



**ALASKA MUNICIPAL LEAGUE
RESOLUTION #2010-14**

**A RESOLUTION OF THE ALASKA MUNICIPAL LEAGUE IN SUPPORT OF LEGISLATION
ESTABLISHING REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS (RTPO) IN
THE STATE OF ALASKA**

WHEREAS, transportation planning in Alaska is developed primarily by the Alaska Department of Transportation & Public Facilities (ADOT&PF), along with the two established Metropolitan Planning Organizations (MPO) in Anchorage and Fairbanks; and

WHEREAS, rural and smaller communities often find that their input is given inadequate value and priority when local transportation plans are developed; and

WHEREAS, the ADOT&PF's current Non-Metropolitan Local Official Consultation Policy limits the role of local government and tribal officials in rural and smaller communities to that defined in 23 CFR (Code of Federal Regulations) 450.212 (h) & (i), that require states to have a documented process for consulting with non-metropolitan local officials for both the statewide transportation improvement program and the statewide transportation plan; and

WHEREAS, Regional Transportation Planning Organizations (RTPO) provide a forum for local input on transportation issues impacting regions of 100,000 or less; and

WHEREAS, 23 CFR 450.104 enhances consultation requirements with specific definitions of a tiered set of terms, including "consideration," "consultation," "cooperation," and "coordination," with "coordination" representing the top tier with MPOs; and

WHEREAS, "consideration" means that one or more parties takes into account the opinions, actions, and relevant information from other parties in making a decision or determining a course of action; and

WHEREAS, "consultation" means one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken; and

WHEREAS, "cooperation" means the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective; and

WHEREAS, "coordination" means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate; and

WHEREAS, RTPOs are similar in nature and structure to MPOs and will strengthen the current requirement for state DOTs to partner with local elected and appointed officials from “consultation” to “cooperation,” as defined under federal law; and

WHEREAS, RTPOs serve as a link between state DOTs, elected officials (both local and tribal), and citizens in ensuring there is formal and continuous input from regional leaders and stakeholders into the statewide transportation planning and decision making process; and

WHEREAS, RTPOs provide technical assistance to local governments, assist with public involvement, facilitate participation of local officials in the statewide planning process, assist with applications for Transportation Enhancement grants, and develop regional priorities for the STIP, among other activities relevant to the region; and

WHEREAS, RTPOs may bring more transportation funding to rural Alaska where many transportation funding requirements are currently often too stringent for small population numbers; and

WHEREAS, RTPOs will permit locals to have more input into the sustainability and appropriate design of projects and plans in their respective regions, ensuring that technology relevant to rural Alaskan conditions is implemented; and

WHEREAS, RTPOs in Alaska will provide an information clearinghouse to oversee research and education on financing mechanisms to make the planning process easier; and

WHEREAS, RTPOs are an effective and recognized planning tool utilized by twenty-nine (29) other states, while none currently exist in Alaska; and

WHEREAS, RTPOs are typically established through an agreement or contract with state DOTs to perform a variety of activities: e.g., managing planning activities, data collection and analysis, and facilitating the public participation process; and

WHEREAS, there is a need to strengthen the current requirement for ADOT&PF to partner with local elected and appointed officials from the “consultation” to “coordination” level, as defined under federal law.

NOW, THEREFORE BE IT RESOLVED that the Alaska Municipal League supports legislation establishing Regional Transportation Planning Organizations in the State of Alaska.

BE IT FURTHER RESOLVED that appropriate changes be made in Department of Transportation and Public Facilities regulations and policy to reflect the enhanced “coordination” requirements for transportation planning organizations such as RTPOs in Alaska.

PASSED AND APPROVED by the Alaska Municipal League on this 20th day of November, 2009.

Signed: _____


Mayor Bert Cottle, President, Alaska Municipal League

Attest: _____


Kathie Wasserman, Executive Director, Alaska Municipal League