

SB

152

ALASKA STATE LEGISLATURE

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Charlie Huggins
Senator

MEMORANDUM

February 15, 2010

To: Senator Albert Kookesh
Chair, Senate Transportation Committee

From: Senator Charlie Huggins

Subject: Hearing Request for Senate Bill 152

This is a request that you schedule a hearing on SB 152, "AN ACT RELATING TO MUNICIPAL TRANSPORTATION SYSTEMS AND TO REGIONAL TRANSIT AUTHORITIES."

Attached please find a copy of the bill, a sponsor statement, a sectional analysis, a witness list, and some background information for your use. Digital copies of these documents were also emailed to your office.

If you have questions regarding this request or the bill, please contact Jody Simpson in my office at 465-2661.

Thank you.

Attachments

LEGAL SERVICES

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MEMORANDUM

August 17, 2009

SUBJECT: Senate Bill 152, authorizing municipalities to establish and operate regional transit authorities to provide public transportation services -- sectional analysis (Work Order No. 26-LS0667\A)

TO: Senator Charlie Huggins

FROM: Jack Chenoweth
Assistant Revisor

Jody Simpson has asked for preparation of a sectional analysis of the above-captioned bill.¹

In the measure:

Bill section 1 sets out, as new sections within AS 29.35 (Municipal powers and duties), substantive provisions authorizing establishment and operation of regional transit authorities:

Sec. 29.35.750. Declares the purpose of regional transit authorities ("to provide for public transportation within the boundaries of the authority"). Provides that a single municipality or two or more municipalities may create a regional transit authority ("authority") by ordinance or ordinances. Allows a municipality to join an established authority. Provides that an authority is a body corporate and politic and an instrumentality of the municipality or municipalities that created it, but has a separate and independent legal existence from the municipality or municipalities. Requires that the ordinance or ordinances creating the authority must specify the powers, boundaries, and limitations of the authority. Limits the application of the Act to a regional transit authority created under this section.

Sec. 29.35.752. Requires that an ordinance creating an authority provide for the manner for dissolving an authority. States that the assets of a dissolved authority be distributed to a participating municipality in proportion to a municipality's contribution,

¹ Supporting information provided by your office in late February when you asked for a first draft evidences that the measure draws heavily from existing law, the Regional Solid Waste Management Authority Act, ch. 26, SLA 2006, authorizing one or more municipalities to establish regional solid waste management authorities and defining the powers and duties of those authorities as set out in AS 29.35.800 - 29.35.920.

Senator Charlie Huggins

August 17, 2009

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less any liability owed to the authority. Distribution may only occur after outstanding bond liability has been satisfied. Allows a municipality participating with one or more other municipalities to withdraw from the authority without dissolving the authority, but disallows use of the powers of initiative and referendum to direct withdrawal of a municipality from participating with an authority.

Sec. 29.35.754. Authorizes a municipality to transfer real property and improvements or assign or lease personal property to an authority.

Sec. 29.35.756. Enumerates the powers an authority may exercise, provided the powers are included in the enabling ordinance. Directs the authority to maintain appropriate insurance coverage.

Sec. 29.35.758. Provides that an authority created with appropriate powers may issue bonds and borrow money. States that the principal and interest are payable from the revenue received by the authority. Lists requirements for authorizing and selling bonds and planning for the payment of bond debt.

Sec. 29.35.760. States that an authority's bonds are eligible investments for and by entities listed in the section.

Sec. 29.35.762. Declares that the pledge of revenue for the payment of debt is binding from the time the pledge is made and provides for a lien on revenue. Affirms that the state and municipalities participating in an authority are not liable for the debts of an authority and that the debt is payable solely from the authority's revenue.

Sec. 29.35.764. Establishes the requirement that the state and participating municipalities commit to not interfere with the ability of an authority to meet its debt obligation.

Sec. 29.35.766. Limits the satisfaction of the liability of an authority exclusively to the assets or revenue of the authority. Eliminates personal liability of a board member or employee because of the execution or issuance of bonds. Requires an authority to obtain a fidelity bond for board members and executives responsible for accounts and finances.

Sec. 29.35.768. Exempts an authority and its bonds from state and municipal taxes. Provides that an authority and a participating municipality may negotiate for payments in lieu of taxes.

Sec. 29.35.770. Provides for the authority to be administered by a board that shall appoint a chief executive officer.

Sec. 29.35.772. Provides that a collective bargaining agreement for state or municipal employees transferred to the authority shall remain in effect for a fixed period of time and allows the employees to retain certain rights of participation in fringe benefit programs. Declares that the Public Employment Relations Act (AS 23.40.070 - 23.40.260) under which public employees may engage in collective bargaining, applies to the authority's employees unless all participating municipalities are exempt from provisions of that Act.

Sec. 29.35.774. Requires the board to adopt bylaws and regulations and lists subjects that must be included in the bylaws and regulations.

Sec. 29.35.776. Declares that an the authority is subject to state public records (AS 40.25) and open meeting (AS 44.62.310 - 44.62.312) laws.

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Sec. 29.35.778. Requires the authority to prepare and distribute an annual report to the mayor and governing body of each municipality participating in the authority and lists subjects that may be included in the report. Requires an annual audit by an independent certified public accountant and requires the authority to make its records available to an auditor for a municipality participating in the authority.

Sec. 29.35.780. Directs that the superior court has jurisdiction to determine claims brought against an authority. Specifies the legal authority by which a holder of bonds, notes, or coupons, or a trustee may enforce rights and compel performance of the authority's duties. Establishes that an authority, its board members, and its employees enjoy the same rights, privileges, and immunities as a municipality and municipal officers in judicial and regulatory proceedings.

Sec. 29.35.790. Declares the provisions of this legislation prevail if in conflict with other statutes in the state's Municipal Code (AS 29).

Sec. 29.35.798. Supplies definitions for terms used in provisions that would be enacted in AS 29.35.750 - 29.35.799.

Sec. 29.35.799. Sets out a short title for the material set out as AS 29.35.750 - 29.35.799; the material is to be cited as the "Regional Transit Authority Act".

Bill section 2 adds a new paragraph, paragraph (26), to AS 29.71.800 to supply a definition of the term "transportation system" applicable to the use of that term where it appears throughout the Municipal Code (AS 29). The definition incorporates reference to transportation facilities commonly used for the public or private transportation of goods and individuals and motor vehicles, trains, and watercraft, -

JBC:ljw
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Available Data for SB152

SB152

[SENATOR CHARLIE HUGGINS](#)

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Statement

Senate Bill 152: "Transportation; Transit Authorities"

"An Act relating to municipal transportation systems and to regional transit authorities."

The Municipality of Anchorage and the Matanuska-Susitna Borough have approved a Memorandum of Agreement that commits both entities to cooperate in the development of a Regional Transit Authority ("RTA") for the purpose of increasing commuter service between the two communities.

It is important to plan for regional transit service in South-central Alaska now so that we are prepared for the future. Conservative estimates indicate that more than 14,000 people commute between Mat-Su and Anchorage every day and this number is projected to grow to 30,000 within 15 years. Fluctuating fuel costs and over-capacity roadways are driving the public demand for transit service to record highs. Park-and-ride lots are overflowing and bus services in both Anchorage and Mat-Su are experiencing double-digit ridership growth, with over 700 people on a waiting list for vanpools.

Thousands of RTAs exist in communities large and small across the nation and are a proven effective and efficient approach to managing cross-jurisdictional service. These authorities plan and deploy multi-modal services that are funded by a variety of sources, including federal, state, and local contributions and "fare box" revenue.

Enabling legislation is required to create RTAs. There is precedent in Alaska for forming multi-jurisdictional authorities: The Municipal Port Authority Act, Alaska Statutes 29.35.600 - .730, provides for the establishment of port authorities by one or more municipalities, and the Regional Solid Waste Management Authority Act, Alaska Statutes 29.35.800 - .925, provides for the establishment of regional solid waste management authorities. SB 152 will provide the framework to authorize the RTA and empower it to enter into contracts; accept contributions, grants, or loans from any public or private agency; incur obligations and issue bonds; and acquire, manage, and convey real property in furtherance of its mission.

The creation of an RTA is recommended in both the Anchorage and Mat-Su Borough Long Range Transportation plans, as well as in a 2002 Commuter Rail Study that was commissioned by the Alaska Railroad Corporation.

By planning regionally, we can best meet increasing demands on Alaska's busiest commuter corridor and manage the integrated system as it matures.

Contact: Jody Simpson
(907)465-2661
SB 152, 26-LS0667A
March 24, 2009

[SENATOR CHARLIE HUGGINS](#)



**SOUTH CENTRAL TRANSIT AUTHORITY
MEMORANDUM OF AGREEMENT**

THIS AGREEMENT dated October 23, 2009, by the MUNICIPALITY OF ANCHORAGE, a home rule municipality (the "Municipality"); and the MATANUSKA-SUSITNA BOROUGH, a second class borough (the "Borough");

WHEREAS, there is increasing commuter traffic between the Municipality and Borough;

WHEREAS, the parties desire to coordinate their efforts to reduce vehicular congestion, improve air quality and assist residents with the increasing costs and inconvenience of commuting;

WHEREAS, the parties will explore the feasibility of the formation of a regional transit authority as a public corporation pursuant to legislation to be enacted by the State of Alaska, operating as an instrumentality of its member communities but with a separate and independent existence; and

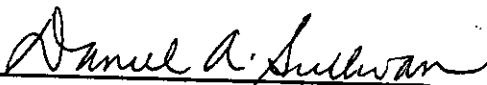
WHEREAS, in the interim, each of the parties has the power and authority to enter agreements for the cooperative or joint administration of its transportation functions;

ACCORDINGLY, IT IS HEREBY AGREED AS FOLLOWS:

1. **Purpose; Authorized Representative.** Each party shall appoint an authorized representative to determine if a regional transportation authority is feasible, and beneficial to its jurisdiction. If it is found to be feasible and beneficial to each jurisdiction, and if the jurisdiction concurs, then the representative will assist in the planning and design of a public transit system, inclusive of those modes of transportation within the jurisdictional limits that were determined to be feasible and beneficial to each party. The authorized representative will also pursue enabling legislation, if feasible and beneficial, to create a regional transit authority as a public corporation, acting as an instrumentality of its member municipalities, but with a separate and independent legal existence for those modes of transportation that each party agrees to. Upon the death, disability, resignation or removal of an authorized representative, a successor shall be promptly appointed to fill the vacancy.
2. **Additional Parties.** Additional parties to this Agreement may be added by agreement of the existing parties, contingent upon the additional party(ies) signing this Agreement

- 3 **Funding.** The activities of the authorized representatives shall be funded primarily by grant moneys from the United States, the State of Alaska, or any department, instrumentality, or agency thereof, and the parties shall include regional transportation assistance high on their respective legislative request lists if determined to be feasible and beneficial. However, the parties may contribute funds at such times and in such amounts and proportions as requested by the authorized representatives and approved by each jurisdiction's administration and assembly
- 4 **Expiration.** This Agreement shall expire December 31, 2010, unless extended by agreement of the parties
- 5 **Amendments.** This Agreement may be amended only in writing signed by the parties.

MUNICIPALITY OF ANCHORAGE

By: 
Daniel A. Sullivan, Mayor

MATANUSKA-SUSITNA BOROUGH

By: 
John Duffy, Borough Manager



SOUTH CENTRAL TRANSIT AUTHORITY MEMORANDUM OF AGREEMENT

THIS AGREEMENT dated MARCH 12, 2009, by the MUNICIPALITY OF ANCHORAGE, a home rule municipality (the "Municipality"); and the MATANUSKA-SUSITNA BOROUGH, a second class borough (the "Borough");

WHEREAS, there is increasing commuter traffic between the Municipality and Borough;

WHEREAS, the parties desire to coordinate their efforts to reduce vehicular congestion, improve air quality and assist residents with the increasing costs and inconvenience of commuting;

WHEREAS, the parties anticipate formation of a regional transit authority as a public corporation pursuant to legislation to be enacted by the State of Alaska, operating as an instrumentality of its member communities but with a separate and independent existence; and

WHEREAS, in the interim, each of the parties has the power and authority to enter agreements for the cooperative or joint administration of its transportation functions;

ACCORDINGLY, IT IS HEREBY AGREED AS FOLLOWS:

1. **Purpose; Authorized Representative.** Each party shall appoint an authorized representative to plan and design a public transit system inclusive of all modes of transportation within the jurisdictional limits of the parties, including pursuit of enabling legislation to create a regional transit authority as a public corporation acting as an instrumentality of its member municipalities but with a separate and independent legal existence. Upon the death, disability, resignation or removal of an authorized representative, a successor shall be promptly appointed to fill the vacancy.

2. **Additional Parties.** Additional parties to this Agreement may be added by agreement of the existing parties, contingent upon the additional party(ies) signing this Agreement.


3. **Funding.** The activities of the authorized representatives shall be funded primarily by grant moneys from the United States, the State of Alaska, or any department, instrumentality, or agency thereof, and the parties shall include regional transportation assistance high on their respective legislative request lists. However, the parties may contribute funds at such times and in such amounts and proportions as requested by the authorized representatives and approved by the assembly of the appropriate party.

4. **Expiration.** This Agreement shall expire December 31, 2009, unless extended by agreement of the parties.

5. **Amendments.** This Agreement may be amended only in writing signed by the parties.

MUNICIPALITY OF ANCHORAGE

By:


Matt Claman, Acting Mayor

MATANUSKA-SUSITNA BOROUGH

By:


John Duffy, Borough Manager

South Central Alaska Regional Transit Authority - Initial Planning Study Scope of Work

Background

The Municipality of Anchorage (MOA) and the Matanuska Susitna Borough (MSB) have signed a Memorandum of Agreement to work together toward the formation of a Regional Transit Authority (RTA). The RTA will develop a regional public transportation transit strategy that could involve a number of policy and operational options, including additional buses, vanpools, carpools, highway improvements, commuter rail, and ferry service.

Conservative estimates indicate that more than 14,000 people commute between the MatSu and Anchorage every day, a number projected to grow to 30,000 in just 15 years. According to the American Public Transportation Association, Americans use more energy for transportation than for any other activity. Nearly 43% of America's energy resources are used in transportation, compared to industrial use (39%), residential use (11%) and commercial use (7%). Greater use of public transportation therefore offers the single most effective strategy currently available for achieving significant energy savings and improving air quality, without imposing new taxes, government mandates or regulations.

The demands on our region's existing transit systems are reaching or exceeding existing capacity. Park-and-ride lots in the Matanuska Valley are at overflow, the popular Share-a-Van program has a 700-person waiting list, and transit in MOA and the MSB are seeing double-digit ridership growth. Existing commuter services are at capacity. Action is needed to maintain affordable, energy efficient transportation and a vibrant regional economy.

The Transit Cooperative Research Program (TCRP) – sponsored by the Federal Transit Administration – authored “Report 34: Assessment of the Economic Impacts of Rural Public Transportation”, a 201 page report published in 1998. According to the report, the national economic benefits of expenditures for rural transit of provide a benefit/cost ratio of 3.35 to one. This is a significant level of benefits. The ratio of 3.35 to one exceeds by a large margin the returns of many governmental programs.

The following benefits were derived from the case studies presented in the report:

- Increasing opportunities for employment
- Providing access to training and employment
- Providing cost savings to transit riders over their alternative modal options
- Generating additional activity for existing businesses and caregivers by creating better access for customers, clients, and employees
- Attracting additional businesses to the area
- Attracting tourists to the area
- Allowing more productive use of scarce land
- Providing access to medical facilities

- Helping persons with disabilities and other functional problems continue to maintain independent lives within the community
- Increasing overall economic activity in the community

Scope of Study

The MOA and MSB will jointly contract with a consultant for the preparation of a plan for the institutional design and initial operations of the RTA. This plan study will be developed as a series of working papers which will be consolidated as chapters in a Final Report:

- **Institutional Options.** Describes typical Regional Transit Authority (RTA) powers; provides an overview of the institutional structures of existing RTAs in the continental US; presents initial institutional options for the development of a Regional Transit Authority (RTA) serving the MOA/MSB; and provides an analysis and assessment of each alternative.
- **Organizational Analysis and Staffing Plan.** Documents the general framework for the organizational structure for management and operation of public transportation for MOA/MSB.
- **Inventory/Existing Needs Assessment.** Describes and evaluates existing public transportation services and identifies known deficiencies or needs.
- **Demand Forecast/Corridor Identification.** Provides a 20-year forecast of overall demand for public transportation services and identifies those corridors and areas most likely to need expanded transit services within 5, 10, and 20-year timeframes.
- **Alternative Service Strategies.** Identifies four alternative service strategies for expanding public transportation within the RTA boundaries, evaluates their ability to meet identified and forecasted demand/needs, compares their estimated capital and operating costs, and identifies a preferred alternative.
- **Service Standards.** Establishes service standards to provide a systematic method to determine: 1) the effectiveness in serving the community and meeting agency goals, and 2) the efficiency in the use of resources.
- **Investment in RTA.** Documents proposed RTA assets, the original cost of and the current value of assets, and each municipality's contributions.
- **Financing Plan.** Identifies potential funding sources (including federal, state, city, county funds, fares, and other miscellaneous sources such as advertising) and provides a recommended financing plan for capital and operating costs.
- **Cost Allocation Options.** Presents an overview of operating cost allocation methods that are used by other Regional Transit Authorities.
- **Transition Plan and Implementation.** Identifies a time table for the transition from operations by current service providers to operations by the new RTA.

Working Paper 1

RIDERSHIP FORECAST

INTRODUCTION

The purpose of this working paper is to assess the ridership potential for a new commuter rail service between the Matanuska-Susitna (Matsu) Valley and Anchorage. The planning years for the service is assumed here to be 2012 and 2020. The service would offer either 2 or 3 inbound peak trips in the morning commute period, and the reverse in the evening, with the potential of mid-day or off-peak service as well.

Stations assumed in this analysis include, from north to south, Downtown Wasilla, Matanuska (Glenn Highway / Park Highway Interchange), Eklutna, Birchwood, Eagle River, Elmendorf, Anchorage, Spenard and Anchorage Airport.

Forecasts were done assuming two station stopping patterns: one for a traditional pattern, with stops every 6 to 8 miles; the other for express service having 2 and 3 stations.

FORECASTING METHODOLOGY

The methodology described below was pioneered in a similar commuter rail planning effort conducted for the *Orange County Commuter Rail Strategic Assessment* in 2003-2004. That study focused on improvements to Metrolink service between Orange County and Los Angeles Union Station near Downtown Los Angeles. The forecasting process was developed based on various existing data, but mostly on origin-destination information from Metrolink's 2002 *On-board Passenger Survey*.¹ The methodology as adapted to the current effort consists of several steps outlined below.

Determining Station Catchment Areas

The catchment areas represent the areas around stations where riders are most likely to be originating (home end) or terminating (work end) their commuter rail trips. Origin catchment areas are larger than the destination catchment areas, as travelers can use their own cars to access their origin stations but must either walk or ride local transit on the destination end. Catchment areas vary generally from about 3 to 5 miles around a station, but the reach of more distant stations can extend further outward.

For this study, the origin catchment areas were defined as 5 miles for Wasilla and Matanuska stations and as 3 miles for the Eklutna, Birchwood and Eagle River. These five stations are considered originating stations.

The destination catchment areas were defined as 3 miles around all stations. Destinations stations include Elmendorf, Anchorage, Spenard and Anchorage Airport.

Identifying the Universe of Work Trips

With the station catchment areas defined, the study team identified the universe of work trips that could be attracted to commuter rail between any pairing of an origin catchment area and a destination catchment area. This was done using the travel demand model developed for the Knik Arm Bridge and Toll Authority

¹ In 2005, the methodology was applied to forecast Metrolink system-wide ridership. In 2007, it was adapted to forecast ridership in three studies: one for service expansion of the San Joaquin Regional Rail Commission's commuter rail program in Northern California; another for an update of the Atlanta, Georgia, commuter rail plan; and a third for a conceptualized Fairbanks commuter rail service.

(KABATA). More specifically, the home base work (HBW) trip tables developed as part of the KABATA model were used. A HBW trip (also known simply as a work trip) occurs when a worker travels to a workplace. Thus, a commuter from Wasilla heading to a job in Anchorage would generate two work trips on a regular weekday: one to the workplace and another returning home.

Work trips made between the aggregation of traffic analysis zones (TAZs) at the origin station and the aggregation of TAZs at destinations were extracted from the KABATA trip tables for 2005, 2012 and 2020.

Determining the Commuter Rail Trips

A comparison of actual Metrolink peak period ridership between station catchment areas and the universe of work trips between those catchment areas provided an understanding of the commuter rail mode share, i.e. the percentage of all work trips that commuter rail could capture. If, for example, a commuter rail line carries 100 out of 1,000 eligible work trips between an origin station catchment area and a destination station catchment area, then the commuter rail line captures 10 percent of that work trip market.

The comparison showed a relationship existed between the shares of work trips and both the distance traveled and the frequencies of trains. Commuter rail tends to capture more commute trips if the trips are longer and if service levels are higher (more frequencies). Furthermore, trips heading to Downtown Los Angeles tended to have higher mode splits than to anywhere else (this fact appears a result of higher parking fees and good transit connections Downtown versus origin or suburban stations). Thus a table of capture rates varying with the distance to a city center and the frequency of train was developed and refined over the time. The capture rates were then applied to the Anchorage projections of work trips between station areas.

Potential Adjustments

The application of capture rates by distance and train frequency from the Metrolink study to the current effort assumes implicitly that the other factors affecting ridership are similar between the conceptualized Anchorage commuter rail system and the Metrolink system at the time of the survey (2002). These assumptions were reviewed as described below and adjustments were developed when needed.

- **Congestion** – Los Angeles is well known as one of the worse cities in the U.S. when it comes to congestion. Anchorage has some congestion but not at the same level as in Los Angeles. Based on the Texas Transportation Institute's *Annual Urban Congestion Report*, the annual hours of delay per peak traveler averaged 69 hours in 2002 in Los Angeles. Based on the 1995 to 2007 trend, the estimate of annual hours of delay for Anchorage has stayed pretty steady around 10 hours. Accordingly, a factor was estimated to adjust the capture rates developed in Los Angeles for use in this study.
- **Gas price** – The price of gasoline is usually higher in California than in Anchorage. At the same time, the incomes of travelers in Los Angeles are higher than in Anchorage. As a result, it was assumed that no adjustment for a gas price differential was necessary.
- **Fares** – Since the assumption for this study was to use distance-based, "typical" commuter rail fares, there was no need to make adjustment for fares.
- **Parking availability and cost** – Most of the Metrolink stations have free parking. Parking at origin stations of an Anchorage system will be free. So, again, no adjustment was necessary to reflect the impact of paid parking.
- **Seasonality** – It is reasonable to assume ridership would be higher in winter, when road conditions are more dangerous. However, it is difficult to identify how much more. To be conservative, there was no adjustment made for seasonality.

- **Train speed** – The average Metrolink train speed was estimated at 42 mph, similar to the one assumed for the Anchorage assuming a traditional stopping pattern. Matsu-Anchorage express service would have higher speeds, as they would have fewer station stops.

COMMUTER RAIL LINES DESCRIPTION AND ASSUMPTIONS

The distance and travel times between the 9 stations assumed for the Anchorage commuter rail system appear in Table 1.

Table 1: Commuter Rail Line Description

From	To	Miles	Minutes
Wasilla	Matanuska	8.50	13
Matanuska	Eklunta	9.38	14
Eklutna	Birchwood	5.65	9
Birchwood	Eagle River	8.20	12
Eagle River	Elmendorf	7.62	11
Elmendorf	Anchorage	5.87	9
Anchorage	Spenard	3.19	5
Spenard	Airport	3.04	5

The ridership forecasts for 2012 and 2020 rested on various assumptions. The assumptions pertain to five cases. Cases 1 through 2 reflect a typical commuter rail service with stations every 6 to 8 miles on average. Cases 3 through 5 reflect an express service.

- **Case 1** – 2 alternatives: 2 and 3 trains inbound in the morning peak period, with the reverse pattern assumed in the afternoon peak period, and a total of 9 commuter rail stations.
- **Case 2** – 2 alternatives: 2 and 3 trains inbound in the morning peak period, with the reverse pattern assumed in the afternoon peak period, and a total of 7 commuter rail stations.
- **Case 3** – 2 alternatives: 2 and 3 trains inbound in the morning peak period, with the reverse pattern assumed in the afternoon peak period, and a total of 2 commuter rail stations: Wasilla and Anchorage.
- **Case 4** – 2 alternatives: 2 and 3 trains inbound in the morning peak period, with the reverse pattern assumed in the afternoon peak period, and a total of 2 commuter rail stations: Matanuska (Glenn Highway / Parks Highway Interchange) and Anchorage.
- **Case 5** – 2 alternatives: 2 and 3 trains inbound in the morning peak period, with the reverse pattern assumed in the afternoon peak period, and a total of 3 commuter rail stations: Wasilla, Matanuska, and Anchorage.
- **In All Cases** – Free and available parking at station outside Downtown Anchorage, along with a feeder bus service, as needed.

While forecasts were performed for the planning years of 2012 and 2020, both forecasts progressed from a Base Year of 2005 forecast. The 2005 forecast relied on the 2005 work trip table coming from the KABATA model. The study team ascertained that the KABATA model's 2005 work trip table reflected reasonably accurately the work trips made in 2005 along the Glenn Highway. Accordingly, the team could assume that the work trips forecasts for future years would be reasonably reliable.

Illustrative schedules for Cases 1 and 5 appear in the Appendix.

GROWTH ASSUMPTION

As explained earlier in this working paper, the universe of potential work trips for the proposed commuter rail was extracted from the KABATA model for 2005, 2012, and 2020. The number of work trips is expected to increase (or decrease) with the level of employment and population in the area. As in most models of this type, the KABATA model uses number of household and employment assumptions to estimate work trips (as well as other purposes trips). These assumptions are summarized in Table 2 for the areas around the proposed 9 stations.

Table 2: 2005, 2012, and 2020 Household and Employment

Station	2005 Households	2005 Employment	2012 Households	2005-2012 Growth	2012 Employment	2005-2012 Growth	2020 Households	2005-2020 Growth	2020 Employment	2005-2020 Growth
Anchorage Airport (D)	12,277	14,114	13,017	6.0%	14,545	3.1%	13,478	9.8%	14,255	1.0%
Spenard (D)	10,147	19,906	11,050	8.9%	21,206	6.5%	11,741	15.7%	21,519	8.1%
Anchorage (D)	20,350	67,806	22,339	9.8%	74,043	9.2%	23,910	17.5%	77,001	13.6%
Eimendorf (D)	5,429	11,096	6,379	17.5%	11,265	1.5%	7,242	33.4%	10,861	-2.1%
Eagle River (O)	7,769	2,941	8,944	15.1%	3,504	19.1%	9,984	28.5%	3,935	33.8%
Birchwood (O)	3,156	787	4,157	31.7%	1,136	44.3%	5,134	62.7%	1,460	85.5%
Eklutna (O)	326	62	670	105.5%	192	209.7%	1,026	214.7%	324	422.6%
Matanuska (O)	7,561	5,306	10,792	42.7%	7,969	50.2%	15,175	100.7%	10,460	97.1%
Wasilla (O)	11,560	10,016	15,563	34.6%	14,788	47.6%	21,099	82.5%	19,207	91.8%
Total HH Origin	30,372		40,126	32.1%			52,418	72.6%		
Total Emp. Destination		112,922			121,059	7.2%			123,636	9.5%
Total all O and all D	78,575	132,034	92,911	18.2%	148,648	12.6%	108,789	38.5%	159,022	20.4%

The stations in the above table are organized as either Origin (O) or Destination (D). The proposed commuter rail will have 2 or 3 trains in the morning from Wasilla to Anchorage and 2 or 3 trains in the afternoon from Anchorage to Wasilla. This means that it will serve work trips from people residing in Wasilla (origin) and working in Anchorage (destination). As a result, the universe of potential work trips for the proposed commuter rail is linked to the number of households in the Wasilla area (origin) and the number of employment in the Anchorage area (destination).

It is worth noting that while households in the Matsu area will grow by almost 73 percent between 2005 and 2020, employment in Anchorage will grow by only 9 percent. At the same time employment in Wasilla and Matanuska will grow by more than 90 percent. These figures indicate that, in the future, more Matsu residents will find opportunities to work closer to home instead of having to go to Anchorage.

RESULTS

A summary of ridership forecasts are presented in Tables 3 through 7. The figures are rounded to the nearest 100.

Ridership estimates for Case 1 appear in Table 3. This case assumed all 9 stations. A trip from Wasilla to Anchorage would be done in 68 minutes, at an average speed of 40 mph. Ridership is expected to increase by about 38 percent in 2012 and by about 33 percent in 2020 with the addition of a third round trip.

Table 3: Weekday Ridership Summary Case 1

9 Stations

Year	Wkdy. Psgr. Trips	
	2RT	3RT
2005	700	1,000
2012	800	1,100
2020	1,200	1,600

Note: RT stands for rail round trips

Ridership estimates for Case 2 appear in Table 4. This case assumed 7 stations as opposed to 9. Dropped were Eklutna and Birchwood, neither of which generates significant work trip ridership for the near or long term. As shown, eliminating these two stations would reduce ridership by about 100 riders a day or less than 10 percent. Average speed would be slightly higher than Case 1, but the time savings would be small and unlikely to attract any additional ridership by themselves.

Table 4: Weekday Ridership Summary Case 2

7 Stations

Year	Wkdy. Psgr. Trips	
	2RT	3RT
2005	700	900
2012	700	1,000
2020	1,100	1,500

Note: RT stands for rail round trips

Ridership estimates for Case 3 appear in Table 5. This case assumed an express stopping pattern of Wasilla and Anchorage. The 45-mile trip would be done in 55 minutes, at an average speed of 49 mph. The greater travel time savings serve to attract ridership, while the reduced number of stations serves to restrict ridership. The net effect is very similar to Case 2.

Table 5: Weekday Ridership Summary Case 3

Year	Wkdy. Psgr. Trips	
	2RT	3RT
2005	600	900
2012	700	900
2020	1,000	1,500

Note: RT stands for rail round trips

Ridership estimates for Case 4 appear in Table 6. This case assumed an express stopping pattern of Matanuska, or the Glenn Highway / Parks Highway Interchange, and Anchorage. The 37-mile trip would be done in 45 minutes, at an average speed of 49 mph. This scenario has weaker ridership, as the sole origin station will be 9 miles from Downtown Wasilla and thus less desirable for Wasilla commuters than a Downtown Wasilla Station.

Table 6: Weekday Ridership Summary Case 4

Year	Wkdy. Psgr. Trips	
	2RT	3RT
2005	500	700
2012	500	700
2020	600	900

Note: RT stands for rail round trips

Ridership estimates for Case 5 appear in Table 7. This case assumed an express stopping pattern of Wasilla, Matanuska, and Anchorage. The 45-mile trip would be done in 58 minutes, at an average speed of 47 mph. This is perhaps the optimum scenario, offering two Matsu origin stations and a faster travel time versus either Case 1 or Case 2, each with many more station stops.

Table 7: Weekday Ridership Summary Case 5

Year	Wkdy. Psgr. Trips	
	2RT	3RT
2005	600	900
2012	700	1,000
2020	1,000	1,500

Note: RT stands for rail round trips

Missing from these forecasts is any adjustment for non-work trips. Since the service would be focused during the peak period, the potential for non-work trips is small. Per the Metrolink survey of riders in 2002, 87 percent of Metrolink trips were work trips, with 92 percent of riders employed. At the same time, Metrolink does offer mid-day and later evening service.

It is reasonable to assume that some of the peak period trains could make trips during the off-peak period as well, providing more opportunities for non-work trips. If such off-peak period service were offered, it would be reasonable to add 10 percent to the figures stated in the Tables 3 through 7 to account for non-work trips. For example, in 2012 for Case 2 (7 stations), assuming 3 peak period round trips and limited off-peak service, weekday ridership would be 1,100. The results would be the same for Case 5.

APPENDIX: Illustrative Schedules for Anchorage Commuter Rail Service

Table A-1
Case 1: Two Peak Period Round Trips with Mid-day Option

Read Down				Read Down				
C1	C3	C5	Den. Star	Location	Den. Star	C2	C4	C8
6:00	6:45	13:00	18:15	Wasilla	9:35	12:18	18:18	19:03
6:13	6:58	13:13		Matanuska		12:05	18:05	18:50
6:27	7:12	13:27		Eklutna		11:51	17:51	18:36
6:36	7:21	13:36		Birchwood		11:42	17:42	18:27
6:48	7:33	13:48		Eagle River		11:30	17:30	18:15
6:59	7:44	13:59		Elmendorf		11:19	17:19	18:04
7:08	7:53	14:08	20:00	Anchorage	8:15	11:10	17:10	17:55
7:13	7:58	14:13		Spenard		11:05	17:05	17:50
7:18	8:03	14:18		Airport		11:00	17:00	17:45

Notes:

Run time Wasilla-Airport is 78 minutes.

Run time Wasilla-Anchorage is 68 minutes.

Schedule assumes an average commuter train speed of 40 mph, which is consistent with commuter operations elsewhere in the U.S.

Denali Star is ARRC's long distance train, whose schedule has significant padding.

Wasilla Station is Downtown Wasilla.

Matanuska Station is near the Glenn Highway / Parks Highway Interchange.

Table A-3
Case 5: Two Peak Period Round Trips with Mid-day Option

Read Down				Read Down				
C1	C3	C5	Den. Star	Location	Den. Star	C2	C4	C8
6:00	6:45	13:00	18:15	Wasilla	9:35	11:58	17:58	18:43
6:13	6:58	13:13		Matanuska		11:45	17:45	18:30
6:58	7:43	13:58	20:00	Anchorage	8:15	11:00	17:00	17:45

Notes:

Run time Wasilla-Anchorage is 58 minutes.

Schedule assumes an average commuter train speed of 47 mph, a result of only one intermediate station.

Denali Star is ARRC's long distance train, whose schedule has significant padding.

Wasilla Station is Downtown Wasilla.

Matanuska Station is near the Glenn Highway / Parks Highway Interchange.

Table A-2
Case 1: Three Peak Period Round Trips with Mid-Day Option

Read Down				Read Down							
C1	C3	C5	C7	Den. Star	Location	Den. Star	C2	C4	C6	C8	
6:00	6:30	7:00	13:00	18:15	Wasilla	9:35	12:18	18:18	18:48	19:18	
6:13	6:43	7:13	13:13		Matanuska		12:05	18:05	18:35	19:05	
6:27	6:57	7:27	13:27		Eklutna		11:51	17:51	18:21	18:51	
6:36	7:06	7:36	13:36		Birchwood		11:42	17:42	18:12	18:42	
6:48	7:18	7:48	13:48		Eagle River		11:30	17:30	18:00	18:30	
6:59	7:29	7:59	13:59		Elmendorf		11:19	17:19	17:49	18:19	
7:08	7:38	8:08	14:08	20:00	Anchorage	8:15	11:10	17:10	17:40	18:10	
7:13	7:43	8:13	14:13		Spenard		11:05	17:05	17:35	18:05	
7:18	7:48	8:18	14:18		Airport		11:00	17:00	17:30	18:00	

Table A-4
Case 5: Three Peak Period Round Trips with Mid-Day Option

Read Down				Read Down							
C1	C3	C5	C7	Den. Star	Location	Den. Star	C2	C4	C6	C8	
6:00	6:30	7:00	13:00	18:15	Wasilla	9:35	11:58	17:58	18:28	18:58	
6:13	6:43	7:13	13:13		Matanuska		11:45	17:45	18:15	18:45	
6:58	7:28	7:58	13:58	20:00	Anchorage	8:15	11:00	17:00	17:30	18:00	

**Regional Transit Authority
(RTA)**

August 19, 2009

RTA

- Purpose
 - Provide residents and commuters with transit options
 - Improve regional transit quality and service
 - Reduce traffic congestion
 - Improve air quality
 - Coordinate transit service among providers
 - Schedules, fares, management, planning and programming, state and federal funding

RTA

For Anchorage & Mat-Su:

A cooperative effort to design, implement, and manage transit service between Anchorage and the Mat-Su Borough that is coordinated with existing service in each community.

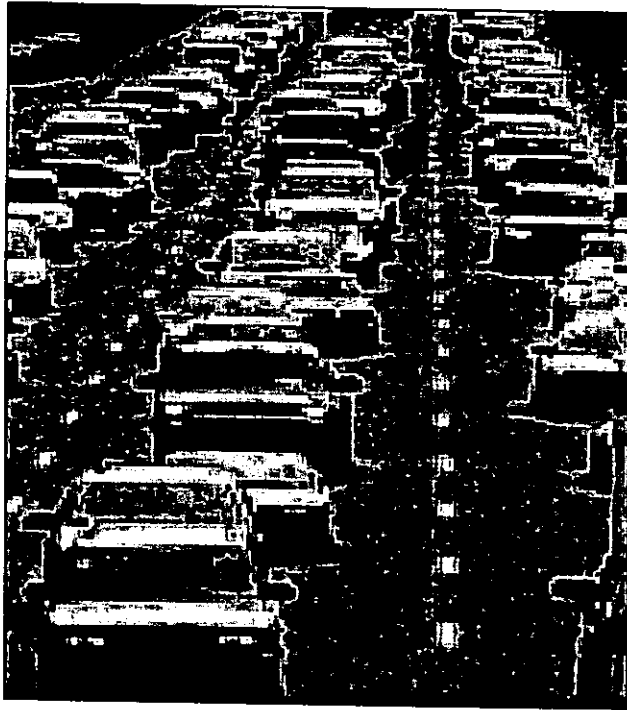
History

- Memorandum of Agreement signed by the Municipality of Anchorage and the Matanuska-Susitna Borough on March 12, 2009.

RTA

- Current proposal is for a Regional Transit Authority
not a
Regional Transportation Authority
- A “*transportation*” authority would combine all modes: road, port, airport, transit; *a super MPO*

Demand



- Double-digit ridership growth at People Mover
- 800+ person waiting list for van pools
- ~14,000 vehicles enter Anchorage via the Glenn daily

Current Level of Service

- 52 vans with 847 participants
- Share-a-Ride carpool matching
- 2 MASCOT buses daily
- People Mover has three routes serving Eagle River/Chugiak
- M/V Susitna



Long Range Transportation Plans

- Anchorage LRTP supports regional connections and Glenn Highway improvements
- “Traffic demand on the Glenn Highway will exceed capacity in 2025 from Mirror Lake to Boniface Road.”
- Anchorage LRTP speaks to need for regional coordination and funding strategies for multi-modal service

Long-Range Transportation Plans

- Mat-Su LRTP recommendations:
 - Support “multi-agency joint powers sponsored service between Mat-Su and Anchorage”
 - Support Share-a-Ride, Share-a-Van, and MASCOT – People Mover commuter service
 - Support development of cost-effective rail and bus commuter service

ARCC Commuter Rail Study

Completed in 2002 by
Wilbur Smith Associates



- Recommends a “Joint Powers Authority as the most practicable alternative” to manage commuter rail service

Organization

- RTA is common for coordinating multi-jurisdictional transit
- With status quo, hard to divert Anchorage buses to Mat-Su and vice versa
- Agreement between MOA and MSB
 - Partners: MASCOT, AKDOTPF, AKRR

TRIMET
See where it takes you.



SOUNDTRANSIT

CIRTA
Central Indiana Regional Transportation Authority
CONNECTING PEOPLE AND PLACES

Spokane Transit
www.spokanetransit.com

MVRTA
Merrimack Valley Regional Transit Authority

MVTA
Minnesota Valley Transit Authority



Guiding Principles

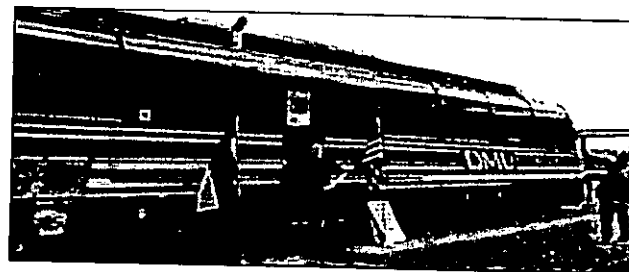
- Coordination
- Additive
- Customer-focused
- Don't pre-judge modes

Organizational Process

1. Memorandum of Understanding between MOA and MSB – expires 12/09
 - Planning and design role
2. Secure start-up funding
 - ARRA energy funding
3. Seek enabling authority via state legislation to create Regional Transit Authority as a separate entity

A word about modes

- Strategy is to seek quick wins and build momentum
- M/V Susitna deployment 2010
- Commuter rail is not deployed overnight
- Light Rail vs. Heavy Rail
- Options available-
 - vans, additional buses, express buses, bus lanes on Glenn, trains



Funding

- Initial start-up funding request to state legislature
 - Staff
 - Vans
 - Extended life for aging buses
 - Update commuter rail study
 - Alternative fuels study
 - Implement ferry service
 - Rail equipment
- Ongoing strategy needed

Memorandum of Understanding

- An agreement created pursuant to AS 29.35.010(13) to:
 - Plan and design public transit within jurisdictional boundaries
- A commitment at this stage, to become a separate entity with legislative action

RTA Legislation

Senate Bill 152

“An Act relating to municipal transportation systems and to regional transit authorities.”

Introduced and read across on March 18, 2009

- Referred to Senate Transportation and Senate Finance Committees
- No committee hearings requested
- Commitment to work on the bill and build consensus over the interim

SB 152

○ PURPOSE

- Provides a framework for a single municipality or two or more municipalities around the state to create RTAs by ordinance or ordinances
- Provides for dissolution and distribution of assets
- Allows municipality to join an established authority
- Establishes an authority as a body corporate and politic , with a separate and legal existence from the municipality
- Requires that powers, boundaries, and limitations are specified
- Limits the application of the Act to an RTA

SB 152

- SB 152, as introduced, draws heavily from existing law
- Regional Solid Waste Management Authority Act, ch 26, SLA 2006
- Established regional solid waste authority and defined powers and duties of those authorities (AS 29.35.800 – 29.35.920)

Powers and Duties

- Transfer real property and improvements or assign or lease personal property
- Issue bonds and borrow money
- Declare the authority and its bonds are exempt from state and municipal taxes
- Declare that the state and municipalities participating in the authority are not liable for debts
- Declare that debt is payable solely from the authority's revenue

Powers and Duties

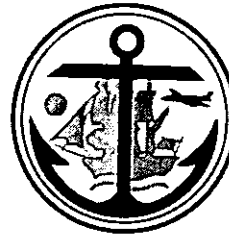
- Establish a board and appoint a chief executive officer
- Provide for a collective bargaining agreement for state or municipal employees
- Draft bylaws and regulations
- Follow state public records and open meetings laws
- Deliver an annual report to the governing body of each participating municipality

Next Steps

- Recommit to pursue legislation
- Renew Memorandum of Agreement
- Second Session of the 26th Legislature begins in January, 2010.
- Be ready to build support and testify before Legislative committees



Matanuska-Susitna Borough
350 E. Dahlia Avenue
Palmer, AK 99645
(907)745-4801



Municipality of Anchorage
632 W. 6th Avenue
Anchorage, AK 99501
(907)343-7100

April 8, 2009

Frank Richards, P.E.
Deputy Commissioner
Highways & Public Facilities
3132 Channel Drive
PO Box 112500
Juneau, AK 99811-2500

Dear Mr. Richards:

This letter is intended to provide you with additional information concerning Senate Bill 152 and a proposed Regional Transit Authority (RTA) spanning the Municipality of Anchorage and the Matanuska Susitna Borough.

The current bill reflects the combined efforts of Municipal and Borough staff with the assistance of legislative council. It is based upon existing Alaska Statutes for authorities with similar powers, including port authorities and solid waste management authorities.

The RTA would not extend the authority of the MPO to include the Borough, although a cooperative relationship would exist between the MPO and the RTA for those areas they have in common. We anticipate that a portion of the Borough may meet the criteria for inclusion in an MPO during the 2010 US Census. However, it is premature to determine whether a portion of the Borough would join with the Anchorage MPO or establish its own MPO.

We anticipate that fare box subsidies will eventually be required. How large this subsidy might be and how it might be provided for are, for the moment, unresolved questions. In addition to enabling legislation, we are asking for a capital grant to fund initial studies to determine the range of services to be provided by the RTA, the revenue generation potential, and alternatives for spanning any shortfalls. As proposed, the RTA could utilize financial or in-kind

Letter to Mr. Frank Richards
April 8, 2009
Page 2

contributions by the two municipalities in addition to issuing revenue bonds. Taxation powers can be added later if necessary.

The RTA would exist in a complementary relationship with DOT&PF with respect to the overall "transportation system". As proposed, Section 29.35.750(a) limits the RTA to providing for "public transportation" which is defined in Section 29.35.798(8) as "transportation by a conveyance that provides regular and continuing general or special transportation to the public". If necessary, we would agree to the addition of language to clarify that the RTA's powers will not extend to the construction of roads.

The RTA would have the power of Eminent Domain, as does KABATA, local governments, and private utilities (see: AS 19.75.111(a)(18) as to KABATA; AMC 31.10.030C as to AWWU; AMC 32.10.030C as to ML&P).

The RTA will have no powers beyond the boundaries of its member local governments. Since the Municipality and Borough are immediately adjacent to each other and their boundaries match perfectly, there should be no concern with "extraterritorial" powers.

Please be assured that we are interested in working cooperatively with DOT&PF in the interest of providing safe and efficient access for the residents of Anchorage and the "MatSu". Please do not hesitate to contact MOA Director of Sustainability Randy Virgin (VirginRS@ci.anchorage.ak.us) or MSB Planning Director Mark Mayo (Mark.Mayo@matsugov.us) if you have any further questions.

Sincerely,



John Duffy
Borough Manager



Michael K. Abbott
Municipal Manager

cc: Mary Siroky (DOT&PF Special Assistant)
Jeff Stark (AG)
Senator Huggins (Jody Simpson)

MAYORS FOCUS ON COMMUTE ALTERNATIVES

Anchorage and Mat-Su Borough to form Regional Transportation Authority

Alaska Railroad Chairman John Binkley was on-hand June 13 to witness Anchorage Mayor Mark Begich and Mat-Su Borough Mayor Curt Menard as they signed a pioneering agreement to endorse formation of a regional transportation authority (RTA). Skyrocketing gas prices and growing commuter traffic between the two communities spurred mayoral promises to improve mass transit opportunities, including the possibility of a commuter rail service.

"The Railroad's Southcentral Commuter Rail Study in 2002 points to forming a regional transit authority as the first critical step to establishing commuter rail service," said Binkley. "Local governments and state government coordination is key to this effort, and we are pleased to see the Mat-Su Borough and Anchorage on board."

Begich and Menard signed the agreement at the railroad's Ship Creek Historic Depot, the site of a future transportation hub. During the past five years, ARRC has invested millions of dollars to straighten track, build a new rail station at the Anchorage Airport and a rail depot in Palmer, as well as begin



Left-right: ARRC Chair John Binkley, Mat-Su Mayor Curt Menard, and Anchorage Mayor Mark Begich. (Photo by Stephenie Wheeler)

work on the Ship Creek Intermodal Transportation Center. Such infrastructure improvements make commuter rail a more viable option.

More than 14,000 people regularly commute between the Mat-Su and Anchorage, including about 150 ARRC employees. ●

ALASKA RAILROADERS HELP FORGE NEW NATIONAL COLLEGE LEVEL RAILWAY MANAGEMENT CERTIFICATION PROGRAM

The Alaska Railroad had a hand in developing, teaching and experiencing a premier Railway Management Program offered through Michigan State University.

The new certificate program is aimed at upwardly mobile, mid-career railroad managers, according to Alaska Railroad Training Director Paula Donson, Ph.D. She served on the program's Curriculum Content Advisory Committee, which first met in February 2007 and subsequently during the summer 2007 to identify program goals and hammer out key topics to be taught.

The course includes online participation, along with classroom instruction that is split into four one-week sessions held throughout a six-month period. Week 1 in the classroom introduces railway and transportation fundamentals.

Week 2 covers rail infrastructure, equipment, and command and control. Week 3 reviews customer and financial stakeholder relations. The final week outlines management and leadership development.

ARRC President & CEO Pat Gamble taught a two-hour block in the fourth week. "The students said they really liked the 'one-liners' in particular, because these were thoughts or tools that could be implemented on the spot when they return to work," said Gamble.

The inaugural class began last January and graduated in early June 2008. ARRC Director of Passenger Operations David Greenhalgh was among the first class of 17 students to earn the certificate. For details about the Railway Management Program visit www.RailEducation.com. ●

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Anchorage Daily News

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Regional Transit Authority can help speed us on our way**COMPASS: Other points of view**

By RANDY VIRGIN and JOHN DUFFY

(09/15/08 21:11:43)

With an Alaska Railroad train gleaming in the sun behind them, Mayor Mark Begich and Mat-Su Mayor Curt Menard recently signed a joint agreement to create a Regional Transit Authority to better serve commuters in the region.

As gas prices skyrocket, demand for transit has never been higher. Park-and-ride lots in the Valley are at overflow, the popular Share-a-Van program has a 700-person waiting list, and Anchorage and Mat-Su buses are seeing double-digit ridership growth. Existing commuter services are at capacity, and demand has quickly outpaced supply.

In addition to home heating and electricity costs, transportation costs are a big piece of the energy challenge that state and local leaders are seeking to address. Pain at the pump is causing hardship in Alaska's urban areas and eating up household budgets from Ketchikan to Fairbanks.

In Alaska's busiest commuter corridor, more than 14,000 people commute between Anchorage and the Mat-Su every day. Without meaningful strategies to address the unprecedented cost of this commute, the economic success and land-use patterns of both communities could be undermined by a breakdown in the economics of daily transportation.

As local leaders work to deliver additional services in the short term and build an integrated transit system for the long term, we want to hear from you. We've set up a short survey and feedback form at the city's Web site home page, www.muni.org, under the link "Commuter Survey." If you're interested in commuter service by train, bus, van or carpool, this is your chance to weigh in on what you'd like to see happen and how you think it should work for you.

There are many options to improve service for commuters now and into the future. The quickest addition we can make is more vans and buses to existing service. That 700-person waiting list for van pools we mentioned earlier will require 50 additional vans, and we are also working to put more buses on the road to further expand capacity. To put these vehicles into service, it will take resources -- and, as commuters are telling us, these services are needed yesterday, if not sooner. State support of additional transit capacity would jump-start this effort and enable communities around the state to benefit relatively quickly. Today, Alaska is one of

only a handful of states that do not contribute resources to local transit service, and the current effort to address rising energy costs for Alaskans is a logical place for the state to play this critical role.

As we plan for even more ambitious service, like commuter rail, a key element is integration. It's not hard to see that a commuter rail service won't be very popular unless Valley residents can board easily and then connect with convenient, cost-competitive links from the train depot to major employment centers in South Anchorage, Midtown, U-Med and downtown. And those links need to be seamless for the traveler -- one pass, one price.

That kind of "doorstep-to-doorstep" coordination is best done by a Regional Transit Authority, planning and deploying multi-modal service powered by a combination of federal, state, local and ridership fare revenue. That's why Mayor Begich and Mayor Menard have charted a course to create an RTA for our region, and with your advice and involvement we can make convenient, competitive service a reality for residents of Anchorage and the Mat-Su.

Let's get moving!

Randy Virgin is director of sustainability for the Municipality of Anchorage. John Duffy is manager of the Matanuska-Susitna Borough.

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SB 152 – Regional Transit Authorities

WITNESS LIST:

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3. David Levy
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4. Ralph Duerre
Attorney, Municipality of Anchorage
(907) 343-4235
*On line to answer questions

FISCAL NOTE

STATE OF ALASKA
2010 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SB 152
 () Publish Date: _____

Identifier (file name): SB152-DOT-CO-3-16-10
 Title: Transportation; Transit Authorities
 Sponsor: Sen. Huggins
 Requester: S TRA
 Dept. Affected: DOT&PF
 RDU: Administration and Support
 Component: Commissioner's Office
 Component Number: 530

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2011	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
OPERATING EXPENDITURES								
Personal Services								
Travel								
Contractual								
Supplies								
Equipment								
Land & Structures								
Grants & Claims								
Miscellaneous								
TOTAL OPERATING		0.0	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES								
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CHANGE IN REVENUES ()								
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FUND SOURCE (Thousands of Dollars)

	FY 2011	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
1002 Federal Receipts							
1003 GF Match							
1004 GF							
1005 GF/Program Receipts							
1037 GF/Mental Health							
Other Interagency Receipts							
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2010) cost: _____

POSITIONS

	FY 2011	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Full-time							
Part-time							
Temporary							

ANALYSIS: (Attach a separate page if necessary)

There is no fiscal impact to the department.

Prepared by: Mary Siroky, Legislative Liaison
 Division: Department of Transportation and Public Facilities
 Approved by: Frank Richards, Deputy Commissioner
Department of Transportation and Public Facilities

Phone 465-4772
 Date/Time 3/16/10 6:15 PM
 Date 3/16/2010