

HB

131

<TARGET><BILL>HB 131</BILL><SUBJECT>HB
131</SUBJECT><COMM>SCRA27</COMM></TARGET>

ALASKA STATE LEGISLATURE

SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Donny Olson, Chair

Session

Alaska State Capitol, Rm. 508
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Official business

**Letter of Intent
HB 131**

Chair

Community & Regional Affairs

Member

Senate Finance Committee
Ethics Committee
Legislative Council
Northern Waters Task Force
Education Funding District Cost Factor

Finance Subcommittee Chair

Fish & Game
Health & Social Services
Public Safety

Finance Subcommittee Member

Environmental Conservation

*CONSIDERED,
BUT NOT ATTACHED*

It is the intent of the Legislature that the five agency or non-public members of the Alaska Community and Public Transportation Advisory Board be filled by designees with the direct expertise and programmatic responsibilities in their respective agency related to the delivery of transportation services.



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.



REPRESENTATIVE CATHY MUÑOZ

MEMORANDUM

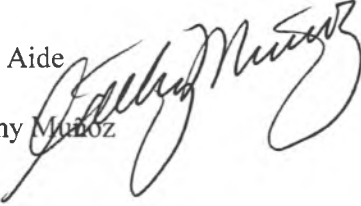
TO: Representative Bill Stoltze
Finance Co-Chair

CC: James Armstrong
Finance Committee Aide

FROM: Representative Cathy Muñoz

DATE: March 23, 2011

RE: Changes in CS HB131 (TRA)



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.

LEGAL SERVICES

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

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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

Excerpted from the February 11, 2010 Governors Coordinated Transportation Task Force Executive Summary Long Term Recommendations:

“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.

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.

Governors Coordinated Transportation Task Force

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.”

**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

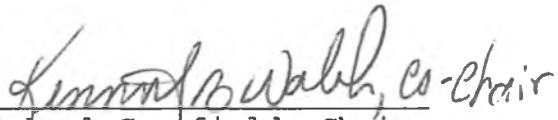
WHEREAS, Coordination means working with transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options by way of modes, routes, and providers; and

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



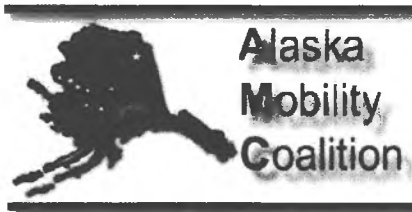
Coordinated Transportation for Alaskans

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

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:

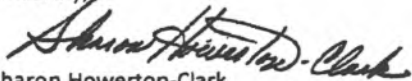
The Alaska Commission on Aging (ACoA) is pleased to offer our support of HB 131 that would establish a *permanent* Governor-appointed Coordinated Transportation Commission to address the ongoing community transportation needs of all Alaskans, specifically older Alaskans and Alaskans with physical and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

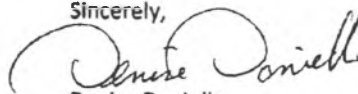
Thank you for your consideration and support of HB 131. Please contact Denise Daniello, ACoA's executive director (465-4879 or denise.daniello@alaska.gov) should you require additional information about our position.

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



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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.

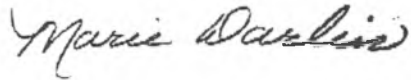
With the aging of Alaska's population, we will have an increasing number of older Alaskans for whom mobility will be a critical "peace of mind" issue. Planning for effective transportation that works for Alaskans of all ages and abilities is important now and will only become more important in the future.

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
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



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

March 15, 2011

Honorable Cathy Munoz
State Capitol Room 403
Juneau AK, 99801

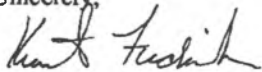
Dear Representative Munoz:

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.

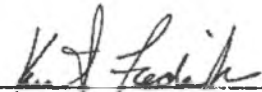
WHEREAS, coordination of transportation plans among state and local governments and other organizations providing transportation services is likely to be a requirement for federal transportation funding.

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



Gloria O'Neill

Cook Inlet Tribal Council

Jerry Isaac

Tanana Chiefs Conference

Margaret Galovin

Aleutian Pribilof Islands Association

Marie Carroll

Arctic Slope Native Association

Angela Cox

Arctic Slope Native Association

Myron Naneng

AVCP

Patrick Andersen

Chugachmuit Inc.

Ralph Andersen

BBNA, President

Loretta Bullard

Kawerak, President

Paula Vrana

Cooper River Native Association

Andrew Teuber

Kodiak Area Native Association

Ed Thomas

Central Council of Tlingit & Haida Indian Tribes of AK

Heather Arnett

Association of AK Housing Authorities

David Harrison

Alaska Inter-Tribal Council

Elizabethe Medicine Crow

First Alaskans Institute

Denise Morris

First Alaskans Institute

Don Kashevaroff

Alaska Native Tribal Health Consortium

David Hardenbergh

Rural CAP

Alaska Native Justice Center

Alaska Network on Domestic Violence & Sexual Assault



Lisa A. Mariotti

NEST Director

Sue Steinacher

Laura Rice

Covenant House



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SENATE BILL NO. 225

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SEVENTH LEGISLATURE - SECOND SESSION

BY THE SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Introduced: 3/14/12

Referred: Community and Regional Affairs, Finance

A BILL

FOR AN ACT ENTITLED

1 **"An Act creating the endow Alaska grant program in the Department of Commerce,**
2 **Community, and Economic Development to encourage community development."**

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

4 * **Section 1.** AS 44.33 is amended by adding new sections to read:

5 **Article 2A. Endow Alaska Grant Program.**

6 **Sec. 44.33.150. Grants for community development.** The endow Alaska
7 grant program is established in the Department of Commerce, Community, and
8 Economic Development. To encourage community development in the state, the
9 department may identify a statewide lead philanthropic entity that meets the
10 requirements of AS 44.33.160 and grant the entity state funds that the entity may
11 annually award to a community foundation or community foundation affiliate as
12 endow Alaska grants to increase endowed funds, the purpose of which would be
13 unrestricted.

14 **Sec. 44.33.160. Eligibility requirements for lead philanthropic entities and**

1 **grant recipients. (a) To be eligible under AS 44.33.150, a lead philanthropic entity**
 2 **must be**

3 (1) a nonprofit entity exempt from federal income taxation under 26
 4 U.S.C. 501(c)(3) (Internal Revenue Code);

5 (2) a statewide organization whose principal function is to make grants
 6 in the state; and

7 (3) a community foundation.

8 (b) Only a community foundation or a community foundation affiliate is
 9 eligible for a grant under AS 44.33.150 - 44.33.190.

10 **Sec. 44.33.170. Ranking of applications and awarding of grants. (a) When**
 11 **ranking applications for grants, the board of the lead philanthropic entity shall**
 12 **consider relevant factors including**

13 (1) the need for financial assistance;

14 (2) the potential for future philanthropic activity in the community or
 15 geographic area that will benefit from the grant;

16 (3) the percentage of matching funding proposed;

17 (4) the opportunity to establish new community foundations or
 18 community foundation affiliates; and

19 (5) the geographic diversity of the communities or geographic areas
 20 that will benefit from the grants.

21 (b) The board of the lead philanthropic entity may award endow Alaska grants
 22 to a community foundation or a community foundation affiliate that

23 (1) provides all information the board requires, including evidence of
 24 the existence of the community foundation or the community foundation affiliate;

25 (2) demonstrates, in a manner approved by the board, the ability to
 26 match state funding at a ratio of at least one-to-one; and

27 (3) provides a spending policy for distributing grant money to
 28 organizations within the community or geographic area as defined by the community
 29 foundation or the community foundation affiliate.

30 **Sec. 44.33.180. Limitations on grant amounts, awards, and administrative**
 31 **costs. (a) Endow Alaska grants are limited as follows:**