

SB

259

Municipality of Anchorage



Anchorage Assembly
P.O. Box 201627
Anchorage, Alaska 99520

Mark Begich
Chairman

March 15, 1998

Representative Pete Kott, Chair
House Rules Committee
Alaska State Legislature
State Capitol (MS 3100)
Juneau, Alaska 99801

**SENT VIA FAX
ORIGINAL BY MAIL**

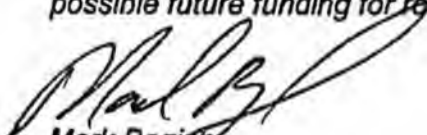
Dear Representative Kott:

The Anchorage Assembly has been informed that Senate Bill # 259, related to AMATS, is currently in your House Rules Committee. I wanted to let you, as Chair of the House Rules Committee, know that the Anchorage Assembly recently approved a resolution that strongly opposed this particular piece of legislation.

You may not be aware that when this bill was in the House Transportation Committee, we attempted to provide public comment through a teleconference from Anchorage. It is my understanding that, at the time, Senator Donley indicated to the Chair of the Transportation Committee there was no need to telephonically hook up with Anchorage. Consequently we were not allowed the opportunity to voice our opposition. It is our understanding that since the bill is currently in the Rules Committee, we will have no further opportunities to testify. It is extremely important that you, and others of the Anchorage Caucus understand that this bill, if approved could jeopardize millions of federal dollars coming into the state.

Our opposition is based on the fact that we believe this law strips local control from decisions on how local road dollars will be allocated. We feel that our involvement and input from constituents related to items such as the Comprehensive Plan, the Official Streets and Highways Plan, the Trails Plan, Parks Plan and many others; makes us, on the local level, the most qualified to determine where our roads will be, which ones will be funded and how dollars are best distributed.

The fact that this bill only affected Anchorage, and the Transportation Committee refused to let the affected local government participate in this proposed legislation concerns many of us who serve on the Anchorage Assembly. I would respectfully urge extreme caution in allowing this bill to move forward because of the potential devastating effect it will have on possible future funding for roads in Anchorage. Thanks in advance for your consideration.


Mark Begich
Assembly Chair

cc: Anchorage Caucus

LEGISLATIVE REFERENCE LIBRARY

**LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA**

*(907) 465-3808
FAX (907) 465-2029
Mail Stop 3101*

*130 Seward Street, Suite 400
Juneau, Alaska 99801-2105*

Copies of minutes listed below were originally included in this file. The minutes are available on the legislative computer database. In order to save space copies of minutes have not been left in the files.

Mary Pagenkopf

Senate Rules Committee 2/23/98 12:22 p.m



Alaska State Legislature

Senate

JERRY WARD

State Capital
Juneau, AK 99801-4182
Phone (907) 465-0940
Fax (907) 465-3766

716 W 4th Ave., Ste. 450
Anchorage, AK 99501-2133
Phone (907) 258-8183
Fax (907) 258-0020

145 Main Street Loop
Kenai, AK 99611
Phone (907) 283-7996
Fax (907) 283-3075

SPONSOR STATEMENT

Senate Bill 259

METROPOLITAN PLANNING AUTHORITY

The Anchorage Metropolitan Area Transportation Study (AMATS) was created to comply with federal law requiring communities of over 50,000 in population to have a Metropolitan Planning Organization in order to qualify for federal highway funding.

The AMATS Policy Committee is presently composed of two Anchorage Assembly members, one representative from the State Department of Transportation and Public Facilities, one representative from the State Department of Environment Conservation and the Mayor of Anchorage. The AMATS Policy Committee has representation from all relevant branches of local and state government except the state legislature.

While AMATS policy requires legislative authorization before any federal funds can be expended on AMATS priority projects, no member of the Alaska State Legislature sits on the committee.

Senate Bill 259 would amend the AMATS operating agreement to add two Anchorage legislators; one member of the senate and one from the house. Both legislative members would have districts that are partially or wholly within the metropolitan area and they would be selected by a majority of the members of their respective bodies whose districts also fall partially or wholly within the metropolitan area. One of the state administrative members to the policy committee would be deleted. This change in membership would create an equal balance of state and local members on the AMATS policy committee.

The Federal Highway Administration (FHWA) has stated no objection to changing the composition of the AMATS Policy Committee to include members of the State Legislature. Further, the FHWA has stated that there is no reason that the AMATS program would not remain in compliance with federal regulations once the change in membership has been instituted.

An example of a successful metropolitan planning organization is the Oahu Metropolitan Planning Organization (OMPO) in Honolulu, Hawaii. Under the auspices of the federal government, created by the State Legislature in 1975 and reorganized in 1986, the OMPO is composed of four parts: a Policy Committee, or decision making body, a Technical Advisory Committee, a Citizen Advisory Committee and a staff person. The Policy Committee consists of six state legislators, five Honolulu City Council members, an appointee of the Governor and an appointee of the Mayor of Honolulu.

SB 259 – Sponsor Statement
Page 2

The OMPO does not construct projects or implement programs. Rather, its directive focuses upon development of plans and programs to produce an integrated intermodal transportation system.

It should be noted that passage of SB 259 would have no impact on the operation or functions of the Anchorage Assembly or the Municipality of Anchorage.



SENATOR DAVE DONLEY
ALASKA STATE LEGISLATURE

MEMORANDUM

To: Senator Tim Kelly
Chair, Senate Rules Committee

From: Senator Dave Donley ^B
Co-Chair, Anchorage Caucus

Re: Floor Action Request for SB 259 - changing the composition
of the Anchorage Metropolitan Area Transportation Committee.

Date: February 19, 1998

As Co-Chair of the Anchorage Caucus, I request you calendar SB 259, which changes the composition the Anchorage Metropolitan Area Transportation Study (AMATS), for floor action in the Senate.

By a vote of 19-0, the Anchorage Caucus adopted a motion to support adding one Anchorage state senator and one Anchorage state representative to AMATS policy committee and reduce the number of appointees by the Governor. Senate Bill 259 is the legislation that carries out the intent of the caucus.

The current make-up of the AMATS policy committee is established by an operating agreement between the Mayor of Anchorage and the Governor. It is not a regulation or a statute and is not set by federal rules. That agreement created the current composition of the AMATS committee which consists of the Mayor of Anchorage, two Anchorage Assembly members, both of whom are appointed by the Mayor of Anchorage, two representatives from the State of Alaska, one from the State Department of Transportation and Public Facilities and one from the State Department of Environment Conservation.

SB 259 amends the AMATS operating agreement to add two Anchorage legislators; one member of the senate and one from the house. It also deletes one state administrative from the AMATS committee.

I appreciate your consideration of this request. If you have any questions, please contact myself or James Armstrong of my staff at 465-6581.

DD/jja

January-May: STATE CAPITOL • JUNEAU, AK • 99801-1182 • (907) 465-3892 • FAX: (907) 465-6595
June-December: 716 W. 4TH AVE. • STE. 430 • ANCHORAGE, AK • 99501 • (907) 258-8181 • FAX: (907) 258-1648

MEMBER: Senate Finance Committee • Legislative Budget & Audit Committee
• Senate Community & Regional Affairs Committee