

HB

131

<TARGET><BILL>HB 131</BILL><SUBJECT>HB
131</SUBJECT><COMM>HFIN27</COMM></TARGET>

HOUSE COMMITTEE REPORT

(11)

Date Referred to Committee: March 23, 2011

FURTHER REFERRALS:

Date of Committee Action: 4/14/11

The FINANCE Committee considered:

HB 131

HOUSE BILL NO. 131

"An Act establishing the Alaska Community and Public Transportation Advisory Board and relating to a long-range community and public transportation plan; and providing for an effective date."

HB 131-COMMUNITY AND TRANSPORTATION ADV. BOARD

Recommends it be replaced with HCS or CS for HB 131 (TRA)
 For Senate Bills with new title: Technical Title New Title: HCR _____ Same Title New Title

- attach amendments
- add new referral to _____ Committee
- Letter of Intent _____ Committee

List of Abbrev for Depts.:
 ADM
 CED
 COR
 CRT
 EED
 DEC
 DFG
 GOV
 DHS
 LWF
 LAW
 LEG
 MVA
 DNR
 DPS
 REV
 DOT
 UA

<u>NEW FISCAL NOTES</u>				
*FN# is assigned by Chief Clerk's Office				
*FN#	List by Dept(s):	Fiscal	Indet.	Zero
	DOT	✓		

<u>PREVIOUS FISCAL NOTES</u>				
FN#	List by Dept(s):	Fiscal	Indet.	Zero

<u>Signing with recommendations</u>	Printed Last Name	DP	DNP	NR	AM
<i>[Signature]</i>	WITTENBERG	✓			
<i>[Signature]</i>	T. Wilson	✓			
<i>[Signature]</i>	Gara	✓			
<i>[Signature]</i>	Toule	✓			
<i>[Signature]</i>	NEUMAN	✓			
<i>[Signature]</i>	OSTERLO	✓			
<i>[Signature]</i>	Edgmon	✓			
<i>[Signature]</i>	DOOGAN	✓			
Chair: <i>[Signature]</i>	S. Harte	✓			
Chair: <i>[Signature]</i>	Thorne	✓			

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

Fiscal Note Number _____
Bill Version HB 131
() Publish Date _____

HB131-DOT-PD-3-11-11
Title Community and Public Transportation Advisory Board
Sponsor REP MUNOZ, TUCK
Requester (H) TRA
Dept. Affected DOT&PF
Appropriation Administration and Support
Allocation Program Development
OMB Component Number 2762

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2012	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services								
Commodities								
Capital Outlay								
Grants								
Miscellaneous								
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES		110.0	110.0	110.0	110.0	110.0	110.0
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CHANGE IN REVENUES							
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts		90.0	90.0	90.0	90.0	90.0	90.0
1003 GF Match		10.0	10.0	10.0	10.0	10.0	10.0
1004 GF							
1005 GF/Program Receipts							
1037 GF/Mental Health		10.0	10.0	10.0	10.0	10.0	10.0
Other (please identify)							
TOTAL	0.0	110.0	110.0	110.0	110.0	110.0	110.0

Estimate of any current year (FY2011) cost 110.0

POSITIONS

Full-time							
Part-time							
Temporary							

Why this fiscal note differs from previous version (if initial version, please note as such)

Initial version

Division Program Development
Approved by Marc Luiken
Commissioner

Date/Time 3/11/11 10:00 AM
Date 3/11/11 5:50pm

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

BILL NO. HB 131

Analysis

HB 131 establishes a Community and Public Transportation Advisory Board and the requirement for DOT&PF to maintain a long-range community and public transportation plan. The bill increases the size of the Community and Public Transportation Advisory Board by one member to a total of 13 members. Agency representatives include Transportation, Health and Social Services, Labor, the Alaska Mental Health Trust Authority and the Denali Commission. Eight members are from the public representing various constituencies.

Expenses would be similar to current support for the Governor's Coordinated Transportation Task Force. Federal receipts (Federal Transit Administration) for program planning (with state match) augmented by Alaska Mental Health Trust funds in the Department's capital budget support a facilitator contract. The contract covers planning, three meetings, monthly conference calls, reports and travel reimbursement for non-agency members of the board. State and federal agency members of the board cover travel expenses from their operating budgets.

DOT&PF expenses (capital): \$110,000 annually (fed receipts 90K, state match \$10K, Mental Health-GF \$10K)

Travel cost assumptions

Airfare	\$500
Lodging	\$300
Per diem	\$120
Ground trans	\$100
TOTAL	\$1,020

Annual costs	# of trips	cost/trip	Total
Department representative	3	\$1,020	\$3,060
Non agency members (8)	24	\$1,020	\$24,480
Facilitator Contract			<u>\$82,460</u>
Total annual cost			\$110,000



REPRESENTATIVE CATHY MUÑOZ

HB131: Community & Transportation Advisory Board

House Bill 131 creates a Community and Transportation Advisory Board which will assist in the development and procedural recommendations for existing programs of state, federal and local agencies that provide community-based transportation services. Public and community transportation is integral in connecting communities, supporting development and serving our most vulnerable constituents.

The designation of this board is a recommendation from the Governor's Coordinated Transportation Task Force which was released in the February 2010 Recommendations Report. The board will continue efforts to address public and community transportation and help fill the gap in transportation for individuals who require more specialized travel – senior citizens, low income individuals, persons with disabilities, and those who are transit-dependent.

The board will consist of 13 members from departments within state and local governments, Denali Commission, Alaska Mental Health Trust Authority, non-profits, and those with expertise in transportation needs for senior citizens, persons with disabilities, and transit-dependent individuals. This broad range of membership will facilitate communication and strategies that will benefit communities of all sizes.

HB131 has support from the Alaska Mobility Coalition, the Governor's Council on Disabilities and Special Education, Advisory Board on Alcoholism and Drug Abuse, the Alaska Commission on Aging, Alaska Mental Health Trust Authority, Alaska Brain Injury Network, and the Alaska Suicide Prevention Council.

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

State Capitol
Juneau, Alaska 99801-1182
Deliveries to: 129 6th St., Rm. 329

MEMORANDUM

February 2, 2011

SUBJECT: Sectional summary of HB 131 (Work Order No. 27-LS0418\M)

TO: Representative Cathy Muñoz
Attn: Kendra Kloster

FROM: Brian J. Kane *BJK*
Legislative Counsel

You have requested a sectional summary of HB 131, a bill establishing the Alaska Community and Public Transportation Advisory Board and relating to a long-range community and public transportation plan.

Please note that a sectional summary of a bill is not an authoritative interpretation of a bill. The bill itself is the best statement of its contents.

Section 1 of the bill requires the commissioner to prepare and revise a long-range plan for community and public transportation and consult with the Alaska Community and Public Transportation Advisory Board in drafting the plan. It also establishes the advisory board and lists the powers and duties of the board.

Section 2 of the bill makes a change to conform with the December 31, 2016, sunset date of the advisory board.

Section 3 of the bill sunsets the advisory board on December 31, 2016.

Section 4 of the bill relates to the initial appointment of members of the advisory board.

Sections 5 and 6 of the bill state effective dates for the bill.

BJK:ljw
11-064.ljw



REPRESENTATIVE CATHY MUÑOZ

MEMORANDUM

TO: Representative Bill Stoltze
Finance Co-Chair

CC: James Armstrong
Finance Committee Aide

FROM: Representative Cathy Muñoz

DATE: March 23, 2011

RE: Changes in CS HB131 (TRA)

A handwritten signature in black ink, appearing to read "Cathy Muñoz", written over the "FROM" line of the memorandum.

Two amendments were adopted in House Transportation.

- (1) Page 3, line 7 the language "or is otherwise unable to serve" was added to allow Board members the ability to petition the Governor to be removed from the board for circumstances which are outside the control of a member and beyond the already stated reason for missing more than two meetings.

- (2) Page 4, section (c) (2) – adding language which directs the Board to review federal funding sources and report to the legislature if there are changes in the funding. This language was added because there was concern about keeping track of the federal funding since the majority of the funding for this Board is coming from federal receipts.

STATE OF ALASKA

DEPT. OF HEALTH & SOCIAL SERVICES

Alaska Commission on Aging

SEAN PARNELL, GOVERNOR

P.O. BOX 110693
JUNEAU, ALASKA 99811-0693
PHONE: (907) 465-3250
FAX: (907) 465-1398

March 16, 2011

The Honorable Peggy Wilson, Chair
House Transportation Committee
Alaska State Capitol, Room 408
Juneau, AK 99801-1182

Subject: Support for HB 131, Alaska Community and Public Transportation Advisory Board

Dear Chair Wilson:

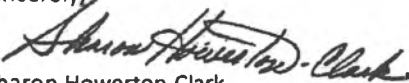
The Alaska Commission on Aging (ACoA) is pleased to offer our support of HB 131 that would establish a *permanent* Governor-appointed Coordinated Transportation Commission to address the ongoing community transportation needs of all Alaskans, specifically older Alaskans and Alaskans with physical and cognitive disabilities. This advisory board would be responsible for developing a long-range coordinated transportation plan that would include participating in policy-making decisions related to mobility of seniors and people with disabilities, identifying barriers related to community transportation, encouraging regional transportation planning to maximize limited resources and improving efficiencies, and providing assistance with coordinating resources to improve transportation services for people with special needs.

Transportation is one of the top needs consistently identified in statewide surveys of senior needs, including the elder-senior community forums and a statewide senior survey recently conducted by ACoA to determine priority concerns of older Alaskans. Seniors identified transportation not only as a barrier to accessing health care services but also as a factor leading to social isolation that prevents seniors from taking part in community life.

With the graying of Alaska's population, there will be an increasing number of older Alaskans who depend on reliable, safe, and accessible mobility options to take them to medical appointments, work, and volunteer placements, to the senior center for lunch, shopping and other purposes. Community transportation is a life-line for seniors and people with disabilities to ensure a health quality of life. Planning for effective transportation and efficient use of resources that serves all Alaskans is an investment in our future.

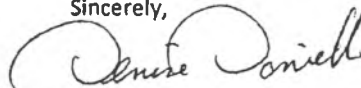
Thank you for your consideration and support of HB 131. Please contact Denise Daniello, ACoA's executive director (465-4879 or denise.daniello@alaska.gov) should you require additional information about our position.

Sincerely,



Sharon Howerton-Clark
Chair, Alaska Commission on Aging

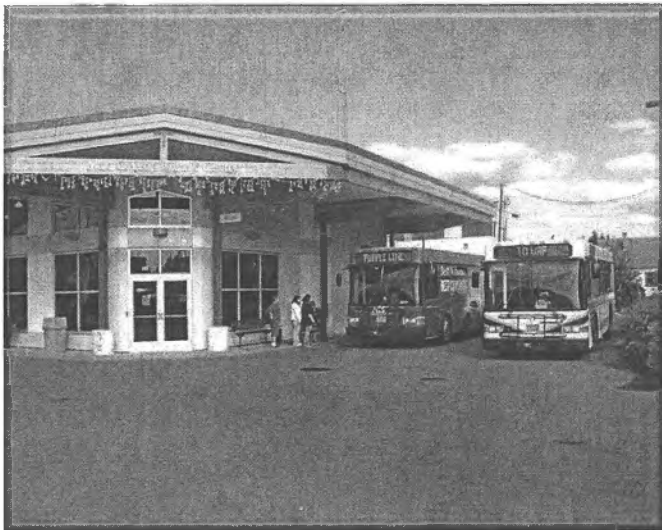
Sincerely,



Denise Daniello
ACoA Executive Director

Cc: Vice-Chair Lance Pruitt
Representative Eric Feige
Representative Craig Johnson

Representative Max Gruenberg
Representative Pete Peterson
Representative Cathy Muñoz



Governor's Coordinated Transportation Task Force

Recommendations Report

February 11, 2010



February 11, 2010

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 requires the active engagement and commitment of transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options by way of modes, routes, and providers and to ensure the connectivity between them.

This Recommendation Report presents a process to achieve a coordinated human service public transportation culture as well as a structure to sustain it, all for the purpose of ensuring that people with special needs in Alaska receive effective and efficient transportation services.

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

Jennifer Beckmann

Representative of Low Income Individuals
P.O. Box 993
Soldotna, AK 99669

Patricia Branson

Representative of Senior Citizens
Senior Citizens of Kodiak
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Kodiak, AK 99615

Camille Ferguson

Representative of Transportation Providers that Received Federal Funding Available to Indian Tribes
Sitka Tribe of Alaska
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Rebecca J. Hilgendorf

Health and Social Services, Commissioner's Designee
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Vacant

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Glenn Miller

Representative of Municipal Transportation Departments
Fairbanks North Star Borough
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Fairbanks, AK 99709

Andra Nations

Representative of People with Disabilities
Statewide Independent Living Council
1057 W Fireweed Lane, Ste 206
Anchorage, AK 99503

Jeff Ottesen

Coordinated Transportation Task Force Chair

Department of Transportation and Public Facilities, Commissioner's Designee
2512 A Street
Anchorage, AK 99503

Cheryl A. Walsh

Department of Labor and Workforce Development, Commissioner's Designee
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Ex Officios

Marcia Hoffman-Devoe, LSCW
U.S. Department of Veterans Affairs
Alaska VA Healthcare System and Regional Office
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Christopher Mandregan, Jr.
U.S. Department of Health and Human Services, Alaska Area Native Health Service
4141 Ambassador Dr.
Anchorage, AK 99508

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 CTTF'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, Tanama Chiefs Conference Transportation

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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." Administrative Order 252 extended the duration of the CTTF's work through April 2010.

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 requires the active engagement and commitment of transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options by way of modes, routes, and providers and to ensure the connectivity between them.

Human service public transportation takes on its own unique meaning in Alaska. Alaska's population features one of the fastest growing senior populations in the country, as well as more veterans per capita than almost any other state. Furthermore, more than 150,000 people live off Alaska's limited state highway network. Clearly, effective and efficient human service public transportation services are challenging – and essential. This dynamic is further complicated when transportation in distant locations may require dog sled, boat or air taxi from which to access a commercial airplane or bus.

Dollars are short. An Alaska Municipal League study shows that even the most aggressive options to fund Alaska's transportation need are not adequate. The AML study did not address public transportation options.

Funding for human service public transportation services is limited and complex. A number of different federal funding sources come to Alaska state agencies and tribes to support transportation services for people with special needs. Each of these programs is accompanied with its different purposes and requirements, even though they may be serving similar sets of people. State agencies and tribes must work across systems in order to leverage those dollars for the maximum benefit.

Accessing Federal Transit Administration dollars that support public transportation options for people with special needs can be challenging for communities and particularly so in these tough economic times. Federal grants to support capital needs (vehicles, preventative maintenance and infrastructure) require a state or local match of 10-20 percent of the total allocation. Federal funding programs for operational support (maintenance, fuel, etc.) require a 50 percent match.

Communities seeking to match federal funds must reach into the same revenue sources that compete for education, police, fire, library and park services. In most communities, a ready source of revenue sufficient to meet the need and secure a match is difficult to come by, leaving operating funds for public and human service transportation systems in short supply.

To respond to the task to “coordinate and share transportation resources,” through “improved interagency planning at the state level,” the CTTF worked methodically through each of the duties it was assigned. During 2009 the CTTF held five (5) face-to-face meetings and eight (8) teleconference calls with webinars to pursue their study and generate this Recommendations Report. They shared and studied programmatic materials, toured human service public transportation facilities, met and talked with people with special needs and sought broader public input.

All CTTF 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.

This Recommendation Report presents a process to achieve a coordinated human service public transportation culture as well as a structure to sustain it, all for the purpose of ensuring that people with special needs in Alaska receive effective and efficient transportation services.

Recommendation – Short Term

The CTTF has identified a body of work that still needs to be accomplished prior to the official adoption of the formal Recommendations outlined in this Report. In order to address that need, and to secure an infrastructure for “improved interagency planning at the state level” which can help deliver “cost-effective, community-based transportation services to persons with special needs,” the CTTF recommends that the Governor:

Reconstitute the Coordinated Transportation Task Force though July 31, 2011, tasking it with the specific responsibilities to:

1. Scope, size and if feasible, implement a needs assessment to most accurately quantify the transportation demand for people with special needs and inform coordination efforts.
2. Generate a draft Coordinated Transportation Action Plan which articulates a shared, statewide vision for human service public transportation and formulates the recommendations of this report into outcome-based strategies. This Action Plan will comprise the body of work to be undertaken by the Coordinated Transportation Commission described in the long-term Recommendation I.A below.
3. Prepare draft legislation that supports the coordinated infrastructure recommended within this Report to ensure the sustained coordination of the state’s resources.

The membership of the reconstituted CTTF is proposed to include those perspectives included on the existing group, with the addition of a three critically important perspectives for a total of 12 members. Specifically, the membership is proposed to include the following continuing members:

- The Commissioner of the Department of Transportation and Public Facilities, or the commissioner's designee; that person will serve as chair;
- The Commissioner of Department of Health and Social Services, or the commissioner's designee;
- The Commissioner of the Department of Labor and Workforce Development, or the commissioner's designee
- The Commissioner of Military and Veteran's Affairs, or designee
- A representative who has expertise in the transportation needs of senior citizens and can offer that perspective;
- A representative who has expertise in the transportation needs of persons with disabilities and can offer that perspective;
- A representative who has expertise in the transportation needs of low-income individuals and can offer that perspective;
- A representative of municipalities and can offer that perspective;
- A representative of transportation providers that receive federal funding available to American Indian and Alaska Native Tribes.

Three additional members proposed for the Reconstituted CTTF support important populations and play key roles in coordination of interagency efforts to ensure the effective provision of transportation services for people with special needs. They include:

- The Commissioner of the Department of Commerce, Community, and Economic Development, or the commissioner's designee;
- The Commissioner of the Department of Education and Early Development, or the commissioner's designee;
- The chair of the Board of Trustees of the Alaska Mental Health Trust Authority, or the chair's designee;

The reconstituted CTTF will be responsible for presenting and delivering its products to the Governor on or before July 31, 2011.

Recommendations - Long Term

The CTTF recommends that :

- I. The State of Alaska enact a statute that establishes, enables 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. 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:

- Oversee, implement, assess and periodically update the Coordinated Transportation Action Plan generated by the reconstituted CTTF, which brings to fruition the recommendations generated in this report..
- Continue to identify, coordinate and leverage collective state agency resources so that they are most efficiently and effectively providing transportation services to persons with special needs
- Continue to identify and address barriers to coordination in addition to those identified and addressed in this report as the coordinated system evolves and matures.
- 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.

- 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.

- Articulate issues of policy and decision-making criteria associated with coordination plan implementation.
- 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.

- 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.
 - 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.
- II. 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. 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.
- III. 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.
- IV. Conduct a statewide assessment of Alaskans with special needs to better understand the population's needs even while recognizing that the population and needs are changing. This data will serve as a tool for the Commission to direct and assess its Coordinated Transportation Action Plan, as well as inform and support local coordination planning efforts. The data requires ongoing attention and is recommended to be updated 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 Operational Level Recommendations

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 will incorporate the study, development and public input of those recommendations into the Coordinated Transportation Action Plan.

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 to ensure effective outcomes, and generate an infrastructure that supports coordination. Implementing these recommendations will grow and sustain a culture designed to efficiently and effectively provide transportation services for people with special needs.

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." Administrative Order 252 extended the duration of the CTTF's work through April 2010.

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 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. All of these entities and more must have input to the CTTF's deliberations. They are integral to the actual coordination planning and service delivery that is provided to people with special needs.

During 2009 the CTTF held five (5) face-to-face meetings and eight (8) teleconference calls with webinars to pursue their study and generate this Recommendations Report. All meetings were open and provided opportunities for public comment. They shared and studied programmatic materials, toured human service public transportation facilities, met and talked with people with special needs and sought broader public input.

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.

http://www.dot.state.ak.us/stwdplng/cttf/docs/CTTF_recommendations_report_signed_021101.pdf

This is the LINK for the entire:

Governors Coordinated Transportation Task Force

Recommendations Report

Alaska Governor's Coordinated Transportation Task Force

Operational Guidelines

Reference: Administrative Order No. 254

ADOPTED: DECEMBER 16, 2010

1.0 Purpose

The provision and integration of cost-effective, community-based transportation services to persons with special needs or special circumstances, such as homeless youth, is an important government function. The purpose of Administrative Order No. 254 re-establishing the Governor's Coordinated Transportation Task Force is to complete the assessment of this function and determine measures to provide these services in a cost-efficient and effective manner.

Through coordination, collaboration, and research, the Task Force will deliver a report to the Governor outlining recommendations concerning the duties set out in the Order.

2.0 Coordinated Transportation Task Force Participants

The Governor's Coordinated Transportation Task Force shall serve as the advisory committee to the Governor to develop policy and procedural recommendations for existing programs of State, federal, and local agencies that provide or coordinate community-based transportation services in communities in this state for persons with special needs or special circumstances. 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 Advisory Board on Alcoholism and Drug Abuse, the Alaska Mental Health Trust Authority, the Alaska Housing Finance Corporation, and other agencies.

2.A. Composition and Representation

The Task Force consists of nine voting members, as follows:

- The commissioner of the Department of Transportation and Public Facilities, or the commissioner's designee;
- The commissioner of the Department of Health and Social Services, or the commissioner's designee;
- The commissioner of the Department of Labor and Workforce Development, or the commissioner's designee;

- The commissioner of the Department of Commerce, Community and Economic Development, or the commissioner's designee;
- The commissioner of the Department of Education and Early Development, or the commissioner's designee;
- The commissioner of the Department of Military and Veterans' Affairs, or the commissioner's designee;
- The chair of the board of trustees of the Alaska Mental Health Trust Authority, or the chair's designee
- Five members, as follows:
 - Three of whom have expertise in the transportation needs of the following populations:
 - Senior citizens;
 - Persons with disabilities;
 - Low-income individuals;
 - Transit-dependent individuals;
 - Two of whom represent the following:
 - Municipalities;
 - 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).

2.B. Ex officios

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:

- The United States Department of Health and Human Services;
- The Federal Transit Administration of the United States Department of Transportation;
- The United States Department of Veterans Affairs;
- A representative of the Anchorage School District or a school district within the state.

2.C. Chair

The Governor shall designate the chair of the Task Force from among the voting members.

The Task Force shall elect, by a 50 percent majority vote, a vice chair to support the chair in fulfilling his/her responsibilities.

2.D. Subcommittees

The Task Force may establish working subcommittees as it considers appropriate. Subcommittees may include individuals who are not members of the Task Force.

3.0 Duties

The task force shall perform the following duties:

1. Gather detailed information on:
 - a. customer bases served;
 - b. the manner and type of service provided;
 - c. the costs for each program; and
 - d. the range of financing available to State, federal, and local government agencies and private entities that administer or support community-based transportation services for persons with special needs or special circumstances;
2. Analyze and make recommendations to determine improved ways agencies and private entities can coordinate and combine services to achieve cost savings in the state's largest city, Anchorage, and in other communities as the task force's resources permit;
3. Perform a needs assessment to quantify transportation demands for persons with special needs or special circumstances, and recommend the removal of barriers that prevent coordination of these services to meet those demands;
4. Generate a draft coordinated transportation action plan that articulates a shared statewide vision for human service public transportation and formulates the recommendations of the first report into outcome-based strategies;
5. Review existing federal-aid programs related to urban, rural, and tribal transit services in the state and propose recommended strategies for the Administration to pursue as part of the re-authorization of the new federal surface transportation program;
6. Recommend specific strategies to implement the urban, rural, and tribal elements of the new federal surface transportation program;
7. Propose draft legislation or other strategies that support the coordinated infrastructure use of State, federal, and local resources;
8. Propose changes in federal statutes and regulations that would allow for federal transportation activities and funding to be coordinated with the efforts of State, local, and private organizations;

9. Prepare and issue a final report, including recommendations, concerning the duties set out in this Order.

4.0 Meetings

- 4.A. The Task Force will conduct four face-to-face meetings and eight conference calls from its inception through the delivery of the Report to the Governor on December 3, 2011.
- 4.B. 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.
- 4.C. Meetings of the Task Force shall be conducted, and notice of regular meetings provided, in accordance with AS 44.52.310 and 44.62.312 (open meetings of governmental bodies).
- 4.D. The Task Force seeks 100 percent participation of its voting members at all meetings, and recognizes that given scheduling realities, there may be instances where that level of participation is not possible.

5.0 Level of Effort

- 5.A. Task Force members will conscientiously represent the agency and/or stakeholder perspective they are designated to represent from a state-wide level.
- 5.B. Task Force members will work together and independently between meetings to fulfill duties and accomplish goals.
- 5.C. Task Force members are working as volunteers and have regular busy jobs and commitments. Still, an appointment to the Task Force is a commitment to fulfill the group's responsibility. In the event a Task Force member finds him/herself unable to commit the time required to complete the work or infuse the deliberation with agency/constituent specific information and perspective, the member should advise the chair accordingly and work with the commissioner and/or Governor's office to secure the appointment of a member who will be able to fulfill their respective Task Force responsibility.

6.0 Principles of Meeting Conduct

The following principles of meeting conduct are expected of all Task Force members.

- Everyone's participation is encouraged, welcomed and expected.
- Members will deliberately and conscientiously represent the perspective they are designated to represent on the Task Force from a statewide perspective.
- Members will diligently listen to others, seeking to understand all perspectives.
- Members will work collaboratively.

- Members will be solutions oriented.
- Members will be respectful of all individuals as participants at all times.
- Members will follow-up on assignments.
- Members will come to meetings and conference calls prepared to participate and honor time constraints.
- Members will practice productive participation and listening skills during meetings and conference calls, avoiding: interruptions, monopolizing conversations, side conversations, cell phones and sending e-mails.
- Task Force meetings and conference calls are open to all individuals who are interested in participating in a listening capacity.

6.0 Staff Support

- 6.A. The Manager of the Statewide Transportation Plan and Transit Program at the Department of Transportation and Public Facilities operates as the Task Force project coordinator.
- 6.B. The Department of Transportation and Public Facilities contracts with a facilitation professional to support the Task Force, provide for the equitable participation of all participants, develop agendas, design discussion processes, provide meeting documentation, coordinate subcommittee efforts, and prepare the draft report on the group's behalf.

The facilitator shall produce a meeting summary within 5 working days of a meeting which summarizes the meeting process, participation, discussion themes, outcomes and action items.

The facilitator shall distribute draft meeting agendas no less than two weeks prior to a meeting [that agenda may continue to be refined up to the meeting date].

7.0 Quorum Requirement

A majority of appointed voting members of the Task Force constitutes a quorum for conducting business. Participation by teleconference will be provided for upon the request of any member and that participation contributes to the quorum count.

8.0 Alternates

There shall be no alternates with full group privileges unless specifically designated so by the Governor. Bringing in counterparts to listen to the discussion at any given time is allowed and acceptable. Only the formal delegates will have a "vote" in the process.

9.0 Decision-Making

All decisions will be made by consensus to the extent practical. Consensus is a process whereby all inputs have been acknowledged and considered in the process. The outcome is one that each individual on the Task Force supports. In the event that a member cannot support the outcome of the Task Force process, a minority opinion may be expressed to articulate the reason for that concern.

10.0 Reporting

By December 3, 2011, the Task Force will deliver a report to the Governor, signed by all of the Task Force member representatives, which articulates the Task Force.

11.0 Reimbursements

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.

Task Force members will make their own travel arrangements as far as advance as possible of a specific meeting date.

11.0 Public Input

The Task Force will provide at least 30 minutes at each meeting for public comment on their deliberations. That number may be divided by the number of individuals who wish to speak. All interested individuals are also encouraged to provide their comments in writing.

To listen in on conference calls, individuals can sign up with the Program Coordinator no less than two working days prior to the meeting. The Program Coordinator will arrange for and communicate the contact information for a Legislative Information Office location in their area from which they can listen to the call.

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. 11-02**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD IN SUPPORT OF TRANSIT COORDINATION AND STATE HOUSE BILL 131.

WHEREAS, The Governor has signed 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; and

WHEREAS, The Matanuska Susitna Borough Transportation Advisory Board also recognizes the importance of transit coordination for all service providers and users; and

WHEREAS, Coordination is the efficient and effective use of transportation resources for getting people to important destinations, such as jobs and medical appointments; and

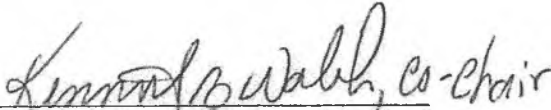
WHEREAS, Coordination means working with transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options by way of modes, routes, and providers; and

WHEREAS, Coordination ensures connectivity between these options; and

WHEREAS House Bill 131 proposes to establish the Alaska Community and Public Transportation Advisory Board as well as a long-range community and public transportation plan.

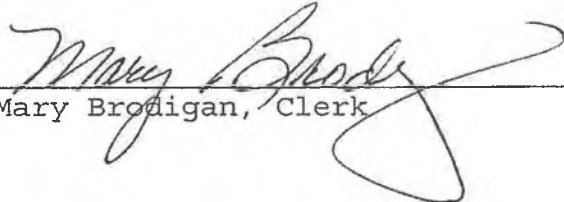
NOW, THEREFORE, BE IT RESOLVED that in order to serve the public in an efficient manner, both financially and in service timeliness the Matanuska Susitna Borough Transportation Advisory supports transit coordination and the passage of House Bill 131.

ADOPTED by the Matanuska-Susitna Borough Transportation
Advisory Board this 23rd day of February, 2011.



Michael Campfield, Chair

ATTEST:



Mary Brodigan, Clerk



JEDC.org
612 West Willoughby Ave.
Suite A
Juneau, AK 99801
Phone 907-523-2300
Fax 907-463-3929

March 15, 2011

Honorable Cathy Munoz
State Capitol Room 403
Juneau AK, 99801

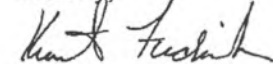
Dear Representative Munoz:

While the Juneau Economic Development Council (JEDC) enthusiastically supports HB 131 and appreciates your leadership in developing statewide coordinated transportation planning, we are concerned the Advisory Board composition proposed in HB 131 has too few members which actually operate public transportation systems.

In FY10, Juneau residents and visitors took 1.23 million trips on the local Capital Transit bus system. This represents 3,380 rides per day, and a 22 percent increase over FY2002. The Capital City Transit system is currently working at capacity.

JEDC strongly suggests HB 131 be amended to add one additional municipality to the membership of the Alaska Community and Public Transportation Advisory Board.

Sincerely,


Kurt Fredriksson
Board Chair


Brian Holst
Executive Director

Cc: Senator Dennis Egan
Representative Beth Kerttula



RESOLUTION of the Board of Directors in support of State of Alaska House Bill 131

"An Act establishing the Alaska Community and Public Transportation Advisory Board and relating to a long-range community and public transportation plan; and providing for an effective date."

Resolution 03-11

WHEREAS, JEDC has provided leadership for completion of the City and Borough of Juneau's (CBJ's) coordinated transportation plan.

WHEREAS, the Governor's Coordinated Transportation Task Force recommended there should be a permanent authority at the state level to ensure state agencies work together to share information and resources on coordinated transportation in Alaska.

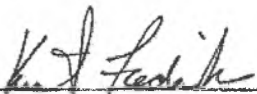
WHEREAS, coordination of transportation plans among state and local governments and other organizations providing transportation services is likely to be a requirement for federal transportation funding.

WHEREAS, the availability of public transportation is a key requirement for maintaining an adequate workforce for service jobs.

WHEREAS, House Bill 131 is a legislative priority for the Alaska Mobility Coalition, the Governor's Council on Disabilities and Special Education, Advisory Board on Alcoholism and Drug Abuse, the Alaska Commission on Aging, Alaska Mental Health Trust Authority, Alaska Brain Injury Network and the Alaska Suicide Prevention Council.

NOW, THEREFORE, BE IT RESOLVED THAT:

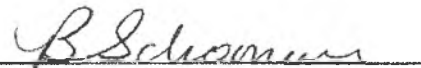
On this 15th day of March 2011, the Board of Directors of the Juneau Economic Development Council hereby authorizes JEDC to issue appropriate letters of support for House Bill 131.



Board President

3-17-2011

Date



Board Secretary

3.17.2011

Date

The TRUST

The Alaska Mental Health
Trust Authority

Alaskan Seniors
Living Longer Growing Stronger
from the Alaska Commission on Aging



Statewide Suicide
Prevention Council



alaska
brain injury
network

Advisory Board on Alcoholism
and Drug Abuse



Alaska Mental Health Board

**Governor's Council on Disabilities
and Special Education**

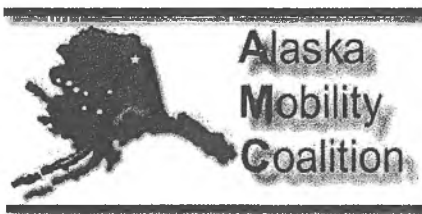
Coordinated Transportation for Alaskans

Working with the Alaska Mobility Coalition (AMC), the Governor's Council on Disabilities and Special Education, Alaska Mental Health Board, Advisory Board on Alcoholism and Drug Abuse and the Alaska Commission on Aging, in collaboration with the Alaska Mental Health Trust Authority, the Alaska Brain Injury Network and the Alaska Suicide Prevention Council, have identified as two of their joint priorities, the creation of legislation addressing the role of public and community transportation in Alaska and the establishment of a permanent Coordinated Transportation Commission. The partner boards also support the creation of a statewide fund for public and community transportation in Alaska. Following are overviews of these priorities:

Creation of legislation identifying 1) the role of public and community transportation in Alaska and 2) establishing a permanent commission to address public and community transportation in Alaska.

Alaska does not have enabling statutes within state law that define the state's role in public and community transportation. This role should be defined and developed to serve all public and community transportation users – including Alaskans with disabilities. Additionally, in July 2010, Governor Parnell signed an administrative order reestablishing a statewide task force on public and community transportation in Alaska that has a sunset provision (January 2012). The AMC and the partner boards believe a permanent commission will be needed to address the ongoing transportation needs of Alaskans across the state.

Creation of a statewide fund for public and community transportation in Alaska. Alaska is one of only three states that does not provide operating support for public transportation. Therefore, in Alaska, the burden shifts to local governments, tribal governments, and non-profits to partner with the federal government to provide these services. In some cases, transit agencies have had to turn down federal money because they did not have the match funds available. This has had an impact on all users of public transportation, particularly in tough economic times when bus fares have increased and hours of service have been cut back. The boards support requesting \$3 million dollars to partner with local transit systems, with a match requirement (in kind or cash) for transit systems to participate in the program.



Achieving mobility through community appropriate transportation services

3705 Arctic Blvd #1777
Anchorage, AK 99503.
907-240-2702

February 15, 2011

Representative Cathy Munoz
State Capitol Room 403
Juneau AK, 99801

Dear Representative Munoz:

On behalf of the Alaska Mobility Coalition (AMC), we strongly support HB 131 (Alaska Community and Public Transportation Advisory Board).

The AMC is a private, non-profit membership organization that represents and advocates for public and community transportation in Alaska. The AMC has ninety seven members across the state from Bethel to Prince of Wales Island. The AMC membership provides over seven million rides annually for Alaskans to get to work, school, shopping trips, recreational opportunities and medical appointments. For more information on the AMC, I have linked information from our website for your review (<http://www.alaskamobility.org>)

In the fall of 2008, former Governor Sarah Palin signed an administrative order creating the Governor's Coordinated Transportation Task Force. I have linked copy of the final report for your review. (http://www.dot.state.ak.us/stwdplng/cttf/docs/CTTF_recommendations_report_signed_021101.pdf) The Governor task force recommended and we agree, that there needs to be a permanent voice at the state level to make state agencies to work together to share information and resources on coordinated transportation in Alaska.

Thank you for your efforts in supporting transit in Alaska. I look forward to working with you and the Alaska legislature on your legislation during the current session.

Sincerely,

David M. Levy
Executive Director



AARP Alaska
3601 C Street
Suite 1420
Anchorage, AK 99503

T 1-866-227-7447
F 907-341-2270
TTY 1-877-434-7598
www.aarp.org/ak

March 14, 2011

The Honorable Peggy Wilson, Chair
House Transportation Committee
Alaska State Capitol, Room 408
Juneau, AK 99801-1182

RE: HB 131 (Munoz)--Support

Dear Chair Wilson:

On behalf of the members of AARP in Alaska, we encourage you and your colleagues on the House Transportation Committee to support HB 131, authored by your Committee colleague Representative Cathy Munoz and co-sponsored by Representative Chris Tuck.

HB 131 will establish an Alaska Community and Public Transportation Advisory Board which will have the opportunity to participate in long-range transportation planning.

From AARP's perspective, we would expect that the Advisory Board, among its other duties, would

- Consider the effects of transportation planning and land-use decisions on the mobility of older Alaskans and people with disabilities
- Coordinate planning and programming activities to ensure that regional priorities are reflected in fiscally constrained state transportation plans
- Examine the benefits of public transportation service improvements before undertaking major road-building projects; and
- Actively promote the public participation of consumers, including older people, in transportation planning decisions on such issues as routing services, placing and designing highways and roads, transportation demand management, and investing in and deploying intelligent transportation systems.

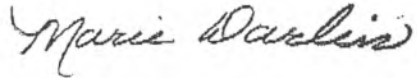
With the aging of Alaska's population, we will have an increasing number of older Alaskans for whom mobility will be a critical "peace of mind" issue. Planning for effective transportation that works for Alaskans of all ages and abilities is important now and will only become more important in the future.

AARP requests an "AYE" vote on HB 131.

Should you have any questions about our position, please feel free to contact me (586-3637) or Patrick Luby, AARP Advocacy Director (907-762-3314).

Thank you for your consideration.

Sincerely,



Marie Darlin, Coordinator
AARP Capital City Task Force
415 Willoughby Avenue, Apt. 506
Juneau, AK 99801
586-3637 (voice)
463-3580 (fax)

CC: Vice-Chair Lance Pruitt
Representative Eric Feige
Representative Craig Johnson
Representative Max Gruenberg
Representative Pete Peterson
Representative Cathy Munoz



JEDC.org
612 West Willoughby Ave.
Suite A
Juneau, AK 99801
Phone 907-523-2300
Fax 907-463-3929

March 15, 2011

Honorable Cathy Munoz
State Capitol Room 403
Juneau AK, 99801

Dear Representative Munoz:

The Juneau Economic Development Council (JEDC) enthusiastically supports HB 131 that will found a permanent Alaska Community and Public Transportation Advisory Board.

Public transportation provides positive economic impacts in small communities. A 2010 study entitled "The Economic Effects of Bus Transit in Small Cities" showed that the presence of bus transit significantly lowers unemployment rates, lowers growth in family assistance and food stamp payments, and increases population and employment. These findings suggest transit increases low-income individuals' ability to get and maintain jobs.

JEDC staff conducted executive interviews with ten of Juneau's larger private employers to ask how public transportation issues impacted business operations in regards to their employees. Six of these organizations, including Wal-Mart, Home Depot, Fred Meyers, Warehouse Demo Services (an employer at Costco), Goldbelt Hotel, and Safeway reported a significant number of their employees use the bus. Public transit use estimates among employees in these organizations ranged from 30% to 75%.

Combined, these organizations have more than 350 employees using public transportation to get to work. Generally the business operations of these establishments, along with the work schedules of their employees, are highly impacted by public transit schedules and bus stop locations. These and other businesses, rely on public transportation to be successful in our community.

Our recent work with the City and Borough of Juneau, Southeast Alaska Independent Living, REACH, Southeast Senior Services and the Alaska Mobility Coalition to develop a coordinated transportation plan for Juneau has demonstrated that a collaborative, integrated effort to coordinate transportation resources is in the best interests of our state and its citizens.

Sincerely,


Kurt Fredriksson
Board Chair


Brian Holst
Executive Director

Cc: Senator Dennis Egan
Representative Beth Kerttula