (a) of section 102 of Act June 29, 1956, c. 462, Title I, 70 Stat. 374, provided that:

"(a) (1) For the purpose of carrying out the provisions of the Federal-Aid Road Act approved July 11, 1916, and all Acts amendatory thereof and supplementary thereto, there is authorized to be appropriated for the fiscal year ending June 30, 1957, \$125,000,000 in addition to any sums heretofore authorized for such fiscal year; the sum of \$850,000,000 for the fiscal year ending June 30, 1958; and the sum of \$875,000,000 for the fiscal year ending June 30, 1959. The sums herein authorized for each fiscal year shall be available for expenditure as follows:

"(A) 45 per centum for projects on the Federal-aid primary highway system.

"(B) 30 per centum for projects on the Federal-aid secondary highway system.

"(C) 25 per centum for projects on extensions of these systems within urban areas.

"(2) The sums authorized by this section shall be apportioned among the several States in the manner now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944, approved December 20, 1944: Provided, That the additional amount herein authorized for the fiscal year ending June 30, 1957, shall be apportioned immediately upon enactment of this Act [June 29, 1956]."

**Approval of Estimate of Cost of Completing the Interstate System as Basis for Apportionment of Funds for Fiscal Years 1963-1966.** Section 102 of Pub.L. 87-61, Title I, June 29, 1961, 75 Stat. 122, pro-

vided that: "The estimate of cost of completing the Interstate System in each State, transmitted to the Congress on January 11, 1961, by the Secretary of Commerce pursuant to the provisions of section 101(b) (5) of title 23, United States Code [subsec. (b) (5) of this section], and published as House Document Numbered 49, Eighty-seventh Congress, first session, is hereby approved as the basis for making the apportionment of the funds authorized for the Interstate System for the fiscal years ending June 30, 1963, 1964, 1965, and 1966."

**Approval of Estimate of Cost of Completing the Interstate System as Basis for Apportionment of Funds for Fiscal Years 1960-1962.** Section 8 of Pub.L. 85-381, Apr. 16, 1958, 72 Stat. 94, as amended by Pub.L. 85-599, § 1, Sept. 2, 1958, 72 Stat. 1725; Pub.L. 86-342, Title I, § 103, Sept. 21, 1959, 73 Stat. 611, provided that: "The estimate of cost of completing the Interstate System in each State, transmitted to the Congress on January 7, 1958, by the Secretary of Commerce pursuant to the provisions of section 108(d) of the Act approved June 29, 1956 (70 Stat. 374), and published as House Document Numbered 300, Eighty-fifth Congress, second session, is hereby approved as the basis for making the apportionment of the funds authorized for the Interstate System for the fiscal years ending June 30, 1960, 1961, and 1962."

**Apportionment Factors for Expenditures on National System of Interstate and Defense Highways for Fiscal Year 1967.** Pub.L. 89-139, § 2, Aug. 28, 1965, 79 Stat. 578, provided that: "The Secretary of Commerce is authorized to make the apportionment for the fiscal year ending June 30, 1967, of the sum authorized to be appropriated for such year for expenditures on the National System of Interstate and Defense Highways, using the apportionment factors contained in table 5 of House Document Numbered 42, Eighty-ninth Congress, but the Congress reserves the right to disapprove the cost estimate for completion of such National System submitted by the Secretary on January 11, 1965, and contained in such document."

**Apportionments for Subsequent Years Based on Revised Estimates of Cost.** Section 108(d) of Act June 29, 1956, c. 462, Title I, 70 Stat. 378, as amended by Pub.L. 85-899, § 2, Sept. 2, 1958, 72 Stat. 1725, provided that: "All sums authorized by this section to be appropriated for the fiscal years 1960 through 1969, inclusive,

shall be apportioned among the several States in the ratio which the estimated cost of completing the Interstate System in each State, as determined and approved in the manner provided in this subsection, bears to the sum of the estimated cost of completing the Interstate System in all of the States. Each apportionment herein authorized for the fiscal years 1960 through 1969, inclusive, shall be made on a date as far in advance of the beginning of the fiscal year for which authorized as practicable but in no case more than eighteen months prior to the beginning of the fiscal year for which authorized. As soon as the standards provided for in subsection (i) have been adopted, the Secretary of Commerce, in cooperation with the State highway departments, shall make a detailed estimate of the cost of completing the Interstate System as then designated, after taking into account all previous apportionments made under this section, based upon such standards and in accordance with rules and regulations adopted by him and applied uniformly to all of the States. The Secretary of Commerce shall transmit such estimate to the Senate and the House of Representatives within ten days subsequent to January 2, 1958. Upon approval of such estimate by the Congress by concurrent resolution, the Secretary of Commerce shall use such approved estimate in making apportionments for the fiscal years ending June 30, 1960, June 30, 1961, and June 30, 1962. The Secretary of Commerce shall make a revised estimate of cost of completing the then designated Interstate System, after taking into account all previous apportionments made under this section, in the same manner as stated above, and transmit the same to the Senate and the House of Repre-

sentatives within ten days subsequent to January 2, 1961. Upon approval of such estimate by the Congress by concurrent resolution, the Secretary of Commerce shall use such approved estimate in making apportionments for the fiscal years ending June 30, 1963, June 30, 1964, June 30, 1965, and June 30, 1966. The Secretary of Commerce shall make a revised estimate of the cost of completing the then designated Interstate System, after taking into account all previous apportionments made under this section, in the same manner as stated above, and transmit the same to the Senate and the House of Representatives within ten days subsequent to January 2, 1966, and annually thereafter through and including January 2, 1968. Upon approval of any such estimate by the Congress by concurrent resolution, the Secretary of Commerce shall use such approved estimate in making apportionments for the fiscal year which begins next following the fiscal year in which such report is transmitted to the Senate and the House of Representatives. Whenever the Secretary of Commerce, pursuant to this subsection, requests and receives estimates of cost from the State highway departments, he shall furnish copies of such estimates at the same time to the Senate and the House of Representatives."

**Legislative History:** For legislative history and purpose of Pub.L. 86-70, see 1959 U.S.Code Cong. and Adm.News, p. 1575. See, also, Pub.L. 86-657, 1960 U.S. Code Cong. and Adm.News, p. 3159; Pub. L. 87-866, 1962 U.S.Code Cong. and Adm. News, p. 3038; Pub.L. 88-157, 1963 U.S. Code Cong. and Adm.News, p. 1027; Pub. L. 88-423, 1964 U.S.Code Cong. and Adm. News, p. 2708.

## § 105. Programs


(a) As soon as practicable after the apportionments for the Federal-aid systems have been made for any fiscal year, the State highway department of any State desiring to avail itself of the benefits of this chapter shall submit to the Secretary for his approval a program or programs of proposed projects for the utilization of the funds apportioned. The Secretary shall act upon programs submitted to him as soon as practicable after the same have been submitted. The Secretary may approve a program in whole or in part, but he shall not approve any project in a proposed program which is not located upon an approved Federal-aid system.



## Dept. of Transportation & Public Facilities

# Position Paper

**BILL NO:** SB 373  
HB 528  
**TITLE:** An Act Relating to Metropolitan  
Planning Organizations

APPROVED   
R. J. Knapp  
Commissioner

DATE: February 11, 1986

In reviewing this bill, three key issues must be kept in mind: 1) the appropriateness of legislation to modify Policy Committee membership, 2) the desirability of including legislative and citizen representation on the committee and, 3) the technical aspects of the bill itself. This paper addresses these concerns.

### Need for Legislation to Modify Committee Membership

The first issue to examine is the need for the legislation. The Code of Federal Regulation (CFR) 23 450.106(a) states "MPOs shall be made by agreement among the units of general purpose local government and the Governor." The current Governor's designation dated April 8, 1976 (copy attached) establishes a "three-person Policy Committee with two elected representatives - the Mayor and a Municipal Councilman, and the third member is the Commissioner of Highways." Based on the CFR and the language in the Governor's designation, it appears legislation is not required to amend membership in the AMATS Policy Committee. An amended Governor's designation could be used to change the policy committee composition and would provide a more flexible mechanism for future modifications than specific enacted legislation.

A question has also been raised by CFR references which indicate local governments shall agree to MPO representation. This could be interpreted to mean the local government must be agreeable to any proposed changes. However, FHWA has verbally indicated that "agreement" in this context means that the views of the local government have been considered in any decision making.

### Desirability of Legislative/Citizen Representation

The second issue raised is the desirability of legislative and citizen representation. CFR 23 450.106(b) states "principal elected officials of general purpose local governments shall be represented on the MPO to the extent agreed to pursuant to paragraph (a) above". The intent of Congress when establishing MPO's was to provide local (city) governments a greater voice in the planning and programming of federal aid receipts. The addition of two legislators may be perceived by the local government as tipping the balance in the State's favor and outweighing local voices. However, proponents of legislative representation may argue legislators represent local interests as they are elected by a local constituency. The CFR only requires local government have a voice; voting control is not stipulated. Proponents may also argue state representation should be increased considering the number of state transportation facilities and the magnitude of State dollars appropriated to the Municipality. At present, only the State is authorized to construct facilities with federal aid dollars.

For further information call Susan Fleischhauer at 465-3900.

Other distinct advantages and disadvantages of legislative membership on the Policy Committee are as follows.

#### Advantages

1. Current regulations require both the local government and the Legislature to ultimately approve the expenditure of federal funds within the urbanized area. The local government must approve the expenditure of federal dollars, however, the Legislature must also authorize the State to receive and expend federal funds. Therefore, mutual cooperation between the local government and Legislature is necessary. Legislative representation on the Policy Committee could facilitate legislative approval of transportation capital budgets by:
  - a. inducing closer legislative/local government cooperation
  - b. increasing legislative familiarity and support of projects and their priorities.
2. The current MPO designation by the Governor is dated 1976. Since then Anchorage has grown immensely in size and complexity. Increased membership may be more representative of the complexities of the community. Legislative participation would increase the membership and provide a different community perspective.

#### Disadvantages

1. The Legislature has existing power to approve/disapprove the capital budget request as discussed above. Therefore, representation on the Policy Committee would be a duplication of legislative effort and involvement. Additionally, the branches of government should be kept separate to provide a check and balance system. Legislators on the Policy Committee would have the dual roles of both approving the planning document at the local level and then acting on funding decisions at the legislative level.
2. Coordination/attendance of meetings, particularly when the Legislature is in session could be difficult. The MPO is required to produce specific planning documents. Policy Committee meetings in April through June are critical to the timely submission of the annual Transportation Improvement Program (TIP) and the Unified Work Program (UWP).
3. In light of reduced funding, the expenses incurred and who pays for legislative travel to attend meetings while the Legislature is in session must be addressed. If the MPO is expected to pay travel costs and/or per diem, it will decrease monies available for planning.
4. Partisan politics may be difficult to avoid, particularly during election years. Officials currently on the Policy Committee are elected in a non-partisan manner. Given the existing political structure, legislative representation could create decision making delays.

A representative of the citizen Transportation Advisory Committee is also proposed for Policy Committee membership. This proposal varies significantly from the rest of the committee representation in that a citizen member would not be accountable to an elective body or a government agency. The existing members and the proposed legislative members by mandate represent a broad perspective. CFR 23 450.106(b) requires "principal officials of general purpose governments shall be represented on the MPO..." Elected officials are chosen by the public to represent the general citizenry and are accountable to their constituencies. The existing Policy Committee may wish to evaluate the role of public involvement in the AMATS process. However, legislation is not required to achieve this end and the existing Policy Committee could direct increased public involvement efforts. Other MPO's generally do not have citizen representatives on their policy committees.

#### Technical Problems with the Bill as Proposed

The last issue this paper addresses is the technical problems with the bill itself. They are as follows:

Page 1, line 12: Population of 200,000 or more - should read population of 50,000 or more which is consistent with the federal definition of an "urbanized" area. The 200,000 population is an important distinction in the distribution and reporting requirements of Urban Mass Transportation Act (UMTA) funds utilized by the Municipal Department of Transit. The population figure is determined by the decennial census.

Page 1, lines 15-26: This section establishes a six-member policy committee. Six voting members will not allow resolution of a split vote.

Page 2, lines 4, 5: Committee shall adopt internal procedures to govern the conduct of business - should read shall amend the Transportation Planning Operating Agreement which will govern the conduct of business...

#### Conclusions

In summary, and in consideration of the foregoing we have two overriding reservations:

1. Inclusion of State Legislators on a Municipal planning organization puts them in the positions of both proposal and disposal.
2. Inclusion of a private citizen, accountable to no particular group of organization, could be counter-productive.

However should the Legislature elect to proceed, such action could, with the approval of the Governor, be accomplished administratively.

April 8, 1976

Mr. Bruce Cannon, Chairman  
Intermodal Planning Group  
Department of Transportation  
Federal Highway Administration  
222 S. W. Morrison Street  
Portland, Oregon 97204

Dear Mr. Cannon:

As a result of the unification election in September 1975 the City of Anchorage and the Greater Anchorage Area Borough combined into one governing entity, the Municipality of Anchorage. The approved boundaries of the urbanized area fall within the new boundaries. At this time, the State would like to designate the new Municipality of Anchorage as the Metropolitan Planning Organization (MPO), not only to reflect the political changes but to promote a planning process as responsive to the desires of local residents as possible.

The previous designation letter, sent to Mr. Butterfield by former Governor Egan on June 25, 1974, designated a representative membership of local government as the MPO. The designation will not affect the make-up of the bodies which establish the direction of transportation planning in the Anchorage area. The three-person Policy Committee has two elected representatives - the Mayor and a Municipal Councilman - and the third member is the Commissioner of Highways. The Technical Committee also has three voting members - the Municipal Planning Director, the Municipal Director of Transportation, and the State Department of Highways' District Engineer. As required by current regulations, this process will enable transportation planning to be carried out by the MPO in cooperation with the highway agency and the transit operator. The Highway Department has representation on both committees. Since the transit operation is a division of the Municipal Department of Transportation, it too, implicitly, has representation on these committees, though only implicitly. Also, the transit operator is an associate member of the Technical Committee.



Mr. Bruce Cannon

-2-

April 2, 1976

As Anchorage has been designated an urbanized area for only two years, its transportation planning activities are still evolving, but it is felt that transferring the responsibility to the Municipality will hasten further development and improvement.

Sincerely,

Jay S. Hammond  
Governor

BCC: Gene A. Hanna, FHWA, Juneau  
George Sullivan, AMATS Policy Committee  
George Dickson, AMATS Policy Committee  
Jack Spake, AMATS Technical Committee  
William Fort, UMTA, Seattle  
Department of Highways

JSH/JLU/mth



FEB 21 '86 16:21

U.S. DEPARTMENT OF TRANSPORTATION  
DEPUTY COMMISSIONER-ANCH  
FEDERAL HIGHWAY ADMINISTRATION

Room 412 Mohawk Building  
222 S.W. Morrison Street  
Portland, Oregon 97204

7 P. 007  
(AMATS)

April 28, 1976

Honorable Jay S. Hammond  
Governor of Alaska  
Juneau, Alaska 99801

Dear Governor Hammond:

Anchorage Urban Area, Designation of  
Metropolitan Planning Organization

IN REPLY	HA	Div. Division	Int
		Division Admin.	
		Engr. Coord.	1.1
		Asst. Engr. Coord.	
		Env. Coord.	
		Bridge Engineer	
		R.O.W. Officer	
1		Plan. & Res. 1, 2	
		Field Offr. Engr.	
		Area A	
		Area B	
		Area C	
		Asst. Area Engr.	
		Audits	
		Admin. Manager	1.5
		Fiscal	
		State	
		6201 E. Elmwood	

We acknowledge your April 8, 1976 designation of the Municipality of Anchorage as the Metropolitan Planning Organization (MPO) for the Anchorage urban area.

With this designation, the Municipality is the established eligible recipient of Department of Transportation planning funds for comprehensive urban transportation planning. Also the organization, together with the State, is responsible for conducting the metropolitan transportation planning program. The policy and technical committees structured by you and the Municipality are the means to fulfill this responsibility.

The U.S. Department of Transportation administrations in this region are looking forward to continuing their working relationship with the Municipality of Anchorage and the State on the Anchorage transportation/land use planning process.

Sincerely yours,

*Bruce Cannon*

Bruce Cannon, Chairman  
Intermodal Planning Group,  
Region X

5/11/76

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