

**SB**

**260**

# Alaska State Legislature

SENATOR  
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*Session:*  
STATE CAPITOL  
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## Senate District N

### Senate Bill 260: Metropolitan Planning Organizations

Federal transportation planning laws require the designation of a metropolitan planning organization (MPO) for urbanized areas with a population of at least 50,000. It requires the State of Alaska and the metropolitan planning organization to coordinate a continuing, cooperative, and comprehensive transportation planning process. The Federal Highway Administration provides the latitude for states and MPOs to establish a policy body, which shall include local elected officials, transportation officials and appropriate state officials. The membership of policy committees vary across the United States, some of which include state legislators.

Alaska currently has two designated metropolitan planning organizations; the Fairbanks Metropolitan Area Transportation System (FMATS) and the Anchorage Metropolitan Area Transportation Solutions (AMATS). Senate Bill 260 establishes metropolitan planning organizations (MPO) under state statute and modifies the makeup of the policy committee for Metropolitan Planning Organizations with a population of greater than 200,000 residents by adding two legislators.

The AMATS policy committee consists of five members: the Mayor of Anchorage, two members of the Anchorage Assembly, and a representative from both the State Departments of Transportation and the Environmental Conservation. To provide a more adequate level and broad range of representation for residents, Senate Bill 260 would add two Anchorage-area legislators to the policy committee; one member each from the senate and house. This increases local representation on the committee from three to five members, which will improve the public process and better inform Anchorage residents. It will also help to facilitate a more coordinated process between the State and Municipality to successfully address Anchorage's transportation needs.

The current process of prioritizing and allocating funding for transportation projects within Anchorage is very difficult to understand and has long been the source of significant discontent among Anchorage residents. It's time to change the process to be more responsive to the needs of the community.



U.S. Department  
of Transportation

Federal Highway  
Administration

Alaska Division  
[www.fhwa.dot.gov/akdiv](http://www.fhwa.dot.gov/akdiv)

P.O. Box 21648  
Juneau, Alaska 99802-1648  
907-586-7418

February 22, 2001

HDA-AK  
Adm-Gen 11

Senator Randy Phillips  
State Capitol, Room 103  
Juneau, AK 99801-1182

RECEIVED

MAR 19 2001

Senate Finance  
Committee

Dear Senator Phillips:

Thank you for your phone call of February 22. You specifically asked "Is there anything in Federal law precluding participation of State Legislators on the AMATS Policy Board." We offer the following for your consideration:

The Federal regulations on MPO membership are contained in Title 23 CFR Section 450.306. In general, they provide considerable flexibility in recognition of the variation in local government authority across the United States and the need to give each State and its local officials the flexibility to determine the institutional form of each MPO. Providing the provisions of Title 23 CFR Section 450 are followed, Federal regulations do not preclude the participation of State legislators on the AMATS Policy Board.

Sincerely,

David C. Miller  
Division Administrator

## The AMATS Organization

The Federal Highway Act of 1962 required each city over 50,000 population to develop a *comprehensive and continuing* transportation planning process, in *cooperation* with its state government. This became known by the acronym, the "3-C" process. The State of Alaska and the Municipality of Anchorage jointly participate in the Anchorage Metropolitan Area Transportation Study (AMATS). Through the AMATS process, the two agencies cooperatively plan the improvement of Anchorage's roadway, transit, and trail systems. Participation in the AMATS process fulfills a federal requirement, which enables the Anchorage area to receive substantial funding each year from the US Department of Transportation.

The AMATS process is guided by the AMATS Policy Committee, which formulates planning policy and objectives and monitors the implementation of transportation plans. The AMATS Policy Committee is composed of the Mayor of Anchorage, two (2) representatives of the Municipal Assembly, the Regional Director of the Alaska Department of Transportation and Public Facilities (ADOT&PF), and a representative of the Alaska Department of Environmental Conservation (ADEC).

The AMATS Technical Advisory Committee consists of seven voting members: the Director of the Municipal Department of Community Planning and Development, the Director of the Department of Public Works, ADOT&PF's Central Region Chief of Planning, the Municipal Environmental Services Division Manager, the Municipal Public Transportation Director, a member of the Citizens' Air Quality Advisory Committee, and a representative from the Alaska Department of Environmental Conservation, Southcentral Regional Office, Mobile Sources Section.

*Figure 1* illustrates the AMATS study area. Transportation plans and programs that require federal funds or review by federal agencies must be coordinated with AMATS.

*Figure 2* shows the relationship between the various AMATS committees. The Municipal Planning and Zoning Commission advises both the Municipal Assembly and the AMATS Policy Committee on transportation and land use issues, in its capacity as the AMATS Citizens' Advisory Committee. The AMATS Air Quality Advisory Committee is the citizens' forum for air quality issues affecting AMATS.

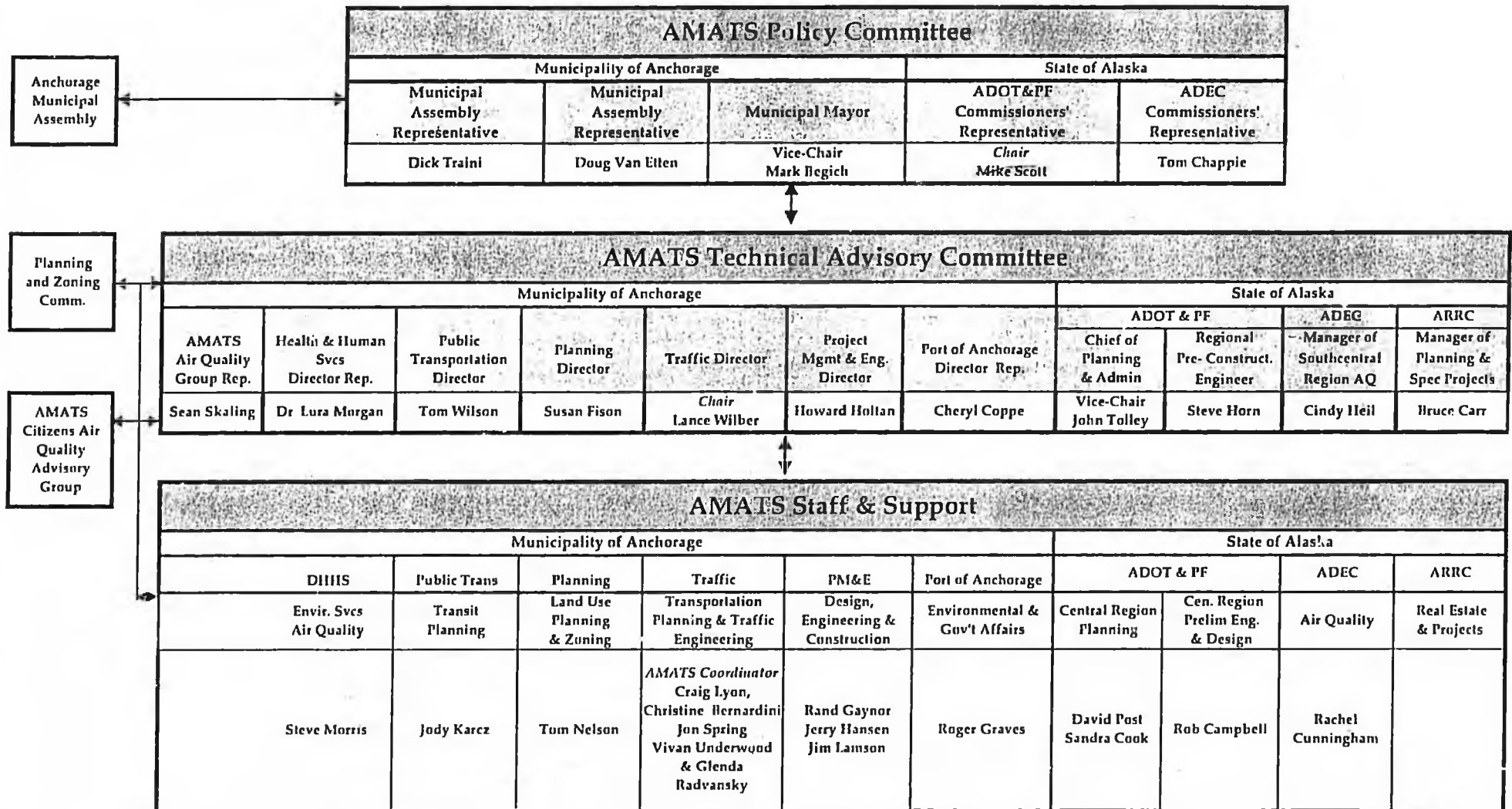
## The TIP Development Process

The following discussion, together with *figure 4*, illustrates the process used to develop the FFY 2001 - 2003 TIP:

1. **Scoring Criteria** - Prior to any other work in TIP development, a set of project selection criteria for ranking Non-National Highway System (Non-NHS) roadway, transportation enhancement, and congestion mitigation projects were developed. The ranking criteria were previously distributed for public and agency review and comments. The criteria were modified to reflect comments received, as well as consideration of and analysis of the federal planning factors. These criteria and the public review process were adopted by the AMATS Policy Committee in 1998, and have been utilized in developing this TIP.
2. **Project Nominations** -- In preparation for the development of this TIP, requests for project nominations from community councils, citizens, public agencies and officials were sought in early 1999.
3. **Project Eligibility** -- Nominations were reviewed for eligibility of federal highway funding and sorted into the following categories: 1) roads, 2) transportation enhancements, and 3) congestion mitigation & air quality (CMAQ) projects. Roads were further sorted for those to be forwarded to the State of Alaska for the NHS Program. The remaining Non-NHS roads were reviewed using the scoring criteria, as were the transportation enhancements and the CMAQ projects. Project priority lists were developed based upon the ranking criteria. The ranking criteria were applied to score and rank each of the eligible projects.

# Anchorage Metropolitan Area Transportation Solutions

## AMATS Organizational Chart



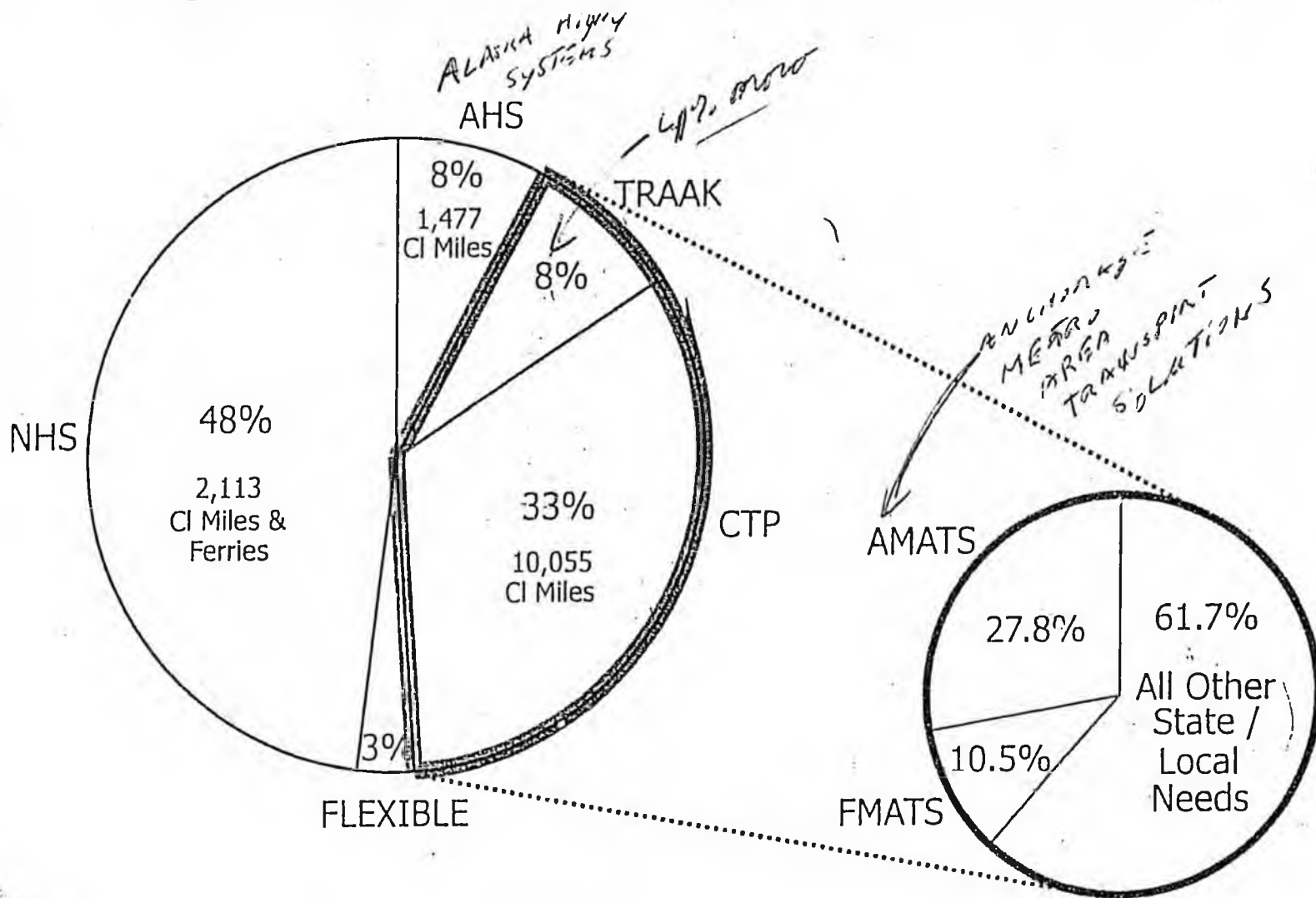
*NATIONAL  
Highway  
SYSTEM*

FEDERAL HIGHWAY PROGRAM - ADOT&PF  
DRAFT REPORT OF NET OBLIGATIONS  
FFY81-FFY03

FISCAL YEAR	NHS ANCHORAGE	+ NON-NHS ANCHORAGE	= ANCHORAGE	% OF STATEWIDE	CENTRAL	% OF STATEWIDE	STATEWIDE
81	\$36,672,000	\$7,372,000	\$44,044,000	30.4%	\$65,295,598	45.0%	\$145,101,328
82	\$13,780,000	\$9,547,000	\$23,327,000	21.6%	\$48,637,800	45.0%	\$108,084,000
83	\$55,906,000	\$14,538,000	\$70,444,000	47.6%	\$83,920,000	56.7%	\$147,914,431
84	(\$1,951,000)	\$35,453,000	\$33,502,000	21.8%	\$78,378,000	50.9%	\$153,835,509
85	\$21,820,000	\$42,326,000	\$64,146,000	40.3%	\$65,994,920	41.4%	\$159,363,306
86	\$20,000,000	\$21,300,000	\$41,300,000	27.3%	\$62,287,166	41.2%	\$151,150,323
87	\$44,400,000	\$16,800,000	\$61,200,000	40.2%	\$66,332,534	43.5%	\$152,396,403
88	\$1,300,000	\$44,300,000	\$45,600,000	34.4%	\$56,926,235	42.9%	\$132,653,576
89	\$18,000,000	\$27,000,000	\$45,000,000	31.0%	\$50,397,727	34.7%	\$145,290,927
90	\$45,339,209	\$20,450,556	\$65,789,765	43.8%	\$67,276,715	44.8%	\$150,269,333
91	\$7,942,800	\$20,011,500	\$27,954,300	15.8%	\$78,633,123	44.5%	\$176,523,889
92	\$48,429,487	\$9,072,832	\$57,502,319	27.2%	\$84,224,427	39.9%	\$211,137,939
93	\$38,461,400	\$8,713,900	\$47,175,300	25.8%	\$84,590,437	46.2%	\$183,032,721
94	\$11,004,005	\$17,505,336	\$28,509,341	12.8%	\$98,532,700	44.2%	\$223,063,500
95	\$22,968,143	\$18,013,787	\$40,981,930	18.4%	\$98,532,700	44.2%	\$223,063,500
96	\$3,315,305	\$20,112,291	\$23,427,596	10.9%	\$122,631,426	57.0%	\$215,107,738
97	\$13,620,444	\$20,939,060	\$34,559,504	16.9%	\$80,862,276	39.5%	\$204,930,257
98	\$33,995,440	\$16,757,483	\$50,752,923	17.8%	\$130,004,016	45.6%	\$285,010,332
99	\$16,576,996	\$22,294,905	\$38,871,901	12.9%	\$148,983,844	49.3%	\$301,984,992
2000	\$29,548,838	\$37,806,882	\$67,355,720	22.8%	\$176,523,796	59.7%	\$295,793,040
2001	\$22,993,406	\$41,621,915	\$64,615,321	20.9%	\$207,100,021	67.0%	\$309,246,538
2002	\$9,565,097	\$45,872,708	\$55,437,805	16.9%	\$154,000,948	47.0%	\$327,611,853
2003	\$24,370,022	\$27,085,821	\$51,455,843	20.1%	\$157,039,768	61.3%	\$256,225,689
2004	\$14,250,000	\$40,977,000	\$55,227,000	13.2%	\$167,804,400	49.4%	\$340,000,000
2005	\$29,450,000	\$40,977,000	\$70,427,000	20.7%	\$110,726,400	32.6%	\$340,000,000
2006	\$2,650,000	\$46,961,000	\$49,611,000	13.0%	\$140,164,300	36.7%	\$382,000,000
TOTAL			\$1,258,217,568	22.0%	\$2,685,801,277	46.9%	\$5,720,791,124

SOURCES: STATEWIDE; 81 THROUGH 93; D. MICKLE (DOT&PF HQ) 12/28/93  
 CENTRAL; 81 THROUGH 82; J. BOWDEN ESTIMATE (DOT&PF CE) 12/28/93  
 CENTRAL; 83 THROUGH 84; J. BOWDEN (DOT&PF CE) 12/28/93  
 CENTRAL; 85 THROUGH 93; D. MICKLE (DOT&PF HQ) 12/28/93  
 ANCHORAGE; 81 THROUGH 85; S. VAN HORN (DOT&PF CE) 2/13/85  
 ANCHORAGE; 86 THROUGH 89; P. McNEES (DOT&PF CE) 1/5/90  
 ANCHORAGE; 90 THROUGH 93; L. MITCHELL & M. MAYO (DOT&PF CE) 1/4/93  
 ALL COLUMNS; 94 YEAR END STIP; 12/31/94  
 ALL COLUMNS; 95 YEAR END STIP; 1/31/96  
 96-98 ALL COLUMNS; ORACLE FROM J. VANHORN, DONE BY J. WILSON & L. JANKOWSKI (DOT&PF CE) 11/27/98  
 99-03 ALL COLUMNS FROM ORACLE FROM J. WITT 1/27/04  
 04-06 ALL COLUMNS BASED ON PROJECTED FUNDING IN TIP AND STIP

# Distribution of Federal-Aid Transportation Formula Funds Per 17 AAC 05.155-200



# Acronyms and Definitions

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## ADEC

Alaska Department of Environmental Conservation.

## AMATS

Anchorage Metropolitan Area Transportation Study. AMATS is a federally-mandated, multi-agency team that works together to plan and fund the transportation system in the Anchorage and Chugiak-Eagle River areas when *federal funds* are being used. AMATS comprises representatives from a variety of organizations.

## ARRC

Alaska Railroad Corporation.

## ASD

Anchorage School District.

## CAC

Citizen Advisory Committee. Every organization like AMATS in the United States is federally mandated to have a CAC. The Municipal Planning and Zoning Commission fills this requirement for AMATS.

## CIP

Capital Improvement Program. A municipal document that addresses funding for transportation and public facilities in the Municipality. Most projects funded in the CIP come from local taxes.

## CMAQ

Congestion Mitigation and Air Quality. This is a program that emphasizes the importance of the link between transportation and air quality. To that end, CMAQ program funding is applied to transportation projects that reduce vehicle emissions and help improve air quality. Transit and traffic flow improvement projects are included, as are projects such as ride-sharing, vehicle emissions inspection and maintenance programs, bicycle and pedestrian improvements and alternative fuels.

## Comp Plan

Anchorage Bowl Comprehensive Land Use Plan. A document updated every ten years, and most recently, in the Spring of 2001, the Anchorage 2020 Plan was adopted. It serves as a guide for community development, including transportation planning. This policy document identifies the issues, goals, and objectives for

land use in Anchorage, thus providing a framework for making decisions about our transportation system.

## DHHS

Municipality of Anchorage Department of Health and Human Services.

## DOT&PF

State of Alaska Department of Transportation & Public Facilities.

## FCC

Federation of Community Councils. A municipally funded body comprised of almost 40 community councils. The FCC is a formal participant in scoring Transportation Improvement Program (TIP) projects.

## FHWA

Federal Highway Administration. A component of the U.S. Department of Transportation. FHWA authorizes expenditures from the Highway Trust Fund and sets deadlines for planning documents that AMATS is responsible for meeting.

## FTA

Federal Transit Administration. A component of the U.S. Department of Transportation, established to provide leadership, technical assistance and financial resources for safe and technologically advanced public transportation.

## LOS

Level of Service. A standard means of measuring traffic congestion by evaluating the capacity of a road with respect to the number of vehicles using the road in a given timeframe.

## L RTP

Long Range Transportation Plan. A 20-year planning document, revised every three years, that identifies new transportation policies and facilities to meet the long-term (20-year) needs of an urban area for roads, public transportation, trail development, and general transportation. The L RTP must be consistent with the area's comprehensive long-range land use plan, urban development objectives, and overall social, economic, environmental, system performance, and energy conservation goals and objectives.

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**MOA**

Municipality of Anchorage.

**MPO**

Metropolitan Planning Organization. A federal designation given to a local entity to take lead responsibility for developing transportation plans and programs using federal monies in an urbanized area with 50,000 or more people. The only MPO in Alaska is the Municipality of Anchorage.

**OS&HP**

Official Streets & Highways Plan. A document that depicts the hierarchy of road designations, which then creates the roadway system: freeway, highway, major arterial, minor arterial, collector, or street. These designations are determined based on projected traffic levels, which then determines the right-of-way (amount of land) needed.

**Planning**

A phase in transportation system development to determine the likely future transportation needs of an area.

**Programming**

A phase in transportation system development when the type and level of resources needed to design and build a project are determined and the scheduling of those resources occur.

**PTDP or TDP**

Public Transportation Development Plan. A short-term (5-year) program that outlines the intended development of the public transit system for each year during that period. It includes a detailed program of capital equipment needs, system management, and operations.

**P&Z**

Planning and Zoning Commission. An appointed Municipal body which, in one of its functions, serves as the official Citizens Advisory Committee to AMATS.

**PC**

AMATS Policy Committee. The formal decision-making body of AMATS, which approves final planning and programming documents.

**POA**

Port of Anchorage.

**PSA**

Public Service Announcement.

**STIP**

State Transportation Improvement Program. A document produced by the Alaska Department of Transportation & Public Facilities to allocate funds for transportation programming throughout the state.

**TAC**

AMATS Technical Advisory Committee. A formal body of representatives from various agencies and interests that reviews transportation planning documents and advises the AMATS Policy Committee.

**TEA-21**

Transportation Equity Act for the 21st Century. Enacted on June 9, 1998, TEA-21 is the most recent comprehensive federal transportation enabling legislation.

**TIP**

Transportation Improvement Program. A document updated every two years and is required by FHWA-FTA joint regulations, in order for AMATS to receive federal funds. It is a prioritized program of transportation projects and air quality management strategies to be implemented in the near term (three years). The projects serve to implement the LRTP.

**TMA**

Transportation Management Area. A TMA is subject to special federal requirements regarding congestion management systems, project selection, and certification. These special requirements are for urbanized areas having a population over 200,000. AMATS is also a TMA.

**UDC**

Urban Design Commission. Reviews street and roadway landscape improvement projects and advises on urban design matters.



# ALASKA STATE LEGISLATURE

## SENATE COMMITTEE ON COMMUNITY & REGIONAL AFFAIRS

Senator Bert K. Stedman, Chair

Official Business

Senator Tom Wagoner, Vice-Chair  
Senator Kim Elton  
Senator Georgianna Lincoln  
Senator Gary Stevens

State Capitol, Room 30  
Juneau, AK 99801-1182  
Phone: (907) 465-4989  
Fax: (907) 465-3922

*February 09, 2004*

*1:30 - 3:30 PM*

*Fahrenkamp 203*

### AGENDA

#### I. Call To Order

#### II. New Business

##### SB 260 Metropolitan Planning Organizations

Sponsor Testimony - Senator Ben Stevens, *Dist N (R-Anchorage)*

Alternate: Kristy Tibbles, *Sen Stevens Staff*

Possible Additional Testimony:

John MacKinnon, *Deputy Commissioner, Highways & Public Facilities, State DOT*

Nona Wilson, *Legislative Liaison, State DOT*

John Tolley, *Planning Chief, Central Region, State DOT & AMATS staff support*

Mayor Mark Begich (*Anchorage*), *AMATS Policy Committee Chair*

Assemblyman Doug Van Etten (*Anchorage*), *AMATS Policy Committee member*

Assemblyman Dick Traini (*Anchorage*), *AMATS Policy Committee member*

Dave Miller, *Division Administrator, Federal Highways Commission*

Available for Committee Questions:

Tom Chapple, *Dir Air & Water Quality, State DCEC & Member AMATS Policy Committee*

#### III. Adjourn

## Details of the 2004 – 2006 STIP

The STIP displays the projects the department plans to design and build in each of the next three years. By law, the spending plan must achieve these requirements:

- Fiscally constrained, based upon realistic estimates of expected funding
- Consistent with both statewide and local transportation plans
- Covers a period of not less than 3 years
- Consistent with federal and state air quality requirements
- Contains all capital and non-capital (e.g., planning, research) transportation projects
- Contains information about each project, including description, location, costs, phase of work and year of funding
- Is developed in cooperation or consultation, as appropriate, with affected local officials, other interested parties and transportation operators.

### How the STIP is prepared?

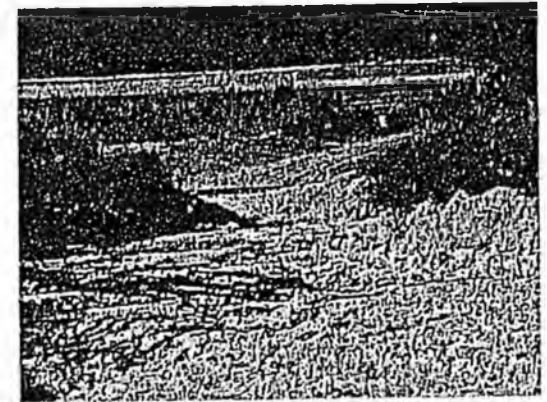
This STIP is the final step in an extensive process through which projects are nominated, evaluated, selected and programmed for funding based on merit and relative need. Alaska's STIP is prepared from a document known informally as the Needs List

*(Transportation Needs and Priorities in Alaska).*

Beginning in late 2001 the department held a public review of the needs-based project scoring criteria and solicited new project

nominations for the Needs List. Based on the existing database of previously nominated projects from prior Needs Lists and the new project nominations, the department reviewed more than 1,200 surface transportation project nominations from various groups, local governments, state and federal agencies.

This large pool of potential projects is classified into the different STIP categories and regional staff initially scored each one. Only projects receiving the highest scores in this initial ranking became eligible for subsequent evaluation statewide.



The long-term climatic warming trend in Alaska has changed the pattern of debris flow on many rivers and streams. Here the increased bed load has nearly eliminated the hydraulic capacity of the bridge at One Mile Creek, MP 228 Richardson Highway. DOT&PF may need to elevate this bridge with raised embankments on either side.

The STIP is a financially constrained spending program. The department must estimate the total amount of transportation funding, by year and by category, from all anticipated sources for the three-year period, 2004 - 2006. The primary source of funds for surface transportation projects in Alaska is from the Federal Highway Administration. Other key sources of funding include the transit funds from the Federal Transit Administration, and special funding sources such as grants selected by members of Congress for specific projects.

The estimate of total available funding limits the projects placed in each year of the STIP. Much of the funding available to the department is allocated within specific categories such as safety, surface transportation, transportation enhancements, air quality (CMAQ) and transit funding according to the federal funding programs. In allocating funds to projects, we must consider these special categories.

Federal regulation (23 CFR 450.216) requires that each state transportation agency develop a STIP for all areas of the state outside of metropolitan planning areas (MPOs). For metropolitan areas, the MPOs develop their own TIPs (Transportation Improvement Programs) which are approved by the state and incorporated in total or by reference into the STIP. Additional requirements are also placed on the nature and form of projects that are placed in the STIP. The final STIP is subject to approval by both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), both agencies of the US Department of Transportation.

#### STIP Spending Categories

The STIP is divided into several transportation categories, with each receiving a portion of the funds. All projects nominations are placed into one of these categories.

- *National Highway System (NHS)* is the system of most important highways and ferry links that connect the state's population centers with economic centers, border crossings and intermodal facilities. Congress or the US DOT approves all routes on the NHS. (For ease of review, ferries and terminals of the AMHS and other systems are shown in a separate category, but are financially part of the AHS or NHS, as appropriate.)
- *Alaska Highway System (AHS)* is the system of state highways, roads and ferry links that were not made part of the NHS (see above) but are still important to the state in that they link cities with economic centers, recreational areas, and span the distances between cities. AHS routes are approved by the DOT&PF Commissioner.
- *Community Transportation Program (CTP)* that creates partnerships with local governments, tribes and other parties to build projects serving local and regional needs including economic development related projects.
- *Trails and Recreational Access for Alaska (TRAAK)* projects that improve access to recreational facilities and provide trails for transportation and scenic and interpretative improvements along highways.
- *Federally Required Programs and Preventive Maintenance* – These projects are required to meet federal eligibility such as data collection, bridge inspection, research and similar programs.
- *Earmark Projects* – Known or expected earmark projects are listed here. Since earmark funding is not realized until the earmark is contained in a Congressional appropriations bill, this class of projects is speculative. Projects in this category do not compete with the federal formula funds nor are they part of the financial constraint calculation that applies to the remainder of the STIP.

Except for Earmark Projects an estimated funding level was established for each of these categories, and this STIP has been structured around these categories.

### **2004 – 2006 STIP emphasis areas**

This STIP is structured to address the following policy objectives in order to best serve the interest of the state in the use of scarce transportation funds:

- Reduce general fund obligations to the state by addressing "time trap" projects in a responsive but measured manner.
- Achieve a safer transportation system for all involved.
- Connect communities and resources in order to improve Alaska's economy and reduce the cost of living in outlying communities.
- Modernize to current standards and upgrade capacity on the National Highway System.
- Use a needs-based system to allocate funds to community and local transportation needs, giving priority to those communities willing to share in project costs and assume ownership.
- Capacity increases in urbanized areas – Add capacity in order to reduce congestion, improve safety and reduce travel time. Interchanges are funded in Fairbanks, Juneau, and the Matanuska-Susitna Borough within this STIP.
- Ferry modernization – The international and federal regulatory authorities continue to increase the safety standards applicable to public ferries. As such, the department must continue to upgrade the fleet to meet these stringent standards.
- Rehabilitate and transfer roads – or the upgrading of state-owned roads and subsequent voluntary transfer of these roads to local government.
- Maintenance cost reductions – The department continues to seek ways to lower maintenance costs through smart capital investments. Examples range from development of a maintenance management system to replacement of guardrails, luminaires and pavements.
- Use technology to improve transportation efficiency. Recent examples include new land mobile radio systems for operations. We are also installing a road weather information system in several test areas to improve awareness of when to deploy snow and ice control efforts.

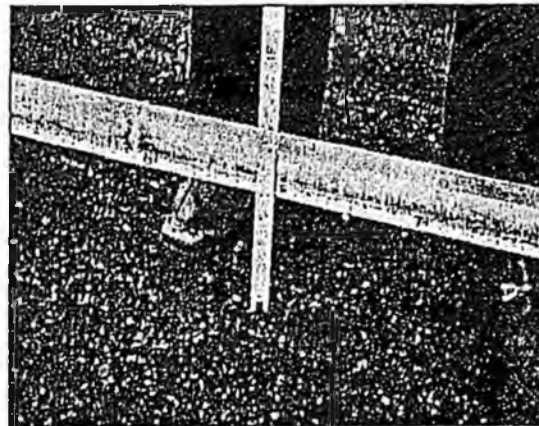
**Dividing STIP funds between MPOs and other Alaska communities**

Under federal law, areas recognized by the federal government as MPOs (or Metropolitan Planning Organizations) are authorized to select their own projects with a portion of the STIP funds allocated from the state. Read how Alaska DOT intends to divide the pie between MPOs and other local governments to effect equitable sharing of federal transportation funding.

**Dividing the STIP funds between  
MPOs and other communities**

**Special status of urbanized areas – Fairbanks  
and Anchorage**

The manner in which funding is allocated and projects are selected within urban areas over 50,000 population differs from other areas of the state. This difference is based on requirements for communities with a population greater than 50,000 in a federally designated urbanized area. This designation is based on both total



Pavement rut depth of nearly 4" due to studded tire wear. In 2003 state law was changed to require a tax on tires, intended in part, to provide funds to repair such damage.

population and relative density per square mile. The determination about whether an area is urbanized is made by the US Census Bureau, and then the state and the affected local governments must work together to establish an MPO (Metropolitan Planning Organization). The state allocates a portion of the federal transportation funds to each MPO.

All MPOs including AMATS (Anchorage Metropolitan Area Transportation Solutions) and FMATS (Fairbanks Metropolitan Area Transportation System) are empowered under federal rules to select their own list of transportation projects within the MPO boundary, except for National Highway System projects.

Both AMATS and FMATS prepare a Transportation Improvement Program (TIP) based on all funding sources available to the MPO. Like the state as a whole, the dominant sources of funds for surface transportation in both AMATS and FMATS is a share of the federal funds that flow from the federal program to Alaska DOT&PF.

#### Anchorage

AMATS, using a process very similar to the state, prepares a Transportation Improvement Program (TIP) based on all funding sources available to AMATS. Like the state as a whole, the dominant source of funds for surface transportation in AMATS is the federal funds that flow from TEA-21.

AMATS also prepares a Needs List and follows a public review process similar to the Department's. If you have questions about a project in Anchorage or the AMATS planning process contact the AMATS office at the number shown on the inside front cover.

#### Fairbanks

The Fairbanks urbanized area was federally designated on May 1, 2002 and formally established as an MPO in May

2003. For purposes of surface transportation program development, Fairbanks is now similar to Anchorage. Beginning in FFY 2004 the Fairbanks MPO (FMATS) will receive a STIP funding allocation for use in the MPO-boundary area. The new MPO must have an approved long-range transportation plan and planning process established, before it can directly select projects. This is anticipated by FFY 2006.

Until Fairbanks completes a long-range transportation plan, Alaska DOT&PF will prepare Fairbanks project schedules in the STIP as follows:

- The Alaska DOT, consulting with the new Fairbanks MPO, will select surface transportation projects (other than National Highway System and bridge projects) within the boundaries of the metropolitan planning area.
- Funding for the surface transportation projects selected on behalf of the Fairbanks MPO will come from an allocation in the STIP.
- With the development of the new STIP for FFY 2006 – 2008 the MPO will prepare it's own TIP.

### **The new formula for sharing STIP funds with MPOs**

The new state transportation regulations (17 AAC 05) guide the department in determining the level of funding to be allocated to the urbanized areas of the state in Anchorage and Fairbanks. Criteria to be considered when making this calculation may include one or more of the following included in 17 AAC 05.150(b):

- (1) *the number of lane miles of existing and proposed highways and roads in each metropolitan planning area as compared to the remainder of the state;*

- (2) *the geometric and functional deficiencies of highways and roads in each metropolitan planning area as compared to the remainder of the state;*
- (3) *the number of miles of sidewalks, trails, and waysides in each metropolitan planning area as compared to the remainder of the state;*
- (4) *the number of vehicle miles traveled or traffic congestion in each metropolitan planning area as compared to the remainder of the state;*
- (5) *the number and severity of traffic accidents in each metropolitan planning area as compared to the remainder of the state;*
- (6) *the capacity of the tax and employment base to contribute local money to the cost of surface transportation within each metropolitan planning area as compared to the remainder of the state;*
- (7) *the population within each metropolitan planning area as compared to the remainder of the state;*
- (8) *the degree of unmet need for new or improved transportation features within each metropolitan planning area as compared to the remainder of the state;*
- (9) *consideration of the unmet needs for minority and low-income population in each metropolitan planning area compared to the remainder of the state.*

The department circulated a formula for allocating funds to both MPOs using comparisons based on the preceding criteria. This formula used several types of readily available

data to compare the relative need between urban and less developed areas.

With the widely available data, the following five formula factors and relative weights are proposed:

- (10%) Population: All things equal, more people need more lanes and higher class systems
- (40%) Centerline Miles: The existing system is an important investment and must be kept in usable, safe condition.
- (10%) Major Accidents (major injury and fatalities): An indicator of both poor roadway geometry and high intensity of use.
- (20%) Total Accidents: An indicator of both high VMT and system inadequacies.
- (20%) Lane Mile Burden: Based on total lane miles<sup>1</sup> and ratio of lane miles to population. (Recognizes Alaska has vast land area but small population, hence limited tax capacity relative to local system size should not be penalized.)

Using statistics for both boroughs that contain the two MPOs, and data for the remainder of the state, the result is that entire Municipality of Anchorage would garner 27.75% and Fairbanks North Star Borough 10.55%. Both of these borough-wide calculations must be further reduced to account for the smaller geographic footprint within each borough occupied by the MPO boundary. For this final adjustment, population was chosen as the method of division.

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<sup>1</sup> In fact centerline equivalents are used for this calculation due to inadequate data concerning lane miles across the entire state.

Applying the MPO allocation formula to Anticipated  
Federal Funds for 2004 to 2006  
(In thousands)

AMATS	2004	2005	2006
Total:	\$44,477.4	\$44,477.4	\$53,343.3
CTP	31,935.5	31,935.5	36,966.6
TRAAK	3,452.5	3,452.5	3,996.4
Flexible	2,589.4	2,589.4	2,997.8
Prev.	4,000.0*	3,500.0	6,382.5
Maint.			
CMAQ	3,000.0	3,000.0	3,000.0

\*Additional funds were made available by not using formula funding for Emergency Repairs in 2004. In the STIP, this is \$4,000.0.

FMATS	2004	2005	2006
Total:	\$18,997.4	\$18,509.9	\$20,815.6
CTP	7,891.8	7,891.8	9,135.1
TRAAK	853.2	853.2	987.6
Flexible	639.9	639.9	740.7
Prev.	1,500.0	1,500.0	1,577.2
Maint.			
CMAQ	2,000.0	2,000.0	2,000.0
75% of	6,112.5	5,625.0	6,375.0
On-going Projects			

The above tables are based on predicted funding targets for the various program categories during FFY 2004 – 2006. For each federal fiscal year (FFY) the total of CTP, TRAAK and Flexible funds is multiplied by the derived MPO formula.

As the funding that goes to the MPOs is a percentage of actual federal funds received, these allocations will be adjusted to reflect the final values made available to the state, using the same ratios.

For both MPOs, the allocation formula was also applied to the Flexible 3% portion of the STIP. Additionally, a category of preventative maintenance and CMAQ funds was sub-allocated to both MPOs.

For FMATS additional money was allocated to help the transition covering 75% of the cost of two large on-going projects already begun in that community—University Avenue Widening and Illinois-Barnette & Bridge. Both of these projects are time traps as well.

In addition, both MPOs are eligible for HSIP (highway safety improvement program) funds, and can also compete for statewide CMAQ funds.

**Is this allocation equitable?**

Outside Alaska, the other 49 states derive funding to the MPOs in their jurisdiction based on a national formula established in federal law. Were this same formula applicable to Alaska (federal law exempts Alaska at present time) the funds allocated to the MPOs would be about 20% of the amount allocated in the formula developed by Alaska DOT.

Another method of comparison is to evaluate the allocations by ratios to population served and existing extent of the road network in each area. By these comparisons, the two MPOs both receive substantially more funding per centerline mile of existing road than the remainder of the state. On a per capita basis, the FMATS MPO is above the remainder of the state, and AMATS receives less on this basis. These comparisons do not include federal funds allocated to the NHS or AHS, nor earmarks and other non-flexible funds such as transit or ferry funding.

**Comparison of Average of 2004 & 2005 Federal Formula Funds Allocation by Population and Centerline Mile**

Area	\$ Per CL Mile	\$ Per Capita
AMATS	\$32,946	\$172.61
FMATS	\$18,172	\$267.27
Non-MPO	\$11,570	\$215.60

### Changes to the TRAAK Program

In 2003, the TRAAK program was changed by enactment of Senate Bill 71. The effect of this legislation was three-fold:

- Beginning in FFY 2004, it reduced the maximum level of funding allocated to the statewide TRAAK program from 8% to 4%; with a requirement for further reduction to 2% beginning in FFY 2007.
- Funds not spent in the TRAAK program are to be transferred to the CTP program. It will grow to 37% in FFY 2004 and to 39% in FFY 2007.
- MPOs (Anchorage and Fairbanks) may spend no more than 10% of the funds allocated from the STIP on transportation enhancements.

The effect of this change is to slow the pace of the entire TRAAK program. The department may have to impose a multi-year moratorium on new TRAAK projects until active projects in design are funded through construction. Another possibility is to limit TRAAK projects to maximum dollar limit. The intent of these possible program changes is to ensure the program's viability and utility to several Alaska communities each year.

## Glossary of Terms

**ADOT&PF** – Alaska Department of Transportation and Public Facilities – The agency within Alaska state government empowered to own, operate, plan, design and construct transportation facilities.

**AC or Advance Construction** – This is a financial tool permitted under FHWA rules. With approval of the FHWA the state may begin a federally funded project early, prior to the availability of federal funds to reimburse the project. With this flexibility the state can construct a federally eligible project one or more years before reimbursement, taking advantage of federal funds prior to their availability.

**ADEC** – Alaska Department of Environmental Conservation – The agency within Alaska state government responsible for air quality programs, including transportation air quality matters.

**AHS** – Alaska Highway System – The Alaska Highway System is composed of those transportation facilities, excluding those on the National Highway System, that provide greater utility to Alaska as a whole, than to individual communities.

**AIP** – Airport Improvement Program – A schedule of projects for airports throughout the state, funded with Federal Aviation Administration funds.

**AMATS** – Anchorage Metropolitan Area Transportation Solutions – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization for Anchorage and charged with developing a Transportation Improvement Program for the Anchorage urbanized area in compliance with the current federal surface transportation law.

**AMHS** – The Alaska Marine Highway System – The department's system of vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.

**Apportionments** – Program funding levels authorized from the federal Highway Trust Fund. These amounts are calculated annually and distributed to states. They are available for four years, typically. Expenditures of apportionments are generally subject to and limited by annually appropriated obligation authority.

**ARRC** – Alaska Railroad Corporation – a state owned agency responsible for management and operation of the Alaska Railroad.

**Bridge Discretionary Program** – A competitive program administered by the FHWA for major bridge replacement or for new bridges that replace ferry routes.

**BIA** – Bureau of Indian Affairs – Some federal funds are allocated directly to the BIA for ultimate distribution to Alaska Native villages. These funds must be included in the STIP but are not controlled or allocated by the State.

**CMAQ** – Congestion Mitigation/Air Quality – A specific funding program targeted to reducing air pollutants in nonattainment areas, specifically Anchorage, Eagle River, Fairbanks and Juneau.

**Community Access Projects** – Priority projects that have been defined to improve community connectivity to the state's transportation networks, improving the movement of people and goods, strengthening local economies and taking advantage of local infrastructure proximity. Funding may include STIP funds or other sources.

**Conformity** – A federally required process used to ascertain if proposed transportation plans or projects will reduce emissions of pollutants in areas that are considered to be in nonattainment. Generally speaking, plans, such as the TIP and STIP and individual projects must be reviewed for conformity. Absent a finding of conformity, such decisions, except for specified categories of projects, plans or projects cannot be implemented in the nonattainment areas.

**CTP** – Community Transportation Program – A program of the Alaska Department of Transportation and Public Facilities that addresses a wide range of community transportation modes, including rural and urban roads, remote, ITS and transit.

**Discretionary Funding** – Several dedicated funding sources wherein projects compete nationally including Ferry Boat, Bridge, Scenic Byways and Public Lands.

**Earmark** – Earmark or earmarked projects have been selected during the Congressional approval process as to funding amount, purpose and geographic location. The state has no authority to change these requirements.

**Environmental Justice** – An emerging federal requirement, based on Title VI of the 1964 Civil Rights Act and Executive Order #12898, 1994. The essence of this Executive Order, pertaining to transportation issues, is the requirement that the delivery of transportation benefits shall be equitable with regard to populations protected under the Civil Rights Act.

**ER or Emergency Repair**—Special federal funding allocated to projects that repair damage caused by natural disaster. We are waiting for reimbursement of expenditures for the Denali Earthquake damage to our highways. Federal appropriations in 2003 were not sufficient to cover the nationwide natural disasters and therefore, Alaska is delaying reimbursement of the Emergency Repairs until additional federal funds are appropriated.

**Forest Highway Program** – A funding program for public highways on federal lands administered directly by the FHWA. In Alaska this program uses a three-agency project selection committee including FHWA, the US Forest Service and ADOT&PF. These funds must be included in the STIP but are not controlled or allocated by the state.

**Ferry Boat Discretionary Program** – A program administered by the FHWA for ferry and terminal projects. Under TEA-21 Alaska receives \$10 million annually in specified

funds from the program and is further eligible for nationwide competition for the unspecified portion of the program.

**FAA** – Federal Aviation Administration – The federal agency of the US Department of Transportation responsible for funding airport and aviation projects.

**FFY** – Federal Fiscal Year – The period October 1 – September 30. For example, the FFY 2004 is the period October 1, 2003 – September 30, 2004.

**FHWA** – Federal Highway Administration – The federal agency of the US Department of Transportation responsible for funding highways, trails and ferry projects.

**FMATS** - Fairbanks Metropolitan Area Transportation System – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization for the North Star Borough and Cities of Fairbanks and North Pole. The MPO is charged with developing a Transportation Improvement Program for the Fairbanks urbanized area in compliance with the current federal surface transportation law.

**FRA** – Federal Railroad Administration – The federal agency of the US Department of Transportation responsible for railroad issues.

**FTA** – Federal Transit Administration – The federal agency of the US Department of Transportation responsible for funding transit projects.

**High Priority Funding** – Dedicated funds for specific projects established in federal law. Also known as demonstration (demo) or earmarked projects.

**Industrial Access Projects**—Priority projects identified to enhance the state's economic development through transportation infrastructure investment. Funding may be STIP or other sources.

**ISTEA** – Intermodal Surface Transportation Efficiency Act of 1991 – An act of Congress providing funding authorization for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997. This law was responsible for some new programs, such as CMAQ and Transportation Enhancements, and implementing the STIP planning requirements.

**ITS** – Intelligent Transportation System – A range of technologies designed to improve the effectiveness of existing and new transportation investments. There are several possible ITS applications within Alaska that are under consideration.

**MPO** – Metropolitan Planning Organization – The forum for cooperative transportation decision making for an urbanized area involving multiple government agencies. In Alaska, Anchorage and Fairbanks are the only MPOs, known as AMATS and FMATS respectively.

**NAAQS** – National Ambient Air Quality Standard – Standards established in the Clean Air Act for various pollutants. Those most concerning Alaska transportation issues are CO (carbon monoxide) and PM (particulate matter – dust and smoke).

**Needs List** – Transportation Needs and Priorities in Alaska – A document of the Alaska Department of Transportation and Public Facilities that lists all desired transportation projects in the state, including highways, ferries, trails, transit, airports, harbors, and buildings. The Needs List is used as a starting point for preparation of the STIP.

**NHS** – National Highway System – The most important highways and ferry routes in the United States. Congress must approve NHS designations based on recommendations by the FHWA.

**Nonattainment Area** – A designated geographic area, which based on long-term air quality sampling, has been found to be in nonattainment for one or more NAAQS. In Alaska, there are four nonattainment areas: Juneau-Mendenhall Valley, Anchorage, Eagle River and Fairbanks.

**Non-metropolitan consultation rule** – changes to federal regulations (23 CFR 450) were instituted in February 2003 requiring state's to institute new procedures for consulting with non-metropolitan area local officials on transportation planning issues, including the Statewide Transportation Plan (SWTP) and the Statewide Transportation Improvement Program. These new procedures must be adopted by ADOT&PF by February 24, 2004.

**Obligation Authority** – The total amount of federal highway funds that can be authorized for projects in a given FFY. This amount results from annual Congressional appropriations and has historically been less than the annual total program apportionments authorized by TEA-21 and predecessor legislation.

**PEB** – Project Evaluation Board – The board empowered to evaluate and score projects; it is a team of managers from the Alaska Department of Transportation and Public Facilities. There is a board for surface transportation and another for aviation.

**Public Lands Discretionary** – A program administered by the FHWA under Federal Lands Highways for highways on public lands. Alaska can apply for nationwide competitive funds annually.

**Regional Transportation Plan** – Also known as an "area transportation plan", a detailed multimodal plan for a region or geographical area within Alaska prepared by the ADOT&PF. As defined, the regional transportation plans are an element of the SwTP and comprise the recommended projects for the SwTP for a given region. Several regional transportation plans are currently in progress. The plans for Southeast Alaska, Prince William Sound and Yukon-Kuskokwim Area Plans are complete. The Northwest Area Transportation Plan will be complete after public review is finished and assimilated. The Southeast Alaska Transportation Plan is being updated.

**SHAKWAK/Alaska** – Otherwise unusable federal program authorization transferred to a special fund. These funds do not require state match and have no expiration date. SHAKWAK funds, by federal law, are limited to projects for the AMHS and Haines Highway.

**SHAKWAK/Canada** – Special funds available for use on the Alaska Highway and Haines Cutoff in Canada. These funds do not decrease Alaska's share of federal-aid highway funding.

**SIP** – State Implementation Plan – A state (ADEC) prepared plan defining how the NAAQS will be met in areas currently defined by the US EPA as not meeting national standards for air quality. Transportation elements called for in the SIP are eligible for CMAQ funds and must be implemented in the year defined in the SIP.

**STIP** – State Transportation Improvement Program – A staged, multi-year, statewide, intermodal program of surface transportation projects which is governed by surface transportation regulations and funded primarily with surface transportation program funds. The STIP is prepared by ADOT&PF and is approved by FTA and FHWA.

**SwTP** – Statewide Transportation Plan – A federally required plan upon which projects in the STIP are developed. In Alaska the SwTP is a policy plan for the state as a whole. Regional plans are prepared for individual areas of the state, which outline recommended projects and are each an element of the Statewide Plan.

**TCSP** – Transportation and Community and System Preservation Program – A discretionary grant program providing funds for comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.

**TEA-21** – Transportation Equity Act for the 21<sup>st</sup> Century – The most current law describing the surface transportation policy of the United States and making program allocations for funding in various categories to the states. The law is valid from 1998 – 2003 and has been extended until March 1, 2004.

**TIP** – Transportation Improvement Program – A subset of the STIP developed by AMATS or FMATS for transportation projects within the MPO boundary.

**"Time Trap"** – By federal highway regulations, a project must proceed to the earlier of construction or right of way acquisition within 10 years. The consequences are that the state may have to repay any expenditures that have been reimbursed.

**TRAAK** – Trails and Recreational Access for Alaska – A program of the ADOT&PF and the Alaska Department of Natural Resources that address trails, scenic highways, recreational access points and interpretive facilities.

# Alaska State Legislature

SENATOR  
**BEN STEVENS**  
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*Session:*  
STATE CAPITOL  
JUNEAU, AK  
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Senate District X

## MEMORANDUM

Date: January 29, 2004

To: Senator Bert Stedman, Chairman  
Senate Committee on Community & Regional Affairs

From: Senator Ben Stevens *BAS*

Re: Hearing Request for Senate Bill 260

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I respectfully request a hearing for Senate Bill 260, an act relating to metropolitan planning organizations and to the establishment of a metropolitan planning organization for the Anchorage metropolitan area.

SB 260 adds two Anchorage legislators to the policy committee for AMATS, the Anchorage metropolitan planning organization, increasing it from five to seven members. The intention of this legislation is to improve and facilitate the coordination of transportation planning between the municipality, state government and the residents of Anchorage.

*Kristy Tibbles #5078*

# Alaska State Legislature

SENATOR  
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*Session:*  
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## Senate District X

### Senate Bill 260: Metropolitan Planning Organizations

Federal transportation planning laws require the designation of a metropolitan planning organization (MPO) for urbanized areas with a population of at least 50,000. It requires the State of Alaska and the metropolitan planning organization to coordinate a continuing, cooperative, and comprehensive transportation planning process. The Federal Highway Administration provides the latitude for states and MPOs to establish a policy body, which shall include local elected officials, transportation officials and appropriate state officials. The membership of policy committees vary across the United States, some of which include state legislators.

Alaska currently has two designated metropolitan planning organizations; the Fairbanks Metropolitan Area Transportation System (FMATS) and the Anchorage Metropolitan Area Transportation Solutions (AMATS). Senate Bill 260 establishes metropolitan planning organizations (MPO) under state statute and modifies the makeup of the policy committee for Metropolitan Planning Organizations with a population of greater than 200,000 residents by adding two legislators.

The AMATS policy committee consists of five members: the Mayor of Anchorage, two members of the Anchorage Assembly, and a representative from both the State Departments of Transportation and the Environmental Conservation. To provide a more adequate level and broad range of representation for residents, Senate Bill 260 would add two Anchorage-area legislators to the policy committee; one member each from the senate and house. This increases local representation on the committee from three to five members, which will improve the public process and better inform Anchorage residents. It will also help to facilitate a more coordinated process between the State and Municipality to successfully address Anchorage's transportation needs.

The current process of prioritizing and allocating funding for transportation projects within Anchorage is very difficult to understand and has long been the source of significant discontent among Anchorage residents. It's time to change the process to be more responsive to the needs of the community.

# SENATE COMMITTEE REPORT

## First Committee of Referral

DATE: 1/12/04

FURTHER: Transportation

Date of 5-Day Notice: \_\_\_\_\_  
(in accordance with Uniform Rule 23)

DATE TURNED  
IN TO OFFICE: 2/9/04

Community and Regional Affairs Committee considered SENATE BILL NO. 260

### SB 260 METROPOLITAN PLANNING ORGANIZATIONS

"An Act relating to metropolitan planning organizations and to establishment of a metropolitan planning organization for the Anchorage metropolitan area; and providing for an effective date."

and recommends:

- be replaced with \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- adopt previous \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- attached amendment(s)
- adopt Letter of Intent by \_\_\_\_\_ Committee
- further referral to \_\_\_\_\_ Committee

**Senate Bill:**  
 Same Title  
 New Title

**House Bill:**  
 Same Title  
 Technical Title Change  
 New Title w/ SCR # \_\_\_\_\_

**NEW FISCAL NOTE(S):**

Department	Date	Fiscal	Indet.	Zero	FN#
DOT	1/25/04			X	1

**PREVIOUS FISCAL NOTE(S):**

Department	Date	Fiscal	Indet.	Zero	FN#

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	Do PASS	Do NOT PASS	No REC	AMEND
	✓			
	✓			
CHAIR:	✓			

# FISCAL NOTE

STATE OF ALASKA  
2004 LEGISLATIVE SESSION

Fiscal Note Number: \_\_\_\_\_  
Bill Version: SB260-DOT-CO-1-29-04  
( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DOT&PF  
Title An Act relating to municipal planning RDU Administration & Support  
organizations \_\_\_\_\_ Component Commissioner's Office  
Sponsor B. Stevens  
Requester \_\_\_\_\_ Component No. 530

**Expenditures/Revenues (Thousands of Dollars)**

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ( )						
------------------------	--	--	--	--	--	--

**FUND SOURCE (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2004) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*

Prepared by: John MacKinnon Phone 465-6973  
Division Deputy Commissioner Date/Time 1/29/04 4:31 PM  
Approved by: John MacKinnon for Mike Barton, Commissioner Date 1/29/2004  
Agency Department of Transportation and Public Facilities

# FISCAL NOTE

**STATE OF ALASKA**  
**2004 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: SB 260  
 () Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DCED  
 Title Metropolitan Planning Organizations RDU Comm Assist & Ec Dev (119)  
 Component Community Advocacy  
 Sponsor Senator Ben Stevens  
 Requester Senate Community & Regional Affairs Component No. 2743

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2004) cost: 0.0  
 Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This legislation establishes a metropolitan planning organization for Anchorage and designates membership. It has no fiscal impact on the operations of the division.

Prepared by: Gene Kane, Director Phone (907) 269-4580  
 Division Community Advocacy Date/Time 2/6/04 12:41 PM  
 Approved by: Edgar Blatchford, Commissioner Date 2/6/2004  
 Agency Department of Community & Economic Development