

1/21/10
UPDATE:
DOT & PF

Department of Transportation and Public Facilities

January 2010 Update

Frank Richards, P.E.
Deputy Commissioner
January 21, 2010

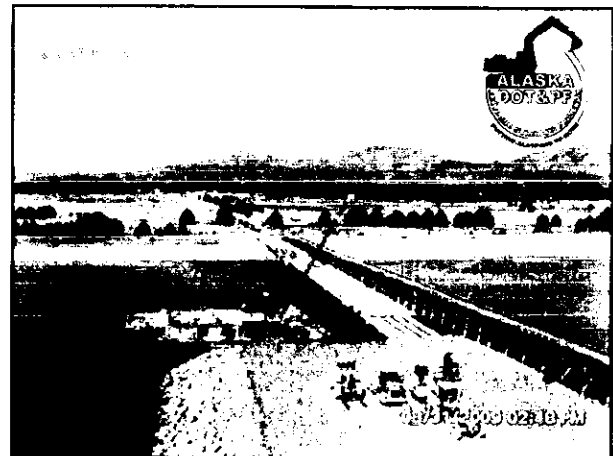


Overview

- ARRA / Jobs for Mainstreet Update
- Reason Foundation Mis-information
- Governor's Initiatives
- FY 2011 Budget
- Accomplishments
- Emergencies
- Successes

ARRA Update

- Surface Transportation
 - Obligated \$131.5M
- Aviation
 - Obligated \$73.4M
- Transit
 - Obligated \$9.1
- New web site:
 - www.dot.state.ak.us/econstim





Jobs for Main Street Act

- Passed the House
- Surface Transportation Funding
 - \$178.5M for Alaska
- Big Difference = 90 days to contract

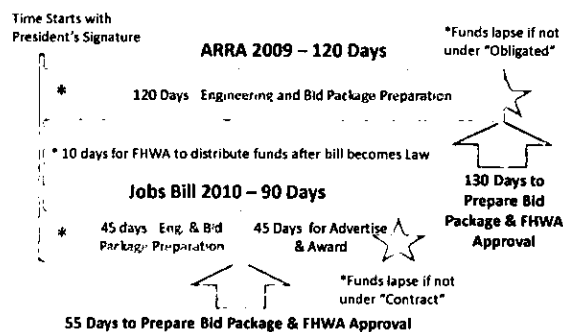


Jobs for Mainstreet (cont.)

- Requested projects from community and tribal governments
- STIP amendment out to public notice – comments due 2/1/10 for 1st 50%
- Anticipate additional amendments for projects for 2nd 50%



Timelines Compared



Alaska's Highways Worst in the Nation?

Alaska's highway system is the worst in the nation when it comes to cost-effectiveness and performance, according to Reason Foundation's 12th Annual Highway Report rankings released today.

December 17, 2009

Alaska DOT&PF Disagrees and Here's Why

12th Annual Report on the Performance of State Highway Systems (1994-2007/8)

by David L. Harkey, Ph.D., Ed. Ann E. Rossmore, and M. Gregory Fields
Project Director: Adam T. Adams, Ph.D.

Reasoning is Flawed and Does Not Account for Alaska's Unique Highway System

- Measures roughness of rural highways
 - does not account for extensive gravel sections of Dalton, Elliot, Taylor, and Denali Highways
- Measures roughness of rural interstates
 - does not account for 1000+ mile AK Interstate's unique characteristics (two-lane, local access, poor existing highway geometrics)
- Compares 4 categories of funding on per mile basis
 - does not account for substantial allocations to longest state owned ferry system in the nation

Reasoning is Flawed

- Statistical method = one bad ranking (Rural Highway Roughness - Gravel Roads) overwhelms good rankings in other categories (funding, congestion, highway standards and safety)
- Alaska's highway system is unique:
 - Federal rules allow unique interstate system
 - Design, construction, and maintenance over discontinuous permafrost
 - Dalton Highway (400+ mile arctic highway to access important national industrial complex)
 - Shortest construction season in nation
- Report is skewed = national comparison of 11 categories. Comparison of Alaskan Highways to lower 48 highways and interstates is apples to oranges
- DOT&PF is proud of its highway system and employees who daily design, construct, and maintain these highways in the harshest conditions of the U.S.

Governor's Initiatives

- Deferred maintenance 25M of ~~\$148~~ 150M
- Highway safety corridors
- Roads to Umiat and Nome
- Crime lab \$75M
- Dalton Highway *Contd.*

FY 11 Budget

- Operating Budget
 - \$542,985,800
 - \$236,182,400 GF
 - \$306,825,700 Federal and Other Funds
- Capital Budget
 - \$823,312,500
 - \$149,884,700 GF
 - \$673,427,800 Federal Funds

also match is key to see match

3,400 employees

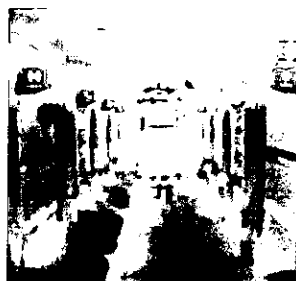
Accomplishments in 2009

Sen Menard wants to know how many professionals are DOT vs. private contractors.

Ted Stevens International Airport A & B Concourses

On-Schedule and Under Budget!

- Opened for Business on November 2, 2009
- Passenger/Baggage screening centralized
- A&B concourses 352,000 ft² renovation



*8.6M
36. M
45M for match out of GF of Capital*



Fairbanks Passenger Terminal

**On-Schedule
Under Budget!**

- Opened May 7, '09
- Authorized \$96.2M
- Cost \$92.3M

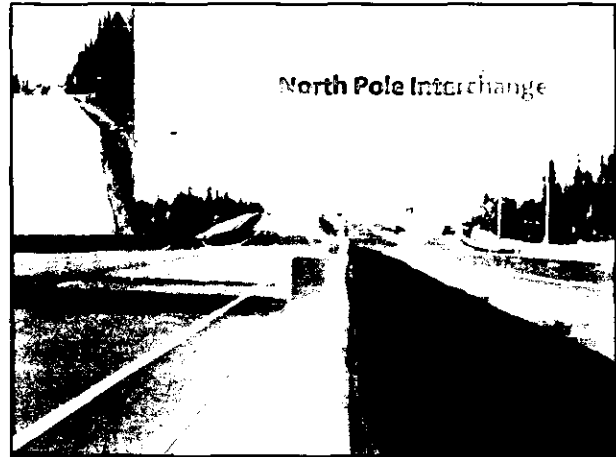


Fairbanks Runway Reconstruction and Cargo Stand Construction



Dowling Road Extension





Alaska Marine Highway System

- 92% on Time Departures
- Shedule
 - Winter '09 /Spring '10 released July 17th
 - Summer '10 schedule released October 1st
- Power Management /Fuel Savings
- Alaska Class Ferry
 - \$60 M in the STIP, \$60 M FY10 capital appropriation
 - Design complete in summer 2010

Highway Safety Corridors

- Education
 - Includes distracted and aggressive driving
 - <http://www.youtube.com/user/asthwsads#plu>
 - <http://www.youtube.com/watch?v=sjmAy2Q4BRY>
- Enforcement
 - Bureau of Highway Patrols 2nd year
- Engineering
 - KGB & Vine Rd; KGB & Fairview Loop signals
 - Sterling Hwy Rut repair

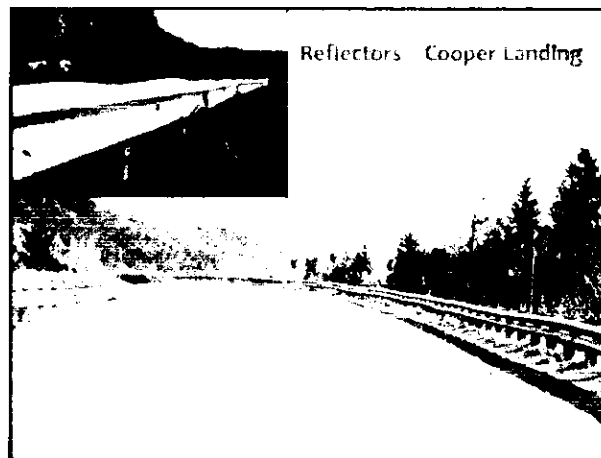
Safety Projects Elsewhere

Pedestrian Countdown Signals

- Reduce pedestrians crashes by 25%

- Started in Anchorage & Fairbanks in 2009

- 2010 complete Anchorage, Matsu and Kenai



Reflectors Cooper Landing

Rumble Strips

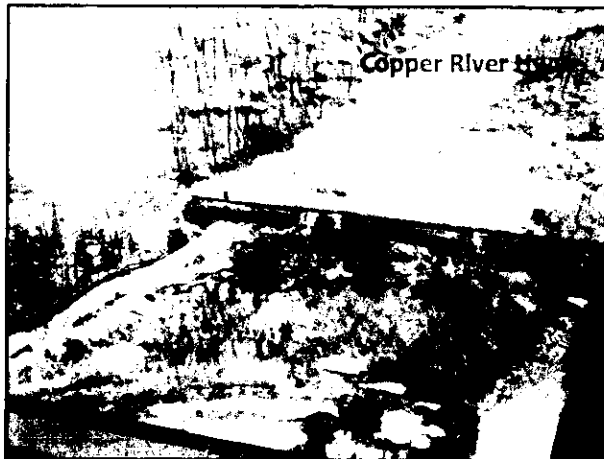
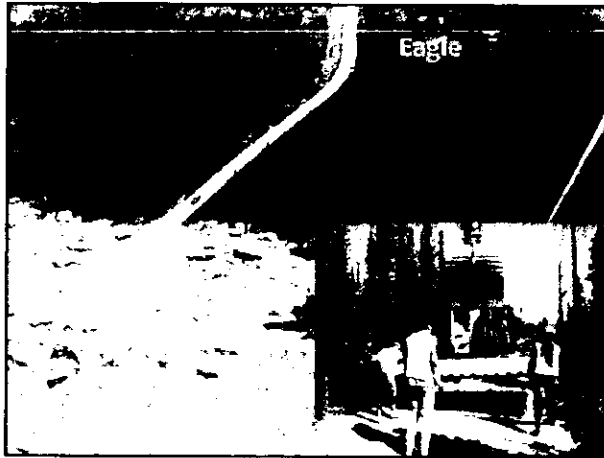
- Installed on the Richardson Highway – 2009

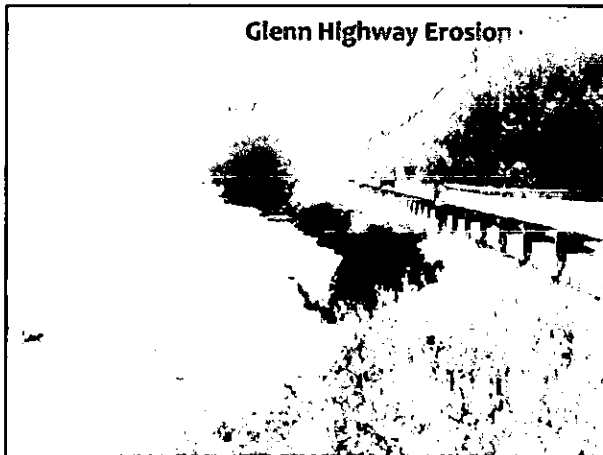
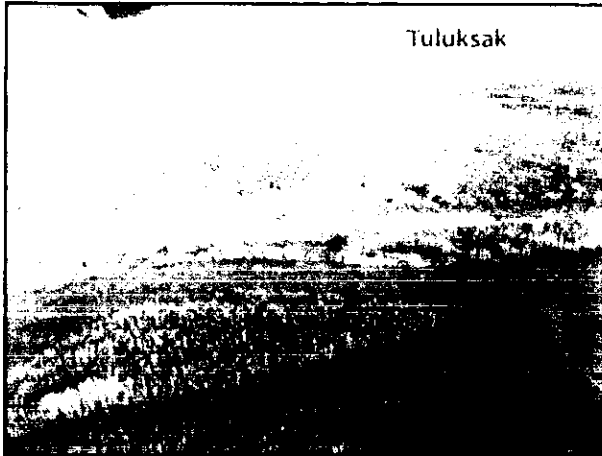
- Highway Safety Corridors – to be constructed in 2010



Emergency Response

- Flooding
- Portage Road to Whittier Tunnel
- Glenn Highway Erosion





Maintenance & Operation

- Maintain 15,221 lane miles, 256 airports
- M&O is half of DOT&PF's GF budget
- \$11.2 M FY10 increment:
 - Snow removal on sidewalks in Anchorage, Juneau, Fairbanks
 - Anti-icing efforts at rural airports
 - Safety items: guardrail, signs, lights, striping and markings on roads and airport

Anchorage Street Sweeping

- Highways and Arterials
 - 2 times by June 1
 - 1 time between June 1 & Aug. 1
 - 1 time between Sept. 1 & Oct 1
- Secondary Roads
 - 1 time by June 1
 - 1 time between June 1 & Aug. 1
 - 1 time between Sept. 1 & Oct 1



Worked with legislators

- Committee Meetings
- House Transportation Committee Education
- Dalton Highway Trip



DOT&PF Successes

- Fatality rate dropped over 24% between 2006 – 2007
- ARRA and regular program
- Department safety
 - 3.2 injuries/illness per hundred employees
- Rescues

Taku Crew Receiving Coast Guard Award



THANK YOU

Executive Summary

With the signing of Administrative Order 243 on October 14, 2008 the Governor's Coordinated Transportation Task Force (CTTF) was officially assigned the responsibility to study and make recommendations on how the State can coordinate the provision of "cost-effective, community-based transportation services to persons with special needs."

The Community Transportation Association of America describes coordination as the efficient and effective use of transportation resources for getting people to important destinations, such as jobs and medical appointments. Coordination means working with transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options by way of modes, routes, and providers. Coordination ensures the connectivity between these options.

Coordination takes on its own unique meaning in Alaska. Here, transportation in distant locations may be viable only by dog sled or boat to an air taxi, from which to access a commercial airplane or bus route. In a state where more than 150,000 people live off the limited state highway network, and where more than 25 percent of the population is projected to be people with special needs - seniors, low income, and people with disabilities - effective coordination of service delivery is challenging, at best.

Funding availability and practices compound the challenge. A number of different federal funding sources come to Alaskan agencies to support people with special needs - for sometimes different, complementary, or similar services. Agencies must work across systems in order to leverage and coordinate those dollars. Human-service public transportation features the coordination of public transportation systems with human service agencies and providers responsible for making transportation resources available to their clients.

Dollars are short. An Alaska Municipal League study shows that even the most aggressive options to fund the transportation need from user fees in Alaska cannot meet the need, and the study did not address public transportation options.

To qualify for Federal Transit Administration dollars that support public transportation options for people with special needs, match funds must be identified. Federal grants to support capital needs (vehicles, preventative maintenance and infrastructure) require local match of 10-20 percent of the total.

Requirements of various funding programs differ as to eligibility for federal operating funds. Federal funding programs for operational support require a 50 percent match. Each community typically must fund a significant portion of its operating budget from (in addition to fare-box and user contributions)—the same sources of revenue that compete for education, police, fire, library and park services. In most communities, a ready source of revenue sufficient to meet the need is difficult to come by, leaving operating funds for public and human-service transportation systems in short supply.

The CTTF worked methodically through each of the duties it was assigned. During 2009 the CTTF held five (5) face-to-face meetings and six (6) teleconference calls with webinars to pursue their

study and generate this Recommendations Report. All meetings were open and provided opportunities for public comment. The Department of Transportation and Public Facilities maintained a website on the group's behalf, and the Alaska Mobility Coalition provided links to the same. The website provided access to CTTF materials and products. Furthermore, the group presented and in a workshop format shared and collected input on the draft recommendations at the statewide Alaska Community Transportation Conference held in Anchorage on October 27-29, 2009. The draft report was released for official public comment on November 23, 2009.

The CTTF Recommendations provide a framework for the State of Alaska to more effectively serve people with special needs by generating and sustaining a coordinated transportation environment. The first set of recommendations, presented for near-term consideration and implementation, generate a framework that provides for:

- State level policy to support and sustain such an environment.
- Deliberately collected and managed data to guide effective decision-making.
- Local-level leadership and flexibility to generate systems that recognize unique local needs and contexts.

The CTTF recommends that:

1. The State of Alaska enact a statute that institutionalizes and requires coordination of community-based transportation services that utilize state and federal grant funding. The statute would:
 - A. Establish a Governor-appointed Coordinated Transportation Commission, composed of a broad cross-section of agencies with responsibility for transportation, related human-services, and advocates for special populations. The Commission would be established for a four-year period, with a review at that juncture to determine whether to continue or to sunset the Commission. The Coordinated Transportation Commission would have lead responsibility for ensuring the coordination of state level resources. This would be accompanied by a funding commitment that will not negatively impact the existing limited funding for public transportation activities throughout the state. The Commission would:
 1. Generate and periodically update a Statewide Human-Service Public Transportation Coordinated Plan which builds on the recommendations issued in this report and incorporates statewide involvement in its generation.
 2. Identify, coordinate and leverage collective state agency resources so that they are most efficiently and effectively providing transportation services to persons with special needs
 3. Identify and address barriers to coordination in addition to those identified and addressed in this report as the coordinated system evolves and matures.
 4. Advocate for a uniform budgeting structure that tracks and reports transportation expenditures on state clients.

5. Develop and establish performance measures that identify entities who receive any type of public funding and measure coordination efforts through a statewide data base.
 6. Articulate issues of policy and decision-making criteria associated with coordination plan implementation.
 7. Develop a minimum taxicab standard for state-owned facilities such as airports and ferries to ensure those with disabilities are not overlooked.
 8. Identify and address barriers to coordination associated with vehicle insurance, including cost, joint coverage, policy writing, and the sharing of publicly funded transportation vehicle assets.
 9. Prepare an annual report to the State Legislature that summarizes the status of coordinated transportation within the state and make recommendations as appropriate.
- B. Authorize the Department of Transportation and Public Facilities to manage the matching program for Federal Transit Administration and state transit funds according to criteria established by the Commission.
 - C. Ensure local entities have statutory authority to prepare local Human-Service Public Transportation Coordinated Plans.
 - D. Require applicants for federal or state transit funds to respond to priorities established in their local Human-Service Public Transportation Coordinated Plan.
2. The State of Alaska makes specific state funds available to support operational expenses for human-service public transportation projects and providers (which in turn can be identified as match for additional federal funds) during its annual appropriation process. Part of the Commission's responsibility would be to establish programmatic areas and measureable outcomes for funding recipients in order to demonstrate and ensure the benefits of the investment in human-service public transportation.
 3. The State of Alaska enrich and enhance the human-service public transportation coordination planning processes by revising and updating coordination planning guidance documents and providing increased technical assistance. The support and guidance is intended to be directly responsive to helping identify local needs and build local awareness and capacity. The assistance program would:
 - A. Generate increased awareness and understanding about the range of funding opportunities available to support human-service public transportation coordinated planning;
 - B. Help foster the engagement of a variety of stakeholders and specifically local human service agencies in the planning process in order to best identify individualized local needs and how to meet them;

- C. Outline and encourage meaningful and innovative coordination opportunities, including providing a list of best practices (i.e. coordination respective to winter maintenance, school districts, vehicle use and sharing vehicles, etc.);
 - D. Capitalize on existing data collection resources including the National Transit Database and the Alaska Public Transportation Management System database to expand inputs to support performance measure initiatives, identify coordination partners and leverage and resources;
 - E. Communicate and support the utilization of mobility management practices (using a single point of contact to take calls on a local and regional level to coordinate the provision of services for the client) and securing mobility managers; and
 - F. Provide technical assistance for the coordination planning and funding application processes.
4. The State of Alaska fund and conduct a statewide needs assessment of Alaskans with special needs to clearly identify the scope of the transportation need. This data will help support local coordination planning efforts and identify previously unidentified needs and gaps. At a minimum, update this data every four years. Through the process of conducting local coordinated planning, additional and increasingly specific local needs will be identified to further inform the assessment data.

The CTTF also generated a set of "operational-level recommendations" in response to their task to develop mechanisms and incentives to support coordinated efforts and effectively meet needs. The CTTF specifically seeks an opportunity for broad public input on the further development of the draft operational-level recommendations.

The CTTF Recommendations acknowledge and work to address the needs and influences of the various programmatic levels—federal, tribal, state and local—that influence and support human service public transportation efforts. They present a strategy to address what we know, seek out what we don't know, track cost and coordination efforts, and generate an infrastructure that supports coordination. They are not a final solution; they are important strategies to engage all stakeholders with responsibilities for transportation services and affect a system which stimulates coordination. Implementing these recommendations will grow and sustain a culture designed to efficiently and effectively provide transportation services for people with special needs.

On November 17, 2009, Governor Sean Parnell extended the life of the CTTF through April 15, 2010 by signing Administrative Order number 252. Some CTTF members and stakeholders were instrumental in requesting this recommendation, hoping to increase CTTF member availability to present and pursue the recommendations outlined in this report, and specifically to help see to fruition the establishment of a Coordinated Transportation Commission convened to oversee the implementation of these recommendations and to further develop a state infrastructure that sustains the coordinated environment into the future.



**Governor's
Coordinated
Transportation
Task Force**

PROPOSED FINAL
DRAFT
Recommendations
Report

January 13, 2010



DATE

Governor Sean Parnell
State of Alaska
P.O. Box 110001
Juneau, AK 99811-0001

Dear Governor Parnell:

The Governor's Coordinated Transportation Task Force (CTTF), tasked under Administrative Order 243 to "facilitate and enhance the coordination and integration of community-based public transportation services for the benefit of persons with special needs," is pleased to present this Recommendations Report to the State for consideration and implementation.

Coordination is the efficient and effective use of transportation resources for getting people to important destinations, such as jobs and medical appointments. Coordination means working with transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options by way of modes, routes, and providers. Coordination ensures connectivity between these options.

These recommendations provide a framework for the State of Alaska to more effectively serve people with special needs by generating and sustaining a coordinated transportation environment.

The CTTF members participating in this process endorse this approach, support the legislative changes it proposes, and commit to its implementation, as demonstrated by the member signatures included in Appendix A.

On behalf of the CTTF, I thank you for this opportunity to serve the State through this important collaborative effort.

Sincerely,

Jeff Ottesen, CTTF Chair
Director, Division of Program Development
Department of Transportation and Public Facilities

Coordinated Transportation Task Force

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Thank You

The Governor's Coordinated Transportation Task Force would like to thank the many individuals who participated, provided information, listened, and made comments and suggestions throughout the CTF's study, deliberations and recommendations development process. Some of these involved stakeholders who gave of their time and experience to inform this process include:

Bethel Senior Center
Jewellee Bell, Department of Administration
Michael Black, Department of Commerce, Community and Economic Development
Jason Burke, State ADA Coordinator
Tara Callear, Fairbanks Metropolitan Area Transportation System
Kim Champney, REACH, Inc.
John Cramer, Chief of Staff, Lieutenant Governor's Office
Art Delane, Access Alaska
James Farrington, Department of Education and Early Development
Kathy Fitzgerald, Developmental Disabilities Committee
Donna Gardino, Fairbanks Metropolitan Area Transportation System
Edward Graff, Fairbanks North Star Borough
Rebecca Greenberg, Palmer Senior Citizens Center
William Herman, Alaska Mental Health Trust Authority
Jody Karcz, People Mover
John Kern, Capital Transit
David Leone, Fairbanks North Star Borough
David Levy, Alaska Mobility Coalition
Lucas Lind, Alaska Mental Health Trust Authority
Laura Manley, NAMI-Juneau
Joan O'Keefe, Southeast Alaska Independent Living
Participants in Alaska Community Transportation Conference, 2009
Barb Singleton, Community Transportation Association of America
Connie Sipe, Center for Community
Rebecca Traylor, Fairbanks North Star Borough Public Transit Advisory Council; Access Alaska
Melissa Wills-Markigraf, Salcha's Neighborly Organization
Rick and Juanita Webb, Wallbusters
Jerry L. Woods, Tanana Chiefs Conference Transportation

Contents

Executive Summary	vii
Introduction	1
Transportation for People with Special Needs	5
Value of Coordination	19
Recommendations	21

Tables

Table 1: Persons with special needs by population	5
Table 2: Local contributions to human-service public transportation	11

Graphs

Graph 1: Coordination across entities leverage resources, eliminates duplication of effort, Fills gaps	9
Graph 2: Nationwide funding for all U.S. Transit Systems	10

Maps

Map 1: Alaska's State Highways	6
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Appendices

Appendix A: CTTF Signature Page	27
Appendix B: Administrative Order 243	29
Appendix C: Alaska State Agency Human-Service Transportation	33
Appendix D: CTTF Draft Operational-level Recommendations	35
Appendix E: Administrative Order 252	37

References and Resources	39
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Letters of Support	41
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Introduction

Coordination is the efficient and effective use of transportation resources for getting people to important destinations, such as jobs and medical appointments. Coordination means working with transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options by way of modes, routes, and providers. Coordination ensures the connectivity between these options.

With the signing of Administrative Order 243 on October 14, 2008 (Appendix B), the Governor's Coordinated Transportation Task Force (CTTF) was officially assigned the responsibility to study and make recommendations on how the State can coordinate the provision of "cost-effective, community-based transportation services to persons with special needs."

Building upon existing experience and successes throughout state agencies, private entities and Alaska Tribes, the CTTF is to further the coordination and sharing of transportation resources through "improved interagency planning at the state level." Specifically, the Administrative Order asks the CTTF to "maximize the availability of community-based transportation services, the sharing of transportation resources among government and private entities providing those services, and the coordination among providers of those services."

Nine representatives and three ex officios were specifically identified in the Administrative Order and appointed by the Governor as participants in this process. The Order and the group also recognized the important roles of other entities and stakeholders who provide or are responsible for the provision of transportation services, and that an effective and comprehensively coordinated system relies equally on their participation and experience. Human-service public transportation features the coordination of public transportation systems with human service agencies and providers responsible for making transportation resources available to their clients.

During 2009 the CTTF held five (5) face-to-face meetings and six (6) teleconference calls with webinars to pursue their study and generate this Recommendations Report. All meetings were open and provided opportunities for public comment. The Department of Transportation and Public Facilities (DOT&PF) maintained a website on the group's behalf, and the Alaska Mobility Coalition (AMC) provided links to the same. The website provided access to CTTF materials and products. Furthermore, the group presented and in a workshop format shared and collected input on the draft recommendations at the statewide Alaska Community Transportation Conference held

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Persons with special needs are

- Physically, developmentally or mentally disabled.
- Senior citizens.
- Preschool children in a Head Start program.
- Public school students.
- Low income individuals.
- Others without access to existing, workable transportation opportunities.

in Anchorage on October 27-29, 2009. The draft report was released for official public comment on November 23, 2009.

The Administrative Order is specific about the audience the CTTF work is intended to support. Persons with special needs as described by the Administrative Order include people with physical, developmental or mental disabilities, senior citizens, preschool children in a Head Start program, public school students, low income individuals, and others without access to existing, workable transportation opportunities.

Much research and work has been done on a national level and in other states to help guide the CTTF work and recommendations. Studies by the Transit Cooperative Research Program, National Cooperative Highway Research Program, U.S. Department of Transportation Federal Transit Administration, and best practices gleaned from other states (specifically the state of Washington) informed the CTTF process and product. Data provided by existing state planning documents for special populations, including the *Alaska Transportation Finance Study Final Report* (January, 2009), *Alaska State Plan for Senior Services, 2008-2011*, and the *2007 Annual Disability Report: Alaska*, illuminated the scope of the populations' needs and underscored the importance of a coordinated system to meet that collective need.

Furthermore, the Region X United We Ride Ambassador from the Community Transit Association of America participated in the process, directed the group to additional resources, and provided consulting services.

The CTTF's process was a deliberate step-by-step response to the following duties assigned to the group in the Administrative Order:

Duty 1

Identify state, federal, and local government agencies and private entities that administer or support community-based transportation services for persons with special needs.

This duty the CTTF addressed at two levels: 1) by utilizing the Alaska Public Transit Management System (APTMS) as a tool to inventory transportation providers, their funding sources, and their resources, and 2) by starting the process to identify and document state and federal agency resources that are



available in Alaska to support community-based transportation activities. The APTMS will continue as an ongoing process to collect data in a manner that can inform and support local coordination efforts; the agency resources as collected to date are provided in Appendix C and underscore the need for increased tracking and coordination of state agency resources.

Duty 2

Identify barriers to coordination at the state, federal, and local levels for those services.

The CTF identified and articulated barriers to coordination and used them as a starting point from which to generate the **CTTF Recommendations**.



CTTF studies a range of resource materials while meeting in Juneau.

Duty 3

Recommend the removal of barriers that prevent coordination of those services.

CTTF Recommendations are presented at two levels. The first set of "policy-level" recommendations generate a statewide infrastructure supported by policy that fosters a culture of coordination and accountability. This provides the framework for coordination and are presented in the body of this report. The second set of recommendations are practical considerations, presented as draft "operational-level" recommendations that affect accessibility for persons with special needs, and are maintained for broad stakeholder input and further development at a later date. These draft operational recommendations are provided in Appendix D.

Duty 4

Propose changes in statutes or regulations that would facilitate coordination of those services.

Proposed changes in statutes or regulations are included in the policy-level **CTTF Recommendations**.

Duty 5

Develop mechanisms and incentives to governmental agencies to coordinate those services through means including collaborative vehicle use, centralized dispatch services, joint or bulk purchase of fuel and vehicles, multi-purpose transportation voucher programs, centralized maintenance, and joint insurance.

Mechanisms and incentives to coordinate services are included in the CTTF draft operational-level recommendations in Appendix D.

Duty 6

Identify available financing for accessible services in communities in this state that have limited or no publicly financed transportation services to serve persons with special needs.

A list of available and proposed ideas for financing accessible services in Alaska communities was generated by the CTTF with a corresponding action plan to communicate that availability through an enhanced local human-service public transportation coordination planning process. A plan for making more resources available to communities is also proposed. This process and proposal is included in the **CTTF Recommendations**.

Duty 7

Develop a mechanism to ensure that services for persons with special needs in this state are coordinated and services are evaluated.

Mechanisms for tracking and evaluating expenditures and coordination are proposed in the **CTTF Recommendations**, along with a statewide needs assessment to provide a meaningful benchmark from which to generate a program to measure effectiveness.

This Recommendations Report is the result of the CTTF's process to address the duties as assigned and to create an infrastructure to better serve persons with special needs through effective coordination and the leveraging of existing resources. The CTTF points out that coordination is a process that occurs at many levels – federal, tribal, state and local. Coordination does not result just because recommendations are made; rather, coordination results from a cultural change among many organizations that act on their commitment to deliver effective and efficient services to people with special needs.



Mobility is a fundamental part of our daily lives.

Transportation for Persons with Special Needs

Mobility is a fundamental part of our daily lives. Our access to medical care, work, school, recreation, cultural events, family functions and shopping influences our quality of life. When we easily get where we need to go, we take it for

granted. When weather threatens our visibility and safety, our economic situation demands frugality, or our physical capacity or geographic location limits our access to services, staples and social activities, mobility is essential. As resources that meet our daily needs become less accessible, the relevance of mobility to our quality life becomes increasingly apparent.

More than 25 percent*
of Alaska's total population is estimated to be comprised
of persons with special needs

	Alaska census 2008	Poverty Status - adults	Poverty Status - children under 18	Seniors over 60	Civilians with a disability	Veterans with a disability	Homes on public assistance
Total	686,293	37,379	19,854	77,608	78,893	17,223	44,907

*Statistics to identify the exact numbers of this population are not possible. These numbers may reflect duplicate counts, but they are also probably not comprehensive.

Table 1: Persons with special needs by populations
U.S. Census Bureau 2008
www.census.gov/acs

Prevalence of persons with special needs and their unique environment

Alaska's senior population is growing faster than almost any other state in the nation. Alaska's total population of 686,293 (2008) features the highest proportion of baby boomers (32 percent) in the nation. By 2030, the *Alaska State Plan for Senior Services 2008-2011* projects that the proportion of seniors age 65 and over will double, comprising 13 percent of Alaska's population. Seniors age 60 and over will make up 17 percent of Alaska's total population. The number of seniors 85 and over is expected to triple during the next 25 years, increasing the number of Alaskans with age related medical conditions such as decreased vision, hearing and memory and cognitive conditions which can affect our ability to get places and our transportation options.

In addition to a growing senior population, the U. S. Census Bureau 2008 *American Community Survey* reports a variety of statistics about people with special needs. Just the numbers of seniors and working age people with disabilities alone indicate that over 25 percent of Alaska's population is comprised of people with special needs. Table 1 presents these numbers and more. While the numbers do not provide a conclusive count, and the potential for duplicate numbers between some of them exists, the prevalence of persons with special needs is illuminated, and the implied need for transportation services significant. The numbers indicate that more than 25 percent of Alaska's population are people with special needs. The

Alaska has:
132,255 public school
students
www.localschooldirectory.com/state-schools/AK

FY 2010
proposed enrollment is 3,299
Head Start Students
<http://www.akheadstart.org>

figure does not take into account Alaska's 132,255 public school students or its 10,831 children eligible for Head Start programs.

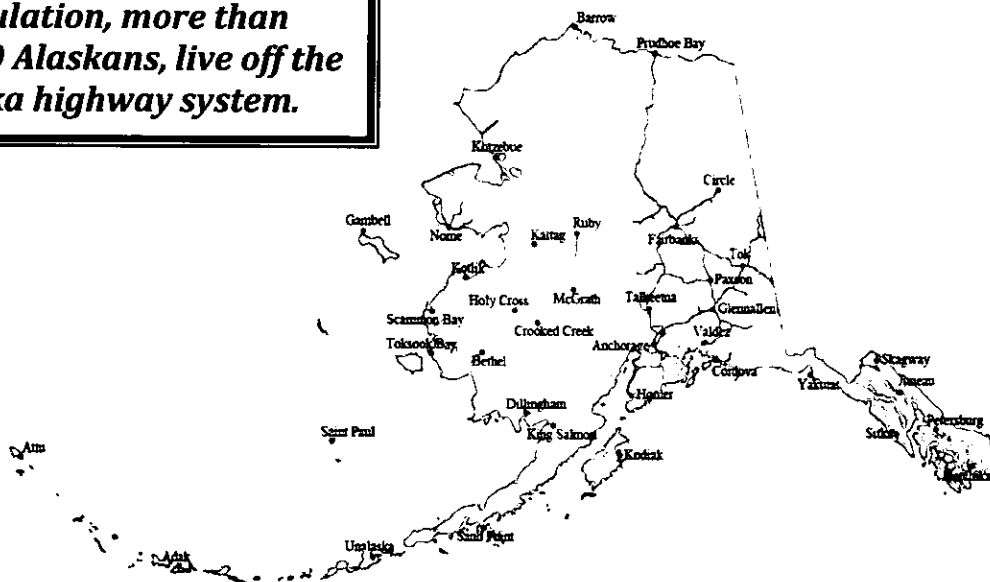
In the future, the state will also need to pay increased attention to the needs of individuals with low literacy or limited English proficiency. The Federal Transit Administration has issued guidance that outlines expectations of fund recipients to improve access to services for these populations in compliance with Title VI of the Civil Rights Act.

Alaska's predominantly rural environment does not make human-service public transportation less necessary; rather, it makes human-service public transportation challenging and absolutely essential to Alaskans' quality of life.

Furthermore, 22 percent of Alaska's population—more than 150,000 people—live off the state's highway system (Greg Williams, Department of Labor and Workforce Development, November 3, 2009). Living in distant locations may be a lifestyle choice; it may also be a necessity. Travel in and out of such areas can be difficult, expensive and hazardous. The *2008 Geographic Differential Study* indicates that "since 1985, communities outside Alaska's Railbelt and off the Alaska road system have seen greater increases in living costs relative to Anchorage," complicating their ability to access alternative modes to get where they need to go. Access to hospitals or major urban centers may be only by air, boat, snow machine, dog sled or some combination thereof.

Stories about transportation challenges abound. An individual Alaskan may have 4-6 legs to a trip by the time he or she leaves their own home and arrives at another important destination within

22 percent of Alaska's total population, more than 150,000 Alaskans, live off the Alaska highway system.



Map 1: Alaska State Highway System

the state. Any such trip may feature any combination and series of travel by dog sled, snow machine, truck, ferry, bus, taxi and airplane. If any one of those legs aren't coordinated or break down, an individual can easily find him or herself stranded.

Map 1 depicts Alaska's state highway system. Clearly transportation options and the connectivity between them is a significant issue for Alaskans. Transportation must support rural lifestyles in distant locations, challenging weather, a dependence on a variety of modes, and a high cost to secure it.

Alaska's predominantly rural environment does not make human-service public transportation less necessary; rather, it makes human-service transportation challenging and absolutely essential to Alaskans' quality of life.



CTTF learns about cold weather testing facility for vehicle emissions performance in Fairbanks.

Financing human-service public transportation services

People with special needs rely on public transportation to get them where they need to go. They also rely on services made available through human service agencies designed to support special populations, such as Alaska's Department of Health and Social Services or Vocational Rehabilitation.

At the federal level, approximately 70 different funding programs are identified that might support this target population in some fashion, including transportation services and benefits. For example, the Federal Transit Administration, Department of Health and Human Services, Department of Veterans Affairs and the Department of Labor are four of several agencies that conduct programs and provide funding to help persons with special needs have access to their jobs, medical care, and/or other activities.

When funding from those programs comes to Alaska state agencies, that funding brings with it specific requirements, guidelines and restrictions. Those programs provide important support to the individuals for whom they are intended, but the nature of the funding process and program requirements can result in an unintended consequence. Without coordination, potential duplicative efforts exist, as do potential unidentified gaps in service.

Coordination provides the opportunity to eliminate potential duplication, identify gaps, and leverage collective resources. Graph 1 on the next page illustrates the dynamic.

Efforts at the national level to stimulate the coordination of federal agency resources are significant. In recognition of the need to enhance coordination of important human-service transportation resources, President Bush issued an Executive Order on Human-Service Transportation (#13330) in February 2004, directing eleven Federal departments and agencies to "work together to ensure that transportation services are seamless, comprehensive and accessible."

The Federal Interagency Coordinating Council on Access and Mobility (CCAM) membership includes representatives from the:

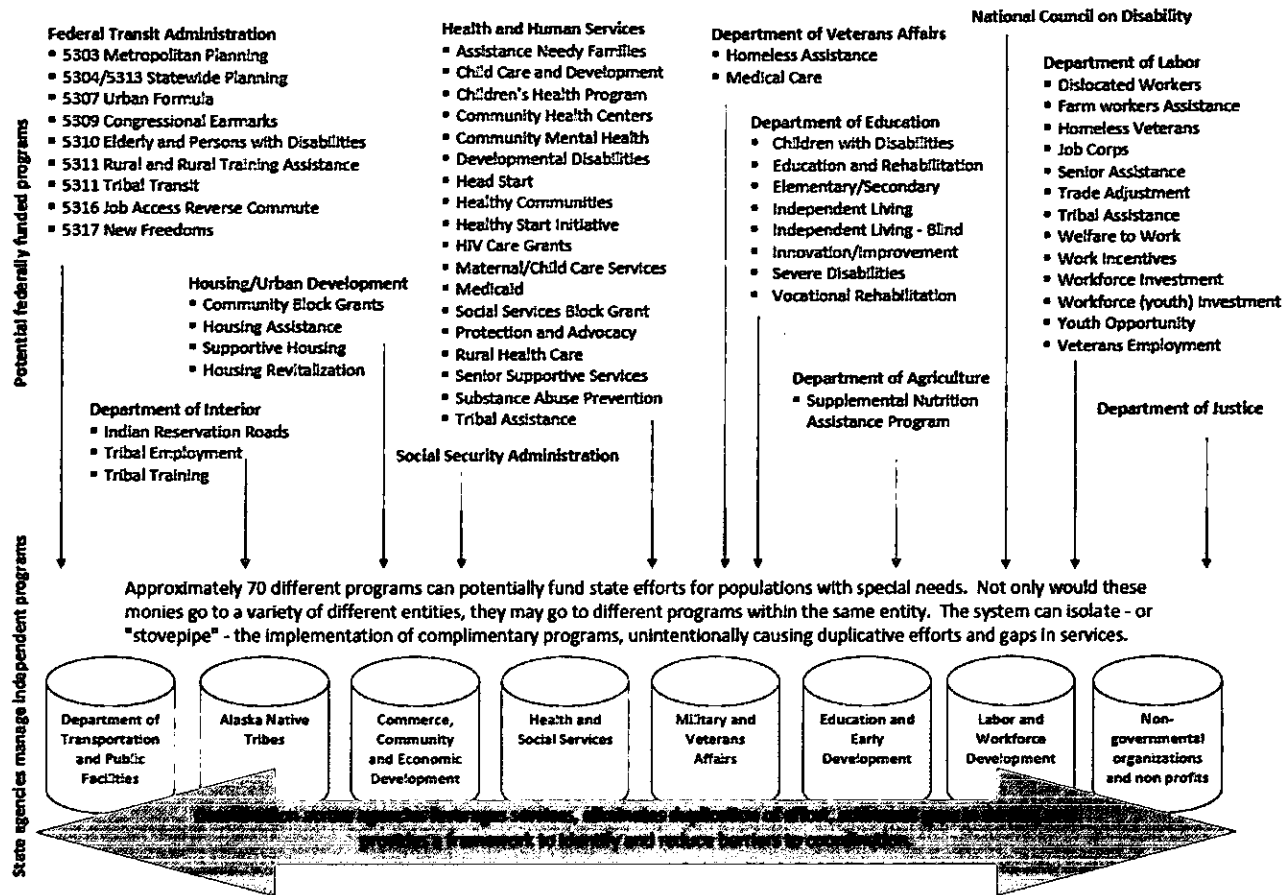
- Department of Transportation
- Department of Health and Human-services
- Department of Education
- Department of Labor
- Department of Veterans Affairs
- Department of Agriculture
- Department of Housing and Urban Development
- Department of the Interior
- Department of Justice
- Social Security Administration
- National Council on Disability



CCAM promotes and provides resources for coordination in a variety of ways. Technical assistance, coordination grants, guidance documents and a variety of reports are among the resources CCAM makes available through programs it oversees. CCAM models an interagency approach to coordination and the leveraging of human-service public transportation resources, and it provides guidance for states on how to do the same.

Clearly, Alaska recognizes the need and value of coordination. Alaska's Administrative Order 243 points out that "the provision and integration of cost-effective, community-based transportation services to persons with special needs is an important government function." To ensure this function is effectively carried out, coordination efforts must accommodate federal, tribal, state and local considerations.

Even while the number of programs that can potentially fund human-service public transportation appears long, the total availability of funds to support these programs does not meet the range of needs.



Graph 1: Illustration (only) of how coordination can leverage multiple related efforts.

The draft Surface Transportation Authorization Act of 2009, introduced to the House of Representatives by Representative Oberstar, presents a sobering picture of under-investment in the country's transportation system. This under-investment has resulted in deteriorating facilities, negative environmental impacts, and limited transportation choices. In January 2009, the Alaska Municipal League (AML) produced the *Alaska Transportation Finance Study*, an assessment of the current finance trends, challenges and options to meet Alaska's transportation funding needs. The report verifies that Alaska's experience is consistent with the national trend. Furthermore, the report points out that the under-investment may more severely impact Alaska because of Alaska's dependence on resource extraction industries which are transportation dependent. It also points out that Alaska's distant communities, harsher environment and less mature roadway network may amplify the effects of under-investment.

While the AML report suggested a number of options to address the funding issue, even the most aggressive option proposed did not meet the shortfall or existing transportation need. The report did not address how to meet the transit need at all.

The lack of specific state funding for operating transit systems is an exacerbating factor for Alaska. A 2006 report from the U.S. Department of Transportation, the *Status of the Nation's Highways, Bridges, and Transit: 2006 Conditions and Performance*, illustrates the share of federal, state, local

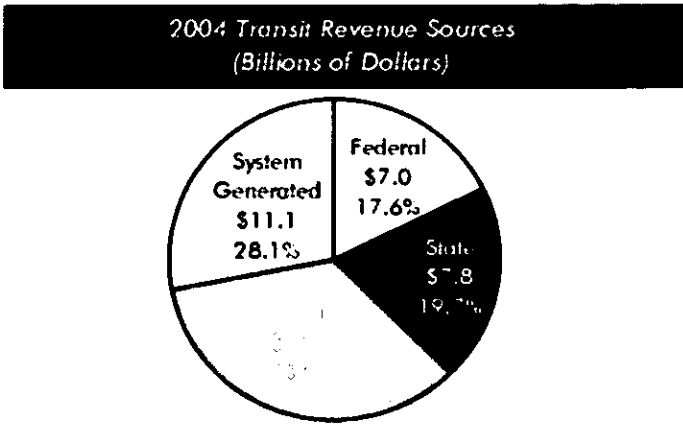
and system-generated funds for public transportation on a national level. Graph 2 presents data from that report. On a national level, average state funds support approximately 20 percent of the total public transit resource for operating and capital expenditures.

Operating expenses are those required to operate a service. They include payroll, maintenance, fuel and more. The Federal Transit Administration (FTA) provides limited operating funds to only rural communities, but requires a 50 percent match of local or state funds to match the federal grant amount. Capital expenses include physical facilities and rolling stock. They are the tangible assets of a transportation service. FTA's grant programs are structured by Congress to primarily fund capital projects at a more favorable grant ratio of 80 percent federal to 20 percent local or state match.

Because local match requirements for operating funds are higher than they are for capital, most states fill this gap by providing some state funding for operating transit systems, and are able to fully access their federal funding by doing so. Alaska, however, provides no specific funding for operating expenses. The ability to secure federal funding for operating expenses relies solely on individual communities and non-profit entities who work to secure it. Therefore, funding for public transportation competes for the same sources of revenues (property and other local taxes) that cities and boroughs must use to pay for their general purpose government expenses, such as education, libraries, parks, police, fire, etc.

Within Alaska, the level of support from local governments varies considerably. For example, Ketchikan Gateway Borough provides \$279 thousand, while Juneau allocates \$3.3 million annually for transit support. Given the match requirements, some communities are unable or unwilling to budget sufficient local funding to make full use of the federal transit funds potentially available to them. That failure to apply for federal funds on a local level makes more of Alaska's total federal share available to those few communities who do so.

One source used by some communities to close the local-state funding gap is illustrated in Table 2, where non-profits provide funds for Alaska rural transportation systems to maintain basic transit levels of service in their communities, thus securing the use of additional federal funds.



Graph 2: Total Federal Funding on a national level. <http://www.fhwa.dot.gov/policy/2006cpr/es06t.htm>

<p>Operating expenses:</p> <p><i>payroll, maintenance, fuel required to operate a service</i></p>	<p>Capital expenses:</p> <p><i>physical facilities and rolling stock - tangible assets</i></p>
<p>Securing adequate resources in Alaska for operational expenses is a significant challenge.</p>	

Local community investment in public transportation varies across the state. With Ketchikan Gateway Borough and Juneau, five rural transit systems receive funds or in-kind contributions. Additionally, Anchorage received \$30.2 million in funding for transit, and paratransit, which included \$16.8 million in local funds and \$5 million collected in fares (NTD, 2007). Fairbanks received \$3.7 million in funding for transit and paratransit, including \$2.7 million in local funds and \$242 thousand in fares (NTD, 2007).

In the state's annual Mental Health budget, \$300 thousand capital funding from the Alaska Mental Health Trust is matched by \$800 thousand from the General Fund. The Governor's FY2011 budget includes \$82 million from the General Fund for Marine Highway operations, in addition to \$54 million in projected system-generated revenue. The state also budgets \$8 million or more in General Fund capital dollars to match federal capital for vessel and terminal overhaul and rehabilitation. The Marine Highway system is considered an additional public transit system, as it is the single transportation link to medical, shopping, cultural and social activities for many coastal community residents.

While still in draft form, the new federal transportation bill aims to transform the existing system to one that, among other objectives, provides for transportation choices, limits the adverse effects of transportation on the environment, promotes public health and the livability of communities, and demands accountability and performance metrics. The new bill might bring more federal transit funds to Alaska, and possibly fewer federal highway funds. The ability to access, use and leverage these funds to provide transportation services to people with special needs depends upon the willingness of the state and communities to match them.

While securing adequate resources in Alaska for transit operational expenditures may continue to be a significant challenge in these difficult economic times, other rural states such as North and South Dakota, Montana and Maine have made policy decisions to devote some state funding sources to public transportation. Creative solutions such as those suggested by the Alaska Municipal League to establish an Alaska Trust Fund for Transportation should be seriously considered.

Another important influence and opportunity for coordination of public transportation resources in Alaska involves Alaska Tribes. In 2009, five tribes received \$892 thousand in Federal Transit Administration 5311 Tribal Transit Program Funds. The funding is not enough to meet the adequate infrastructure and operating costs of transit in tribal communities, which include obtaining and maintaining equipment, securing maintenance facilities and services, providing for adequate road conditions and managing high fuel costs. The Indian Reservation Roads Program is providing over \$46 million in funds to 229 Alaska Tribes, offering much-needed resources for roads, bridges, transportation facilities and maintenance. Tribal initiatives to coordinate and leverage their resources with other transit and human-service needs and efforts are underway, and important opportunities are still to be explored.

Alaska state agencies have a variety of responsibilities for securing, ensuring and

The ability to access, use and leverage federal funds to provide transportation services to people with special needs depends upon the willingness of the state and communities to match them.

funding human-service transportation. In most cases, state agency funds come from federal agency sources—some to similar and some to different populations—but most are intended for service delivery on the local level to help clients get to where they need to go. The FTA has specific grant programs to fund transportation services for seniors, inter-city routes, people with disabilities, low income populations, tribes and rural areas. Health and Human Services provides benefits for low income individuals to support a range of activities to promote self reliance, including some transportation costs for individuals in low income families for medical services, school and work. Medicaid plays a significant role in funding transportation for people with special needs, accounting for \$5.2 million in Alaska's expenditures for this population. Veterans Services, Administration on Aging, and others play an important role in supporting the network of funding streams and services available to people with special needs.

Appendix C presents a list of preliminary data identifying state agency budget and funding related to human-service transportation. This is not a complete list of agencies or funding streams, but it is indicative of the variety of programs and funding sources at work in Alaska.

With imminent potential health care reform initiatives advocating for increased out-patient services, the need for effective transportation options will also increase. The list of programs underscores the need to identify, coordinate, and leverage that variety of resources to most effectively serve Alaskans with special needs.



Residents from the Fairbanks area and beyond address CTF about their human-service public transportation needs.

The numbers speak pointedly to the wisdom of ensuring human-service public transportation resources are managed and coordinated. While a general understanding of the transportation needs of these populations at the local level may be identified and acknowledged in local planning efforts, a comprehensive, specific and quantitative understanding of the transportation needs throughout Alaska is not available.

Transportation as a priority for human service organizations

The fact is that many Alaskan agencies and organizations recognize and work to address transportation issues for people with special needs. A few documented efforts include:

- The *Alaska State Plan for Senior Services 2008-2011* outlines goals to ensure seniors have services with which they are satisfied, that are culturally relevant, that provide the opportunity to receive services to promote and enhance their physical, mental, spiritual and emotional health, and enable seniors to age in place. ***Efficient and effective transportation services support all of these goals.***
- The State Independent Living Council (SILC) works to maximize opportunities and to incorporate people with disabilities into all walks of life by empowering them through individual and systems change. SILC has specifically identified ***improving transportation options for persons with disabilities*** as an action goal.
- The Alaska Mental Health Trust Authority (Trust) administers the Mental Health Trust to improve the lives of beneficiaries. Among other responsibilities, the Trust seeks to coordinate with state agencies about programs and services that affect beneficiaries. ***Transportation is key to beneficiaries' access to work, services and other life activities.***
- *Healthy Alaska 2010* outlines the state's plan for achieving healthy Alaskans and healthy communities. One of the goals in that plan is to improve access to comprehensive and quality health care services, and one of the indicators that access is being improved is by ***providing for more efficient and effective transportation to services.***
- The *Governor's Council on Disabilities and Special Education 2006-2011 State Plan* identifies "transportation as a priority for human services" and initiates an objective specifically to ***improve and expand transportation options*** through collaboration with the Alaska Mobility Coalition, improvement and expansion of private and public transportation services, by providing training for transportation providers, consumers and employers.

Generating meaningful transportation options is an important objective of many Alaskan organizations.



Other examples exist. The obvious conclusion is that initiatives are underway individually and collectively to address this critical resource for people in Alaska with special needs. The CTF provides a venue for multi-stakeholder efforts to coalesce around this single important issue; the **CTTF Recommendations** propose a structure to meet and sustain it.

The ability to identify and support people's unique needs occurs meaningfully and practically at the local level. The best local systems are generated when strong, committed local leadership exists. Local populations, providers, resources and conditions make each effort at community-based transportation planning, coordination and service delivery system unique. Some communities have more and some communities have less capacity to identify opportunities and resources, coordinate local partners and stakeholders, and secure and share local resources. Some communities are distant; some serve as hubs; some have more and some less resources and information available to them.

Accommodating the unique needs of any community within the context of a coordination structure is important. Generating an infrastructure that provides the means, capacity and initiative to coordinate the complex variety of federal, tribal state and local resources in a sustainable way is essential to effective service delivery.

Barriers to Coordination

Federal, tribal, state and local influences on coordination are inextricably linked. Barriers to coordination can touch many or all parts of that spectrum.

Generating an infrastructure that provides the means, capacity and initiative to coordinate resources in a sustainable way is essential to effective service delivery.

The CTTF identified a series of barriers to coordination and the effective delivery of transportation services to people with special needs. Those barriers are summarized below.

Funding

There is an inherent challenge in coordinating funds available to state agencies through different federal programs which have designated purposes. State agencies don't necessarily budget or track human-service public transportation expenditures in similar ways, making a working understanding of the total funding picture challenging at best. Furthermore, there is no regularly programmed state funding for public transportation in Alaska; federal programs require local match, putting the match burden entirely on local communities that often lack the resources to meet it.

Understanding unmet need

There is no quantifiable measurement of unmet need statewide. Individuals, entities and organizations identify transportation as a need for their clients, and statistics are kept regarding those individuals who are being served. However, a calibration of those needs among all populations of persons with special needs in a quantifiable form with geographical detail is not available.

Effort of Coordination

The effort of coordination on the local level, where the physical coordination occurs by way of service delivery, is time consuming and can be daunting. Local leaders must work to identify needs, engage stakeholders, solicit and provide match, and pursue coordination opportunities that may be superseded or influenced by different federal and state program requirements and limitations. Furthermore, there is typically no clearly identified local lead and resource to champion coordination efforts, which reduces its likelihood of success.

Local investment

Although many non-profits, businesses and concerned agencies can demonstrate the need for transportation for their clients and customers, committed and reliable financial support from the local community or local government is necessary for transit systems to maintain operations. Many local governments are just not motivated or able to make that commitment.

Public Awareness

On many levels, effectively coordinating community-based services relies on increased public awareness. Understanding and acknowledging the basic human need for transportation to access essential services and care as well as to age at home illuminates the value for transportation options. Increased awareness about funding opportunities and processes enables more entities to access them. Communities who understand the range of services and resources available within their own areas are better positioned to partner and leverage them.

Understanding the relevance

The need for transportation is not well understood as an important service to tribes and the general public. The concept of public transportation is fairly new to Alaska's smaller communities. When you have never had public transportation, it is difficult to measure its value. However, small towns and distant communities whose residents must travel significant distances via a variety of modes to access healthcare, education and other services, are increasingly recognizing transportation as a significant issue to address.



CTTF tours People Mover's Transportation Skills Assessment and Travel Training facility during October's Alaska Community Transportation Conference.

In areas throughout the state where public transportation is an option, it is highly regarded and considered an important resource (AMC Perception Study, Dittman Research Corporation, 2009).

Human Service Eligibility Processes

Different funding sources support transportation services for clients who meet prescribed eligibility criteria. Medicaid, Temporary Assistance for Needy Families, various State and Federal grants, and Veterans Services provide benefits for transportation services, but vary in their eligibility requirements and processes. Coordination between agencies with different eligibility requirements, standardized payment and processing mechanisms, or consistent eligibility verification processes among transportation service providers could prove helpful to streamlining access to services for people with special needs.

Sustaining Operations

A number of operational activities influence cost, safety and the life of the vehicle investment. Issues associated with vehicle maintenance, funding for operations, high fuel costs, scheduling and dispatching, and driver training and retention all pose opportunities for efficiency and consistency through coordination of resources.

Members of the CTF test the mock pedestrian facilities at People Mover's Transportation Skills Assessment and Travel Training facility.



Taxi Accessibility

Taxis appear to be an obvious choice to provide individual and incidental transportation services to people with special needs, but cost and accessibility is frequently an issue. Finding a way to make effective and accessible taxi service available would be a helpful solution for many Alaskans.

Access to the System

For people with special needs, access to facilities and services impacts their ability to get to transportation resources. Alaska features distant communities and few roads. Many individuals must travel from distant communities to major hubs to meet their respective needs. That travel may be by ATV, snow machine or boat as much as it may be by airplane, automobile or bus. Extreme weather conditions and temperatures limit walking, waiting outside, and access to sidewalks, driveways, bus shelters and pull-outs. In winter, snow berms or ice build-up can prevent people from getting to bus stops. Facility design and maintenance can play a key role in accessibility to transportation services.

Rail

While not a focus area for the CTTF, the Alaska Railroad Corporation is a federally -funded passenger rail service that is not integrated into the state's provision of public transportation services. With increased study and coordination among entities and modes, rail transportation presents opportunities for increased transportation options for people with special needs.

Coordination is a Process

The **CTTF Recommendations** acknowledge and work to address the needs and influences of the various programmatic levels—federal, tribal, state and local—that affect coordination of human-service public transportation programs and resources. They present a strategy to address what we know, seek out what we don't know, track cost and coordination efforts, and generate an infrastructure that supports coordination. They are not a final solution; they are important strategies to engage all stakeholders with responsibilities for transportation services and affect a system which stimulates coordination. Implementing these recommendations will grow and sustain a culture designed to efficiently and effectively provide transportation services for people with special needs.



Participants at the Alaska Transportation Community Conference 2009 provide input to CTTF recommendations during roundtable discussions.

On November 17, 2009, Governor Sean Parnell extended the life of the CTTF through April 15, 2010 by signing Administrative Order number 252 (Appendix E). Some CTTF members and stakeholders were instrumental in requesting this recommendation, hoping to increase CTTF member availability to present and pursue the recommendations outlined in this report, and specifically to help see to fruition the establishment of a Coordinated Transportation Commission convened to oversee the implementation of these recommendations and to further develop a state infrastructure that sustains the coordinated environment into the future.

Coordination does not result just because recommendations are made; rather, coordination results from a cultural change among many organizations that act on their commitment to deliver effective and efficient services to people with special needs.

Value of Coordination

Coordination allows entities, agencies and individuals to accomplish the following:

Provide effective and efficient services to persons with special needs to ensure their highest quality of life

Mobility plays a key role in everyone's life. Mobility is more challenging for persons with special needs. The CTTF's responsibility to make recommendations on how the State can best "provide cost-effective, community-based transportation services to persons with special needs" is a foundational service that supports the goals and objectives of many initiatives that agencies and non-profits are undertaking to support and enhance the quality of life for persons with special needs.



Bethel seniors rely on local bus service to participate in local activities and secure supplies.

Leverage resources

Coordination provides the opportunity to maximize the use of existing facilities and vehicles, thereby providing more options for customers, maximizing the state's collective resources, and creating opportunities to identify and capitalize on expenditures which can serve as potential match to bring additional funds into a community.

Focus on their core missions

Coordination of transportation providers and related service entities provides each the opportunity to focus on their specific missions – whether that mission be serving people with special needs in specific ways or by providing transportation services – and eliminate the distraction and expenditure of trying to provide support outside the core mission.

Eliminate duplicative processes

Coordination provides the opportunity to streamline procurement and disposal processes, leaving the work to folks intimately familiar with procurement and disposal processes and requirements.

Capitalize on professional expertise and safe practices

Utilizing the services of entities established to provide transportation secures the safety and professionalism that comes with industry standards, maintenance processes, and training.

Plan effectively

Coordination provides a community the ability to evaluate its effectiveness in serving people with special needs, match those with existing resources and gaps, and generate a baseline from which to plan services and support so that services are more effectively provided.

Coordination is the result of a cultural change among many organizations that act on their commitment to deliver effective and efficient services to people with special needs.

Create visibility and enhanced identity for vital transportation services.

Coordination takes advantage of economies of scale and can foster much higher visibility and political acceptability of cost effective nature of ride sharing. When services are fragmented with many different providers "owning" one piece of the public transportation puzzle, it is easy for those needing transportation to feel marginalized and recognize that they are not getting priority attention.



CTTF tours Capital Transit in Juneau.

CTTF Recommendations

The **Governor's Coordinated Transportation Task Force Recommendations** provide a framework for the State of Alaska to more effectively serve people with special needs by generating and sustaining a coordinated transportation environment. The framework provides for:

- State level policy to support and sustain such an environment.
- Deliberately collected and managed data to guide effective decision-making.
- Local-level leadership and flexibility to generate systems that recognize unique local needs and contexts.

Recommendations

Recommendation #1

Given the State of Alaska's need to:

- Generate a shared, statewide vision for human-service public transportation;
- Maximize and leverage existing federal, state and local resources;
- Quantify how much money is actually being expended on human-service public transportation activities in Alaska;
- Generate performance measures to ensure the provision of effective and efficient services;
- Provide for an authorized entity to manage the match programs on the state and federal level;
- Empower and encourage local leadership to plan for the needs and services of their own communities; and to
- Provide for a process to identify and work to eliminate barriers to coordination at the state level;

The CTTF recommends that:

1. The State of Alaska enact a statute that institutionalizes and requires coordination of community-based transportation services that utilize state and federal funding.

The statute would:

- A. Establish a Governor-appointed Coordinated Transportation Commission. This Commission would be composed of a broad cross-section of agencies with responsibility for transportation, related human services and advocates for special populations.

The Commission would be established for a four-year period, with a review at that juncture to determine whether to continue or to sunset the Commission.

The Coordinated Transportation Commission would have lead responsibility for ensuring the coordination of state level resources. This would be accompanied by a funding commitment that will not negatively impact the existing limited funding for public transportation activities throughout the state. The Commission would:

1. Generate and periodically update a Statewide Human-Service Public Transportation Coordinated Plan which builds on the recommendations issued in this report and incorporates statewide involvement in its generation.
2. Identify, coordinate and leverage collective state agency resources so that they are most efficiently and effectively providing transportation services to persons with special needs
3. Identify and address barriers to coordination in addition to those identified and addressed in this report as the coordinated system evolves and matures.
4. Advocate for a uniform budgeting structure that tracks and reports transportation expenditures on state clients.

State agency tracking and reporting on transportation expenditures is essential to effective, measurable coordination and leveraging state resources. Such data collected, updated, used and shared will meet federal accounting requirements, facilitate coordination and help best leverage state resources. State-funded expenditures on human-service public transportation identified through this tracking mechanism can be used as match money to increase the availability of federal funding for transportation.

5. Develop and establish performance measures that identify entities that receive any type of public funding and measure coordination efforts through a statewide data base.

Performance measures need to specifically address and evaluate the effectiveness of coordinating and providing transportation services for people with special needs, which are measures that would look quantifiably different and possibly in addition to standard transit measurements typically used today. Emerging legislation from Congress is establishing performance measurements as a new requirement of virtually every federally funded program. This recommendation also recognizes that measuring performance will be a new requirement for many agencies.

6. Articulate issues of policy and decision-making criteria associated with coordination plan implementation.
7. Develop a minimum taxicab standard for state-owned facilities such as airports and ferries to ensure those with disabilities are not overlooked.

State-owned ferry or airport terminals are a major destination for taxi businesses. To ensure those with disabilities are not overlooked, generate accessibility standards

or regulations for taxicab businesses serving state-owned facilities, which includes a provision for permitted use of designated pickup and drop off zones. Alternate strategies include a recommendation for local government taxi codes that establish minimum capacity for accessible taxicabs and establish a basic standard in state law.

8. Identify and address barriers to coordination associated with vehicle insurance, including cost, joint coverage, policy writing, and the sharing of publicly funded transportation vehicle assets.
 9. Prepare an annual report to the State Legislature that summarizes the status of coordinated transportation within the state and make recommendations as appropriate.
- B. Authorize the Department of Transportation and Public Facilities to manage the matching program for Federal Transit Administration and state transit funds according to criteria established by the Commission.
 - C. Ensure local entities have statutory authority to prepare local Human-Service Public Transportation Coordinated Plans.
 - D. Require applicants for federal or state transit funds to respond to priorities established in their local Human-Service Public Transportation Coordinated Plans.

Recommendation #2

Given the State of Alaska's need to:

- Secure the total or a significant share of the federal funding available to the state to support human service transportation;
- Support the high cost of operating human-service public transportation systems and the connectivity between them; and to
- Motivate local leaders to pursue coordination of human-service public transportation services for their local residents;

The CTTF recommends that:

2. The State of Alaska makes specific state funds available to support operational expenses for human-service public transportation projects and providers (which in turn can be identified as match for additional federal funds) during its annual appropriation process. Part of the Commission's responsibility would be to establish programmatic areas and measureable outcomes for funding recipients in order to demonstrate and ensure the benefits of the investment in human-service public transportation.

Recommendation #3

Given the State of Alaska's need to:

- Empower local leaders to pursue coordination of human-service public transportation services for their local residents;
- Support local leaders coordination efforts through technical assistance and resource information respective to funding and best practices; and to
- Ensure that local needs and service gaps are both identified and accounted for in the local coordination planning process;

The CTTF recommends that:

3. The State of Alaska enrich and enhance the human-service public transportation coordination planning processes by revising and updating coordination planning guidance documents and providing increased technical assistance. The support and guidance is intended to be directly responsive to helping identify local needs and build local awareness and capacity.

The assistance program would:

- A. Generate increased awareness and understanding about the range of funding opportunities available to support mobility management and coordinated planning;
- B. Help foster the engagement of a variety of stakeholders and specifically local human service agencies in the planning process in order to best identify individualized local needs and how to meet them;
- C. Outline and encourage meaningful and innovative coordination opportunities, including providing a list of best practices (i.e. coordination respective to winter maintenance, school districts, vehicle use and sharing vehicles, etc.);
- D. Capitalize on existing data collection resources including the National Transit Database and the Alaska Public Transportation Management System database to expand inputs to support performance measure initiatives, identify coordination partners and leverage and resources;
- E. Communicate and support the utilization of mobility management practices (using a single point of contact to take calls on a local and regional level to coordinate the provision of services for the client) and securing mobility managers; and
- F. Provide technical assistance for the coordination planning and funding application processes.

Recommendation #4

Given the State of Alaska's need to:

- Quantify and understand the scope of need for persons with special needs throughout the State of Alaska;
- Inform local coordination planning efforts with actual and accurate data; and to
- Make sound decisions that result in effective services for people with special needs;

The CTTF recommends that:

4. The State of Alaska fund and conduct a statewide needs assessment of Alaskans with special needs to clearly identify the scope of the transportation need. This data will help support local coordination planning efforts and identify previously unidentified needs and gaps. At a minimum, update this data every four years. Through the process of conducting local coordinated planning, additional and increasingly specific local needs will be identified to further inform the assessment data.

Additional Draft Recommendations

The CTTF also considered the development of a number of mechanisms and incentives to support coordinated efforts and effectively meet needs. These operational-level recommendations are proposed in draft form, and are included in Appendix D. The CTTF specifically seeks an opportunity for broad public input on the further development of these draft operational-level recommendations.

Appendix A: CTF Signature Page

Coordinated Transportation Task Force

<hr/> Jennifer Beckmann Representative of Low Income Individuals	<hr/> <i>Date</i>
<hr/> Patricia Branson Representative of Senior Citizens	<hr/> <i>Date</i>
<hr/> Camille Ferguson Representative of Transportation Providers that Received Federal Funding Available to Indian Tribes	<hr/> <i>Date</i>
<hr/> Rebecca J. Hilgendorf Health and Social Services Commissioner's Designee	<hr/> <i>Date</i>
<hr/> Vacant Military and Veteran's Affairs Commissioner's Designee	<hr/> <i>Date</i>
<hr/> Glenn Miller Representative of Municipal Transportation Departments	<hr/> <i>Date</i>
<hr/> Andra Nations Representative of People with Disabilities	<hr/> <i>Date</i>
<hr/> Jeff Ottesen Coordinated Transportation Task Force Chair Department of Transportation and Public Facilities Commissioner's Designee	<hr/> <i>Date</i>
<hr/> Cheryl A. Walsh Department of Labor and Workforce Development Commissioner's Designee	<hr/> <i>Date</i>

Appendix B: Administrative Order

ADMINISTRATIVE ORDER NO. 243

I, Sarah Palin, Governor of the State of Alaska, under the authority of art. III, secs. 1 and 24, of the Alaska Constitution, establish the Governor's Coordinated Transportation Task Force.

PURPOSE

The provision and integration of cost-effective, community-based transportation services to persons with special needs is an important government function. The purpose of this Order creating the task force is to ensure that this function is adequately recognized and properly carried out.

BACKGROUND

The coordination among agencies providing community-based transportation services to persons with special needs and the sharing of resources to accomplish a cost-effective system of providing those services already has a proven track record in this state. This coordination has increased the availability and quality of services, while helping to eliminate duplication of services and inefficient spending. With the cooperation of other state agencies, the Department of Transportation and Public Facilities currently prepares the Alaska public transportation management system inventory of publicly funded transportation vehicles and equipment in this state, which facilitates the delivery of those services. The Department of Transportation and Public Facilities' efforts to coordinate those services have already led to significant partnerships with human-service s agencies and the private sector. These partnerships have led to coordinated community-based transportation systems throughout this state.

This coordination and sharing of transportation resources can be furthered through improved interagency planning at the state level. Therefore, the role of the task force is to facilitate and enhance the coordination and integration of community-based public transportation services for the benefit of persons with special needs. The task force would maximize the availability of community-based transportation services, the sharing of transportation resources among government and private entities providing those services, and the coordination among providers of those services.

DUTIES

The task force shall serve as the advisory committee to the governor to develop policy and procedural recommendations for the state's various existing programs that provide or coordinate community-based transportation services in communities in this state for persons with special needs. These programs are administered primarily through the Department of Transportation and Public Facilities, the Department of Health and Social Services, the Department of Education and Early Development, the Department of Labor and Workforce Development, the Department of Commerce, Community, and Economic Development, the Department of Military and Veterans Affairs, the Alaska Commission on Aging, the Governor's Council on Disabilities and Special Education, the Alaska Mental Health Board, the Governor's Advisory Board on Alcoholism and Drug Abuse, the Alaska Mental Health Trust Authority, the Alaska Housing Finance Corporation, and others.

The task force shall perform the following duties:

1. identify state, federal, and local government agencies and private entities that administer or support community-based transportation services for persons with special needs;
2. identify barriers to coordination at the state, federal, and local levels for those services;
3. recommend the removal of barriers that prevent coordination of those services;
4. propose changes in statutes or regulations that would facilitate coordination of those services;
5. develop mechanisms and incentives to governmental agencies to coordinate those services through means including collaborative vehicle use, centralized dispatch services, joint or bulk purchase of fuel and vehicles, multi-purpose transportation voucher programs, centralized maintenance, and joint insurance;

6. identify available financing for accessible services in communities in this state that have limited or no publicly financed transportation services to serve persons with special needs;
7. develop a mechanism to ensure that services for persons with special needs in this state are coordinated and services are evaluated;
8. prepare and issue a final report, including recommendations, concerning the duties set out in this Order.

MEMBERSHIP

The task force consists of nine voting members, as follows:

1. the commissioner of the Department of Transportation and Public Facilities, or the commissioner's designee; that person shall serve as chair;
2. the commissioner of the Department of Health and Social Services, or the commissioner's designee;
3. the commissioner of the Department of Labor and Workforce Development, or the commissioner's designee;
4. one member appointed by the governor from the following:
 - a. the commissioner of the Department of Commerce, Community, and Economic Development, or the commissioner's designee;
 - b. the commissioner of the Department of Military and Veterans Affairs, or the commissioner's designee;
 - c. the commissioner of the Department of Education and Early Development, or the commissioner's designee;
 - d. the chair of the board of trustees of the Alaska Mental Health Trust Authority, an alternate member of the board selected by the board, or the chief executive officer of the Authority; if appointed, the person listed in this provision may name a designee;
5. five members,
 - a. three of whom have expertise in the transportation needs of the following populations:
 - i. senior citizens;
 - ii. persons with disabilities;
 - iii. low-income individuals;
 - iv. transit-dependent individuals;
 - b. two of whom represent the following:
 - i. municipalities;
 - ii. transportation providers that receive federal funding available to Indian tribes, including funds provided under 23 U.S.C. 204(j) and 49 U.S.C. 5311(c).

Members on the task force under paragraph (5) of this Order are appointed by the governor and serve at the pleasure of the governor.

Additionally, the commissioner of the Department of Transportation and Public Facilities shall invite the following agencies to name an advisor to the task force as a non-voting member:

- a. the United States Department of Health and Human Services;
- b. the Federal Transit Administration of the United States Department of Transportation;
- c. the United States Department of Veterans Affairs.

OTHER PROVISIONS

The task force may set operating procedures as bylaws and establish standing and workgroup committees as it considers appropriate. Workgroup committees may include individuals who are not members of the task force.

Task force members do not receive compensation as a member of the task force. Members of the task force who are not state, federal, or local government employees are entitled to per diem and travel expenses in the same manner permitted for members of state boards and commissions. Per diem and travel expenses for a member of the task force who is a representative of a government agency are the responsibility of that agency.

The task force may use teleconferencing or other electronic means, to the extent practicable, in order to gain the widest public participation at minimum cost.

Meetings of the task force shall be conducted, and notice of regular meetings provided, in accordance with AS 44.62.310 and 44.62.312 (open meetings of governmental bodies). A majority of appointed voting members of the task force constitutes a quorum for conducting business.

Records of the task force are subject to inspection and copying as public records under AS 40.25.110 - 40.25.220.

SUPPORT SERVICES

The Department of Transportation and Public Facilities shall provide administrative support for the task force.

DURATION

The task force shall forward its final report to the governor on or before January 15, 2010. The task force ceases to exist on the date that the report is forwarded to the governor.

DEFINITIONS

In this Order,

1. "Alaska public transportation management system" means the principal capital planning document prepared by the state for public transportation;
2. "community-based transportation services" does not include:
 - a. marine highway transportation or air transportation; or
 - b. transportation services for diffuse populations in areas within the state that are too remote for cost-effective centralized community-based transportation;
3. "persons with disabilities" includes persons in this state with the following:
 - a. physical disabilities;
 - b. developmental disabilities;
 - c. mental illness;
 - d. traumatic brain injury;
 - e. dementia;
 - f. substance abuse problems;
4. "persons with special needs" means the following persons in this state who require community-based transportation services:
 - a. senior citizens;
 - b. persons with disabilities;
 - c. preschool children participating in a head start program financed by the United States Department of Health and Human-services;
 - d. public school students;
 - e. low-income individuals, including those receiving public assistance or Medicaid;
 - f. other persons with special needs;
5. "services" means community-based transportation services delivered in this state;
6. "task force" means the Governor's Coordinated Transportation Task Force.

This Order takes effect immediately.

DATED at Scranton, PA this 14th day of October, 2008.

Appendix C: Alaska State Agency Human-Service Transportation Resources

DRAFT: FOR DISCUSSION PURPOSES ONLY/NUMBERS TO BE VERIFIED
Some numbers may be duplicated

Agency	Program	Recipient	Fares and Local (Est.)	Tribes	Schools	Private	State	Federal	Total
1	Alaska Mental Health Trust Authority	Capital funding	Mental illness, chronic alcoholism, developmental disabilities, Alzheimer's and related dementia			\$300,000	\$800,000		\$1,100,000
2	Department of Commerce, Community and Economic Development	Alaska Legislative Grants Community Development Block Grants (HUD)	Businesses, communities and consumers of the state						
3	Department of Education and Early Development	Pupil Transportation	School-aged children		\$53,250,187				
	Division of Senior and Disabilities Services								
	Developmental Disability Grants	In Community							\$62,255
	Medicaid waiver	Outside Community							\$20,545
	Medicaid non-waiver	Escort (one-way) Transportation (one way)							\$841,397
									\$2,577,194
	Administration on Aging - Older American's Act Title III B Funds								
	Nutrition, Transportation and Support Services	Assisted Transportation				X	X	\$1,506,303	\$1,506,303
		Un-assisted Transportation (117,382 rides)				X	X	\$1,684,044	\$1,684,044
4	Department of Health and Social Services								
	Office of Children's Services								
	Time Limited Reunification Services and Rural Social Services Grant	Services to children who are subjected to or at risk of being subjected to abuse or neglect and to their families					\$1,750,000	Title IV-E/IV-B or Medicaid match	\$1,750,000
	Division of Behavioral Health								
	Designated Evaluation and Treatment	Alaskans with a mental health or addition disorder or high risk behavior							\$435,926
	Low income/Indigent	(331 transports in FY08)					\$50,000		\$50,000
	Division of Juvenile Justice								
	Not eligible for other benefits	Alaskan juveniles typically ages 12-18 but sometimes ages 9-20 going via any mode for variety of needs							\$400,000
	Pioneer Homes	Alaskan residents age 65+ admitted to a home for recreational, social, community and health activities	Room and Board payments					General Fund	?

	Public Assistance ATAP/TANF	Alaskans of all ages who qualify by need and other circumstances (i.e., financial, age, ability to work) for a variety of purposes		?
	Division of Business Partnerships	State Employment and Training, Workforce Investment, Pipeline Working Training, and Denali Training	\$857,748	\$116,053
5	Department of Labor and Workforce Development Employment Security Division	State Employment and Training and Workforce Investment	\$69,473	\$594,997
	Vocational Rehabilitation	DVR Consumers with disabilities, including physical and orthopedic, cognitive, psychiatric, blindness/visual impairment, and deafness/hearing loss		\$220,000
6	Department of Military and Veterans Affairs	Rural Alaska Veterans with Health Care Needs		?
	5311 Tribal Transit (Capital and operating assistance for rural/acquisition of PT services, including agreement with private providers)	Alaska Native Tribes Tribal Transit Selections 2008 Operations	\$892,900	\$892,900
7	Alaska Native Tribes Title III Elderly and Disabled Roads Safety Programs Congressional Grants Other Grants	The Sitka Tribe: \$172,900 Tetlin Village Council: \$225,000 Orutsararmiut Native Council: \$175,000 Gulkana Village Council: \$200,000 Planning Central Council Tlingit and Haida Tribes of Alaska: \$250,000 Georgetown Tribal Council: \$25,000		\$45,376,668
	Indian Reservation Roads	Rural and Urban	\$558,768	\$558,768
	5310 - Elderly and Persons with Disabilities plus STP transfer	Rural	\$5,141,709	\$5,141,709
	5311 - Rural Transit - Rural Training Assistance Program	Rural	\$101,742	\$101,742
	5304 - Statewide Planning	Urban	\$374,505	\$374,505
	5303 Metropolitan Planning (MPO)	Rural and Urban	\$230,480	\$230,480
	5316 - Job Access Reverse Commute	Rural and Urban	\$136,692	\$136,692
	5317 - New Freedoms	Rural and Urban	\$570,000	\$570,000
	5309 - Statewide Congressional Earmarks			
8	Department of Transportation and Public Facilities	5307 - Urban Transit (minus Alaska railroad)	\$5,078,293	\$5,078,293
			\$45,376,668	\$53,250,187

Appendix D: Draft Operational-level Recommendations

The CTF also considered the development of a number of mechanisms and incentives to support coordinated efforts and effectively meet needs. The CTF specifically seeks an opportunity for broad public input on the further development of the following draft operational-level recommendations.

- A. Establish statewide design and operating standards for consistently accessible public transportation facilities and services, specifically including state and local government coordination.
 - Provide adequate access for persons with special needs. Specific opportunities include the design and maintenance of bus stop facilities and sidewalks to address challenges associated with winter weather and to promote interagency coordination in management and operations.
- B. Identify, adapt and apply technological enhancements that stimulate coordination and promote effective service delivery
 - Review the transit technology report currently under development to inform potential technological enhancements to service delivery (i.e., vouchers, etc.).
 - Generate a coordinated statewide planning tool (e.g. Google Transit or the Alaska DOT second generation 511 system), where all systems are available within one resource and people can plan their trip via modes and accessibility. Utilize the tool to identify gaps and address issues of connectivity.
- C. Implement consistent messages across organizations regarding coordination of transportation.
 - Unite as stakeholders in generating a shared vision and message respective to public and human-service public transportation by participating in and embracing the Alaska Mobility Coalition's public awareness campaign. Perpetuate the distribution of that messaging through stakeholders' respective venues and communications efforts.
- D. Develop minimum training standards for those providing transportation services.
 - Develop minimum training standards for transit staff, specifically including customer service, cultural sensitivity, assisting people with disabilities, safety, passenger assistance, and more to generate an environment conducive to providing effective, appropriate and safe transportation for people with special needs.
- E. Articulate and require minimum inspection and maintenance standards for publicly-funded vehicle(s).
 - For agencies who don't currently follow any standardized maintenance practice, articulate minimum inspection and maintenance standards for publicly-funded vehicle(s), ensuring that a maintenance plan and a tracking of follow-through of that maintenance plan is available at all times. This strategy increases the viability and safety of the publicly funded

resource over time, maximizes the resource, and enhances service delivery. Legislation to support this requirement may be necessary to ensure it is implemented.

F. Streamline the process for procurement and disposal of transportation assets.

- Utilize a single entity to effectively procure and dispose of transportation assets on behalf of all entities, generating efficiencies for all entities utilizing the resource and enabling them to focus those resources on service delivery.

G. Explore how to help resource local coordination efforts.

- Factor into the state funding structure a process for providing some supports to local entities who assume responsibility for the coordination of human-service public transportation services.

Appendix E: Administrative Order

ADMINISTRATIVE ORDER NO. 252

I, Sean Parnell, Governor of the State of Alaska, under the authority of art. III, secs. 1 and 24, of the Alaska Constitution, issue this Order to affirm Administrative Order No. 243, establishing the Governor's Coordinated Transportation Task Force, and to extend the date for its final report and the duration of the task force.

On October 14, 2008, Administrative Order No. 243 was signed, establishing the Governor's Coordinated Transportation Task Force to advise the governor with respect to the state's various programs that provide or coordinate community-based transportation services in this state for persons with special needs. This Order affirms the continuation of this important task force. To further the goals of the task force, by this Order I am extending the date for submission of its final report until April 15, 2010 and continuing the task force's existence until the report is forwarded to the office of the governor.

The remaining provisions of Administrative Order No. 243 are unchanged and continue in effect.

This Order takes effect immediately.

DATED at Anchorage, Alaska this 17th day of November, 2009.

References and Resources

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Letters of Support

Letters of support have been submitted in response to the Coordinated Transportation Task Force Recommendations Report. Copies of those letters received prior to the printing of this document follow.

The TRUST

The Alaska Mental Health Trust Authority

November 24, 2009

Governor Sean Parnell
State of Alaska
P.O. Box 110001
Juneau, AK 99811-0001

Dear Governor Parnell:

Subject: Support for Coordinated Transportation

On November 19, 2009, the Board of Trustees of the Alaska Mental Health Trust Authority moved to support the Governor's Coordinated Transportation Task Force (CTTF) recommendations, specifically the final draft version dated November 4, 2009.

In addition Trustees moved to support several actions proposed by the Trust-related Coordinated Transportation advocacy group, specifically asking the Governor to:

- Place in the Governor's FY2011 budget a \$3 million increment for defray some of the operating expenses of coordinated transportation systems across Alaska (Alaska is only one of three states with no state funds for this purpose),
- Extend the sunset date of the Governor's Coordinated Transportation Task Force to June 30, 2011, and
- Support in the Governor's FY2011 Mental Health Appropriation Bill, the capital funding recommendations of the Trust, specifically \$800,000 GF/MH to match the \$300,000 MHTAAR for coordinated transportation capital needs.

Coordinated Transportation is critical for the health and meaningful engagement of Trust beneficiaries as a significant percentage of them do not have the capacity to transport themselves. The CTTF report describes persons with special needs that may require coordinated transportation comprise more than 25% of Alaska's population. These are those experiencing poverty, those receiving public assistance, seniors over 60, and those with a disability. Also 22 percent of the State's population lives off the highway system, and therefore often must use public transportation to arrive at urban hospitals and other urban destinations.

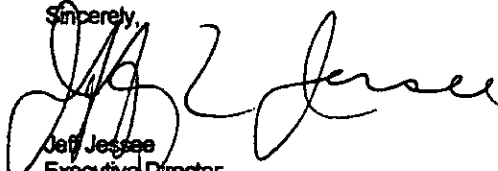
The Trust supports these specific CTTF recommendations:

- Enact a statute that institutionalizes and requires coordination of community-based transportation services.
- Support state funds for coordinated transportation operating expenses to be used to match federal and local support.

November 24, 2009

- Enhance State transportation coordination planning processes, documents and technical assistance to identify local needs and increase local awareness and capacity.
- The State should fund and conduct a statewide needs assessment of those with special needs to clearly identify the scope of their transportation need.

Sincerely,



Jeff Jesse
Executive Director

Cc: Karen Rehfeld, Director, OMB



U.S. Department
of Transportation
Federal Transit
Administration

REGION X
Alaska, Idaho, Oregon,
Washington

215 Second Avenue
Federal Bldg. Suite 3142
Seattle WA 98174-1002
206-220-7954
206-220-7950 (fax)

DEC -9 2009

Jeff Ottosen
Chair, Governor's Coordinated Transportation Task Force
Director, Division of Program Development
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
Juneau, AK 99801

Dear Mr. Ottosen,

As provided for in Alaska Governor's Administrative Order 243, I have represented the Federal Transit Administration as a non-voting advisor to the Coordinated Transportation Task Force during this year.

I want to commend the members of the Task Force for their diligence, open manner of their inquiry and the resulting important report and recommendations to the Governor.

The State of Alaska is facing the same type of challenges as other states to address the varying transportation needs of the public. The United States Department of Transportation's most recent Report on the Status of the Nation's Highways, Bridges and Transit, Conditions and Performance examined the sources of transit revenue and found that while the federal government contributed approximately 18% of transit revenues nationwide, local and state sources were needed to provide the majority of income necessary to support public transportation's mission to provide mobility choices to get people to important destinations such as employment centers, homes, medical institutions and schools.

I look forward to monitoring the actions taken by the Governor and the Legislature to address the vital requirements identified in this report. Please let us know how the Federal Transit Administration can be helpful to meet the transportation needs of Alaskans.

Sincerely,

R. F. Knochalis
Regional Administrator

**ALASKA STATEWIDE INDEPENDENT LIVING
COUNCIL, INC.**



1057 W. Fireweed Lane, Ste 208
Anchorage, AK 99503

Toll Free 1 888 294 7452
Phone 907 263-2092, 2611
Fax 907 263-2012

December 18, 2009

State of Alaska
Office of the Governor
P.O. Box 110001
Juneau, A.K. 99811-0001

Dear Governor Parnell,


The Statewide Independent Living Council (SILC) is pleased to support the Governor's Coordinated Transportation Task Force (CTTF) recommendations, specifically the final draft version dated November 23, 2009.

Transportation is one of the foundations of independent living for elders and Alaskans with disabilities. Without reliable transportation access to everyday, community activities, such as employment, recreation, or medical appointments, is limited. Through a series of public forums that the SILC has recently conducted in Bethel, Fairbanks and Anchorage, Alaskans with disabilities have consistently named transportation as the top need for maintaining independence.

In Alaska, transportation takes many unique forms, especially in more distant regions. While residents of Anchorage and Fairbanks may have the opportunity to use public transit for daily transportation, for example, those living in Kwethluk may have to use a combination of dog sled and small airplanes just to reach Bethel, where they can access necessary services. The Statewide Independent Living Council supports the CTTF recommendations, taking into consideration especially the needs of rural Alaskan communities.

Through the types of activities and recreation outlined in the CTTF recommendations, Alaskans with special needs will maintain a better quality of life, while remaining in their home communities.

Sincerely,


James Rock
Chair



January 8, 2010

Governor Sean Parnell
State of Alaska
P.O. Box 110001
Juneau, AK 99811-0001

Dear Governor Parnell:

Central Area Rural Transit System, Inc. (CARTS) is responsible for providing public transportation for the residents of the central Kenai Peninsula.

We have followed with interest and enthusiasm the work of the Governor's Coordinated Transportation Task Force (CTTF), and we support and encourage you to endorse the group's recommendations.

Coordination is a shared responsibility of all entities responsible for providing transportation services or for making those services available to clients. Only through coordination can transit providers, human service agencies, private institutions, businesses, volunteers and political leaders broaden transportation options by way of modes, routes and providers and ensure the connectivity between them. An outcome of coordination is the efficient and effective use of transportation resources for getting people to important destinations.

The CTTF has generated a series of recommendations, the outcome of which is intended to generate a culture that promotes and sustains coordination on many levels. The result enables us to maximize our limited resources while attentively serving those individuals with special needs.

A coordinated system is an ongoing process. One of the CTTF's recommendations is to generate, for a four-year period, a Coordinated Transportation Commission with responsibility for ensuring the coordination of many and diverse federal and state level resources intended to serve shared clients - people with special needs who may be seniors, people with disabilities, or low income individuals.

The complexity of the existing structure and the capacity to talk across systems underscores the need to continue the interagency work to coordinate across systems. The proposed infrastructure that supports that cross-system work will help to sustain the coordinated culture long into the future.

Thank you for your serious consideration of the CTTF recommendations. Please know that we sincerely hope you endorse it, and that people with special needs across Alaska are able to benefit by being able to get where they need to go in a safe and efficient manner.

Sincerely,

Judy Kock-Walsh
President

January 2010

January 2010

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January 2010

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January 21, 2010
**Governor's
 Coordinated Transportation Task Force**

Camille Ferguson
Representative of Transportation Providers that Receive Federal Funding Available to Indian Tribes

Administrative Order 243

**Governor's
 Coordinated Transportation Task Force**

- Study and make recommendations on how the state can coordinate to provide cost-effective, community based transportation services to persons with special needs.



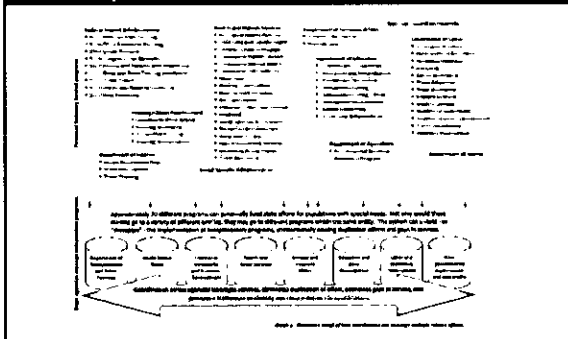
Persons with Special Needs

- **Persons with disabilities**
 - physical and developmental disabilities, mental illness, traumatic brain injury, dementia and/or substance abuse problems
- **Senior citizens**
- **Preschool children participating in a head start program**
- **Public school students**
- **Low-income individuals, including those receiving public assistance or Medicaid**
- **Those without access to existing, workable transportation opportunities**

Who provides human service transportation?

- Providers - non profits, for-profits, large and small
- Cities and Boroughs
- Advocacy organizations
- Senior Centers
- Moms and dads, children and grandparents
- Probably many others

Who supports human service transportation?



Coordination is:

- The efficient and effective use of local, state and federal transportation resources,
- Working together across sectors to broaden transportation options, and
- Ensuring the connectivity between them.

Coordination is

• For the populations in question...

"their highway"



CTTF Members

Jennifer Beckmann
Representative of Low Income Individuals

Patricia Branson
Representative of Senior Citizens

Camille Ferguson
Representative of Transportation Providers
that Receive Federal Funding Available to
Indian Tribes

Rebecca J. Hilgendorf
Health and Social Services
Commissioners Designee

Vacant
Military & Veteran's Affairs
Commissioners Designee

Glenn Miller
Representative of
Municipal Transportation Departments



Juneau - Capital Transit Tour

Andra Nations
Representative of People with Disabilities

Jeff Ottesen
CTTF Chair
Department of Transportation & Public
Facilities, Commissioners Designee

Cheryl A Walsh
Department of Labor & Workforce
Development, Commissioners
Designee

Ex officios

Marcia Hoffman-Devoe, LSCW
U.S. Department of Veterans Affairs
Alaska VA Healthcare System & Regional Office

Rick Krochalis
U.S. Department of Transportation, Federal Transit
Administration Region X

Christopher Mandregan, Jr.
U.S. Department of Health & Human Services, Alaska Area
Native Health Service

Administrative Order 243 Tasks

- 1 Identify state, federal, and local government agencies and private entities;
- 2 Identify barriers to coordination;
- 3 Recommend the removal of barriers;
- 4 Propose changes in statutes or regulations;
- 5 Develop mechanisms and incentives to coordination;
- 6 Identify available financing;
- 7 Develop a mechanism to ensure that services for persons with special needs in this state are coordinated and services are evaluated.



At work in Anchorage

Process

- Completed all seven tasks
- Conducted five face-to-face meetings
 - Juneau, Anchorage, Bethel, Anchorage, Fairbanks
- Held six webinars / teleconferences
- Shared resource information
- Conducted public comment period

Alaskans participate in CTFF processes



Recommendations

The CTFF recommends that the State of Alaska

- 1 Enact a statute to **institutionalize and require coordination** of community-based transportation services that utilize state and federal grant funding.
- 2 Make **specific state funds available to support operational expenses** for human service public transportation projects and providers (which in turn can be identified as match for additional federal funds) during its annual appropriation process.
- 3 Enrich and enhance the human service public transportation coordination planning processes by **revising and updating coordination planning guidance** documents and **providing increased technical assistance**.
- 4 **Fund and conduct a statewide needs assessment** of Alaskans with special needs to clearly identify the scope of the transportation need.



Recommendations

Other draft recommendations of an operational level have been proposed by the group and are being maintained as draft, pursuant to more study and public involvement.

CTTF observations

Recommendations are consistent with and support initiatives and priorities of the



- Alaska State Plan for Senior Services 2008-2011
- State Independent Living Council
- Alaska Mental Health Trust Authority
- Healthy Alaska 2010
- Governor's Council on Disabilities and Special Education 2006 - 2011

CTTF observations

• Coordination does not result from recommendations alone; rather, coordination results from a cultural change.



CTTF observations

: An effective service delivery system requires an infrastructure that sustains coordination.



CTTF observations

: Alaska's predominantly rural environment makes human service public transportation challenging and absolutely essential to Alaska's quality of life.

Discussion