

HB

131

<TARGET><BILL>HB 131</BILL><SUBJECT>HB
131</SUBJECT><COMM>HTRA27</COMM></TARGET>

CS FOR HOUSE BILL NO. 131(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SEVENTH LEGISLATURE - FIRST SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVES MUÑOZ, Tuck

A BILL

FOR AN ACT ENTITLED

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

4 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

5 *** Section 1.** AS 44.42 is amended by adding new sections to article 1 to read:

6 **Sec. 44.42.085. Comprehensive long-range community and public**
7 **transportation plan.** (a) The commissioner, in consultation with the Alaska
8 Community and Public Transportation Advisory Board, shall

9 (1) prepare a comprehensive long-range plan for the development and
10 improvement of coordinated community and public transportation; and

11 (2) revise and update the plan at intervals determined by the
12 commissioner.

13 (b) The department shall submit the comprehensive long-range plan and
14 revisions and updates of the plan to the governor and the legislature.

1 **Sec. 44.42.090. Alaska Community and Public Transportation Advisory**
2 **Board.** (a) The Alaska Community and Public Transportation Advisory Board is
3 established in the Department of Transportation and Public Facilities.

4 (b) The board consists of 13 members. Each member shall be a resident of the
5 state. The board is composed of the following members:

6 (1) the commissioner of transportation and public facilities or the
7 commissioner's designee;

8 (2) the commissioner of the health and social services or the
9 commissioner's designee;

10 (3) the commissioner of labor and workforce development or the
11 commissioner's designee;

12 (4) the chair of the board of trustees of the Alaska Mental Health Trust
13 Authority or the chair's designee;

14 (5) the state co-chair of the Denali Commission established under P.L.
15 105-277, 42 U.S.C. 3121 note, or the state co-chair's designee;

16 (6) three members with expertise in the transportation needs of senior
17 citizens, persons with disabilities or special circumstances, individuals of low income,
18 or transit-dependent individuals;

19 (7) one member who represents municipalities that operate modes of
20 public transportation;

21 (8) one member who represents nonprofit organizations that operate
22 modes of public transportation;

23 (9) one member who represents transportation providers that receive
24 federal funding available to Indian tribes, including financing provided under 23
25 U.S.C. 204(j) and 49 U.S.C. 5311(c); and

26 (10) two members of the public at large.

27 (c) The members described in (b)(6) - (10) of this section shall be appointed
28 by the governor, and the governor shall provide for appropriate geographic
29 distribution of members to the extent possible.

30 (d) The members of the board listed in (b)(6) - (10) of this section serve
31 staggered three-year terms. If a vacancy arises on the board, the governor shall, within

1 30 days after the vacancy arises, appoint a person to serve the balance of the unexpired
2 term. A person appointed to fill the balance of an unexpired term shall serve on the
3 board from the date of appointment until the expiration of the term.

4 (e) Board members serve at the pleasure of the governor. In addition, a
5 majority of the membership of the board may petition the governor to remove a
6 member listed in (b)(6) - (10) of this section if that member misses more than two
7 meetings in a calendar year, or is otherwise unable to serve, and has not been
8 previously excused.

9 (f) The members of the board shall select a chair and a vice-chair from among
10 the members of the board each year. The vice-chair presides over meetings in the
11 absence of the chair. A majority of the members of the board constitutes a quorum. A
12 vacancy in the board does not impair the right of a quorum to exercise all the powers
13 and perform all the duties of the board.

14 (g) The board shall meet at least three times each year. Meetings may be
15 called by the chair or by a majority of the members of the board. At least one meeting
16 each year must be attended by the board members in person, but all other meetings
17 may be conducted by teleconference. All meetings are open to the public unless an
18 executive session is called based on the criteria in AS 44.62.310(b).

19 (h) Members of the board do not receive a salary but are entitled to per diem
20 and travel expenses authorized for boards and commissions under AS 39.20.180.

21 (i) The Department of Law shall provide all legal services for the board.

22 (j) The department shall provide staff for the board.

23 **Sec. 44.42.095. Powers, duties, and functions of the Alaska Community**
24 **and Transportation Advisory Board.** (a) The Alaska Community and Transportation
25 Advisory Board may issue reports and recommendations and shall, in cooperation
26 with the department, prepare and submit to the department and the governor for
27 review a strategic plan that includes the mission, objectives, initiatives, and
28 performance goals for coordinated community and public transportation in the state.

29 (b) The board shall analyze community and public transportation services in
30 the state and make recommendations for improved agency coordination and
31 combining of services to achieve cost savings in the funding and delivery of

1 community and public transportation services. The board shall assess the community
 2 and public transportation needs of Alaskans and recommend means for the removal of
 3 barriers that prevent coordination of services to meet those needs.

4 (c) The board shall annually review funding available

5 (1) to state, federal, and local government agencies and private entities
 6 that administer or support community and public transportation services and
 7 recommend to the governor and the legislature changes to improve effective use of
 8 that funding; and

9 (2) from federal sources for the expenses of the board and report that
 10 information to the governor, the chairs of the senate and house finance committees,
 11 and the chairs of the senate and house transportation committees.

12 (d) The board may establish volunteer regional or local advisory committees.
 13 The purpose of the advisory committees is to provide recommendations to the board to
 14 address concerns of the regions and local areas of the advisory committee members.

15 (e) The board may receive information from the department as the board
 16 considers necessary to carry out its duties.

17 * **Sec. 2.** AS 44.42.085(a), as enacted by sec. 1 of this Act, is amended to read:

18 (a) The commissioner [, IN CONSULTATION WITH THE ALASKA
 19 COMMUNITY AND PUBLIC TRANSPORTATION ADVISORY BOARD,] shall

20 (1) prepare a comprehensive long-range plan for the development and
 21 improvement of coordinated community and public transportation; and

22 (2) revise and update the plan at intervals determined by the
 23 commissioner.

24 * **Sec. 3.** AS 44.42.090 and 44.42.095 are repealed December 31, 2016.

25 * **Sec. 4.** The uncodified law of the State of Alaska is amended by adding a new section to
 26 read:

27 INITIAL APPOINTMENT OF MEMBERS OF THE ALASKA COMMUNITY AND
 28 PUBLIC TRANSPORTATION ADVISORY BOARD. (a) Notwithstanding AS 44.42.090(d),
 29 added by sec. 1 of this Act, and AS 39.05.055, members described in AS 44.42.090(b)(6) -
 30 (10) who are appointed initially to the Alaska Community and Public Transportation
 31 Advisory Board shall be appointed by the governor to terms as follows:

- 1 (1) two members shall serve one-year terms;
- 2 (2) three members shall serve two-year terms: and
- 3 (3) three members shall serve three-year terms.

4 (b) The governor may designate a member of the Governor's Coordinated
5 Transportation Task Force, created by Administrative Order No. 254, who is serving as a task
6 force member on the day before the effective date of this Act, as a member of the initial
7 Alaska Community and Public Transportation Advisory Board under (a) of this section if the
8 member meets the requirements in AS 44.42.090, added by sec. 1 of this Act. Nothing in this
9 subsection prevents the governor from appointing members to the board who do not serve on
10 the Governor's Coordinated Transportation Task Force.

11 * **Sec. 5.** Section 2 of this Act takes effect January 1, 2017.

12 * **Sec. 6.** Except as provided in sec. 5 of this Act, this Act takes effect immediately under
13 AS 01.10.070(c).



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

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 Dept. Affected DOT&PF
 Sponsor REP MUNOZ, TUCK Appropriation Administration and Support
 Requester (H) TRA Allocation Program Development
 OMB Component Number 2796

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
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
CAPITAL EXPENDITURES		110.0	110.0	110.0	110.0	110.0	110.0
CHANGE IN REVENUES							

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



Alaska State Legislature

Representative Peggy Wilson

House District 2

Putting Alaska's Families First

FAX TRANSMITTAL SHEET

TO: Leg Legal FAX# 2021
DATE: 3-22-11 FROM: R. Rooney
SUBJECT: 27-LS 0418 \ M

Total Pages (including cover sheet) _____

Please provide CS HB 131 (TRA) final
with the following changes.

Thanks
Becky
4858

This transmittal may be a confidential communication or otherwise privileged information. If you are not the intended recipient, you are hereby notified that you have received this transmittal in error; any review, dissemination, distribution or copying of this transmittal is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone at (907) 465-3824. Please destroy this fax cover and all its attachments.

AMENDMENT

#1

by Gruenberg

OFFERED IN THE HOUSE TRANSPORTATION COMMITTEE

TO: HB 131

- 1 Page 3, line 7, following "year":
- 2 Insert ", or is otherwise unable to serve,"

Passed

AMENDMENT #2

OFFERED IN THE HOUSE

BY REPRESENTATIVE GRUENBERG

TO: HB 131

Passed

1 Page 4, line 3, following "available":

2 Insert "(1)"

3

4 Page 4, line 6, following "funding":

5 Insert "; and

6 (2) from federal sources for the expenses of the board and report that
7 information to the governor, the chairs of the senate and house finance committees and
8 the chairs of the senate and house transportation committees"



The Alaska Mental Health Trust Authority



Statewide Suicide Prevention Council



brain injury network

Advisory Board on Alcoholism and Drug Abuse



Alaska Mental Health Board

Governor's Council on Disabilities and Special Education

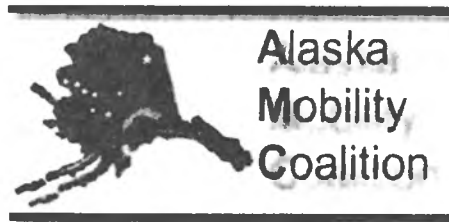
Coordinated Transportation for Alaskans

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

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.



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
302 Erskine
Kodiak, AK 99615

Camille Ferguson

Representative of Transportation Providers that Received Federal Funding Available to Indian Tribes
Sitka Tribe of Alaska
3880 Halibut Point Road
Sitka, AK 99835

Rebecca J. Hilgendorf

Health and Social Services, Commissioner's Designee
Division of Senior and Disabilities Services
3601 C Street, Ste 310
Anchorage, AK

Vacant

Military and Veteran's Affairs, Commissioner's Designee
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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
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Barb Singleton, Community Transportation Association of America
Connie Sipe, Center for Community
Rebecca Traylor, Fairbanks North Star Borough Public Transit Advisory Council; Access Alaska
Melissa Wills-Markigraf, Salcha's Neighborly Organization
Rick and Juanita Webb, Wallbusters
Jerry L. Woods, Tanana Chiefs Conference Transportation

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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.



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



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



JEDC.org
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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

STATE OF ALASKA

DEPT. OF HEALTH & SOCIAL SERVICES

Alaska Commission on Aging

SEAN PARNELL, GOVERNOR

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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:

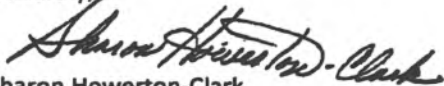
The Alaska Commission on Aging (ACoA) is pleased to offer our support of HB 131 that would establish a *permanent* Governor-appointed Coordinated Transportation Commission to address the ongoing community transportation needs of all Alaskans, specifically older Alaskans and Alaskans with physical and 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.

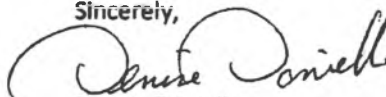
Thank you for your consideration and support of HB 131. Please contact Denise Daniello, ACoA's executive director (465-4879 or denise.daniello@alaska.gov) should you require additional information about our position.

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

PUBLIC TRANSIT SYSTEMS IN ALASKA

CENTRAL REGION

Anchorage

Municipality of Anchorage
People Mover, Anchor Rides
Jody Karcz, Transit Director
3650 A East Tudor Road
Anchorage, AK. 99507-1252
(907) 343-8402
karczjm@ci.anchorage.ak.us

Kodiak

Senior Citizens of Kodiak, Inc
KATS
Pat Branson, Executive Director
302 Erskine
Kodiak, AK. 99615
(907) 486-6181
scokinc@ak.net

Bethel

City of Bethel
Betty Twitchell, Transit Manager
P.O. Box 1388
Bethel, AK. 99559
(907) 543-3039
jsargent@cityofbethel.net

NORTHERN REGION

Fairbanks

Fairbanks North Star Borough
MACS, Van Tran
David Leone, Transit Manager
3175 Peger Road
Fairbanks, AK. 99707-1267
(907) 459-1196
dleone@co.fairbanks.ak.us

Kenai Peninsula

Central Area Rural Transit System
CARTS
Jennifer Beckmann, Executive Director
P.O. Box 993
Soldotna, AK. 99669
(907) 262-6345
carts@alaska.net

Matanuska-Susitna

Mat-Su Community Transit
MASCOT
P.O. Box 871590
Wasilla, AK. 99687
(907) 376-5006
mascot@mtaonline.net

Glacier Valley Transit System

Girdwood Transportation, LLC
Brett Bitner, Transit Manager
P.O. Box 249
Girdwood, AK 99587
(907) 382-9908
bbitner@glaciervalleytransit.com

PUBLIC TRANSIT SYSTEMS IN ALASKA, cont'd

SOUTHEAST REGION

Juneau, Douglas

City and Borough of Juneau
Capital Transit
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John_kern@ci.juneau.ak.us

Inter-Island Ferry Authority

Bruce Jones, General Manager
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Craig, AK. 99921-0495
(907) 826-4849, ext. 26
bjones@interislandferry.com

Ketchikan

Ketchikan Gateway Borough
The Bus
Kyan Reeve, Transit Manager
344 Front Street
Ketchikan, AK. 99901
(907) 228-6675, ext 175
kyanr@borough.ketchikan.ak.us

Sitka

Center for Community
Community Rides
Connie Sipe, Executive Director
700 Katlian Street, Suite B
Sitka, AK 99835
(907)747-6960
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Catholic Community Service

Marianne Mills, Program Director
419 Sixth Street
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Complementary Paratransit Provider
Juneau, Ketchikan, Sitka

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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March 9, 2011

Mr. Gary Olson
Alaska Moose Federation
3320 Windlass Circle
Anchorage, AK 99516

Dear Mr. Olson:

This letter is in response to several communications you have sent regarding your wish that Alaska DOT&PF continue to award funds to your non-profit agency for highway safety work related to moose-vehicle crashes. While we all share a common interest in the implementation of strategies and programs that can lead to reduced injuries and fatalities on our highways, many of the ideas and programs for which you seek funding, are simply not eligible for the funding types we administer. In a few instances, where such work is eligible, there are tight rules and requirements that your agency must work within if the Alaska Moose Federation (AMF) is to be successful in securing any future funding.

Our highway safety funding comes primarily from two distinct federal agencies and each applies their unique laws, rules and requirements to the process. Further, state laws also apply, and these too limit how we are allowed to administer the funds in question. Since safety programs are always resource limited, the overriding objective of each funding source is to "save the most lives and prevent the most injuries", based on measurable data both prior to and after award.

I will briefly describe these two federal funding sources and the most significant rules of each:

- NHTSA funded programs: NHTSA funds are provided in several categories, but the greatest majority of NHTSA funds are targeted to issues such as impaired driving, occupant protection and data improvement; none of which fit the programs you are seeking to fund. NHTSA funds are generally used for enforcement and education, and not for engineering or physical improvements. These safety funds must implement activities in support of national goals that also reflect data-related factors documented with measured statistics by the state highway safety planning process. NHTSA funds are grant eligible under state law (meaning no public bidding process is required), but traffic fatality and injury data is required to show there is a significant problem.

I understand NHTSA has some carry-over issues with some of the prior grants or grant applications that were requested by your agency. These include:

- o insufficient documentation of matching funds, and possible double counting of matching funds;
- o work performed outside a public right-of-way, which is not eligible;

- mixing services (which may be eligible) with overhead costs such as insurance or rent (which are not eligible except as an overhead cost factor, based on audit);
- requests for reimbursement for a mix of eligible and ineligible services (such as vehicle use costs for work unrelated to a NHTSA program); and,
- other concerns such as insufficient documentation of requested costs.

Until such time as these issues are resolved to the satisfaction of NHTSA representatives, further funding to the AMF from these sources will be even more difficult.

- FHWA Funded HSIP Program: The federal Highway Safety Improvement Program (HSIP) is dedicated to engineered road safety improvements that result in reducing fatal and major injury crashes and to improving highway safety in the most cost-effective manner possible. Projects you have requested such as a full-time facilitator, and the lobbying of another state agency to change their regulations regarding wildlife feeding, and animal carcass removal, are simply not eligible for funding under this program.

Generally, HSIP projects are identified by the number and severity of crashes and ranked by analyzing the benefit cost of specific safety-related improvements using estimated accident reduction factors and improvement costs. If a sophisticated benefit-cost analysis ranks projects, such as your proposed brush cutting, below other projects competing for funds then your project could only be funded as a last resort after all higher ranked projects are addressed.

Moreover, HSIP funding is not grant eligible under state procurement laws; this means that any work performed must be performed directly by Alaska DOT&PF or other eligible local public agency, or administered as a public procurement relying on contractors that meet state requirements (bonding, insurance) and win the work based on a qualified low bid.

A third federally funded highway safety program, under the auspices of the Commercial Motor Vehicle Safety Administration is not relevant to the work you hope to accomplish, thus I have not included it in our description of possible funding programs.

In February, we will resume the Alaska Strategic Highway Safety Plan that you participated in during the initial 2007 planning effort. This effort is a data-driven process to assess the strategies and programs that are likely to have the greatest impact on saving lives and reducing injuries from crashes. I would encourage you to participate and to propose strategies that are directed to this purpose. *Planting?*

I would also encourage you to seek training in how grant agencies administer grant funds, especially those from federal sources. Organizations such as the Foraker Group (<http://www.forakergroup.org>) offer grant mentoring training just for Alaska non-profits. One advantage of such training is it keeps you abreast of the rapidly changing grant environment. Federal oversight and demands on agencies that administer federally sourced grants, including this department, have gotten much stricter in recent years. In turn, we must apply these tighter rules to the governments and non-profits that we support.

Thank you for your interest in Alaska DOT&PF funded safety programs. We applaud your concern for highway safety and wish you and your agency the best in your future efforts.

Sincerely,



Marc Linken
Commissioner

cc: Jeff Ottesen, Director, Division of Program Development, DOT&PF
Roger Healy, Chief Engineer/Director, Division of Design and Engineering Services, DOT&PF
Dan Breeden, Director, Div. of Measurement Standards & Commercial Vehicle Enf., DOT&PF
Cindy Cashen, Administrator, Alaska Highway Safety Office, DOT&PF



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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.

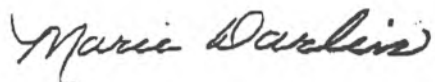
With the aging of Alaska's population, we will have an increasing number of older Alaskans for whom mobility will be a critical "peace of mind" issue. Planning for effective transportation that works for Alaskans of all ages and abilities is important now and will only become more important in the future.

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