

HB

131

<TARGET><BILL>HB 131</BILL><SUBJECT>HB
131</SUBJECT><COMM>STRA27</COMM></TARGET>



REPRESENTATIVE CATHY MUÑOZ

MEMORANDUM

TO: Representative Bill Stoltze
Finance Co-Chair

CC: James Armstrong
Finance Committee Aide

FROM: Representative Cathy Muñoz

DATE: March 23, 2011

RE: Changes in CS HB131 (TRA)

A handwritten signature in cursive script, appearing to read "Cathy Muñoz", written over the printed name in the "FROM:" field.

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.

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.”



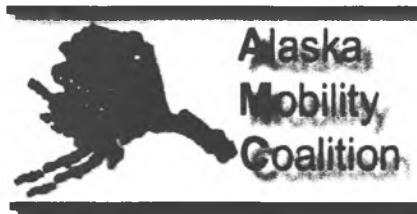
Coordinated Transportation for Alaskans

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:

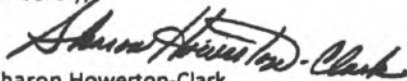
The Alaska Commission on Aging (ACoA) is pleased to offer our support of HB 131 that would establish a *permanent* Governor-appointed Coordinated Transportation Commission to address the ongoing community transportation needs of all Alaskans, specifically older Alaskans and Alaskans with physical and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

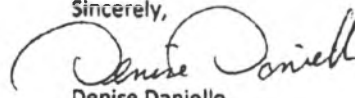
Thank you for your consideration and support of HB 131. Please contact Denise Daniello, ACoA's executive director (465-4879 or denise.daniello@alaska.gov) should you require additional information about our position.

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



AARP Alaska
3601 C Street
Suite 1420
Anchorage, AK 99503

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

March 14, 2011

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

RE: HB 131 (Munoz)--Support

Dear Chair Wilson:

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

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

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

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

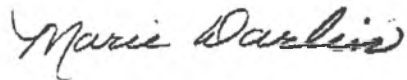
With the aging of Alaska's population, we will have an increasing number of older Alaskans for whom mobility will be a critical "peace of mind" issue. Planning for effective transportation that works for Alaskans of all ages and abilities is important now and will only become more important in the future.

AARP requests an "AYE" vote on HB 131.

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

Thank you for your consideration.

Sincerely,



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

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



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

March 15, 2011

Honorable Cathy Munoz
State Capitol Room 403
Juneau AK, 99801

Dear Representative Munoz:

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

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

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

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

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

Sincerely,


Kurt Fredriksson
Board Chair


Brian Holst
Executive Director

Cc: Senator Dennis Egan
Representative Beth Kerttula



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

March 15, 2011

Honorable Cathy Munoz
State Capitol Room 403
Juneau AK, 99801

Dear Representative Munoz:

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

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

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

Sincerely,


Kurt Fredriksson
Board Chair


Brian Holst
Executive Director

Cc: Senator Dennis Egan
Representative Beth Kerttula



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

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

Resolution 03-11

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

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

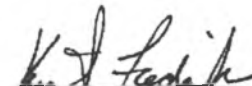
WHEREAS, coordination of transportation plans among state and local governments and other organizations providing transportation services is likely to be a requirement for federal transportation funding.

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

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

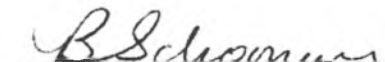
NOW, THEREFORE, BE IT RESOLVED THAT:

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



Board President

3-17-2011
Date



Board Secretary

3 17 2011
Date

SENATE COMMITTEE REPORT

DATE: 1/30/12

FURTHER: Community and Regional Affairs

DATE TURNED IN TO OFFICE: 2/9/12

Transportation Committee considered CS FOR HOUSE BILL NO. 131(TRA) am

HB 131-COMMUNITY AND TRANSPORTATION ADV. BOARD

"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."

and recommends:

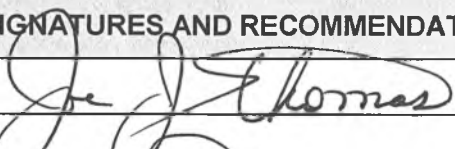
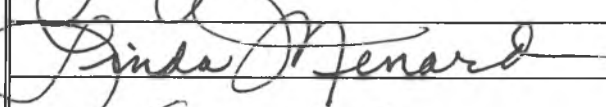
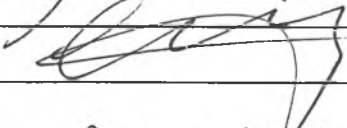
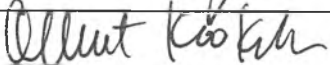
- be replaced with SCS _____ (_____) Same Title Technical Title Change New Title/SCR No. _____
- adopt previous SCS _____ (_____) Same Title Technical Title Change New Title/SCR No. _____
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

Dept Abbr.	
ADM	LEG
CED	LAW
COR	LWF
CRT	MVA
EED	DNR
DEC	DPS
DFG	REV
GOV	DOT
DHS	UA

NEW FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #

PREVIOUS FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	Do PASS	Do NOT PASS	NO REC	AMEND
	THOMAS	✓			
	Menard	✓			
	Higgins	✓			
CHAIR: 	Koolash	✓			



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.

Nancy Barnes

From: Terry Harvey
Sent: Wednesday, February 08, 2012 2:50 PM
To: Nancy Barnes
Subject: hb131 presentation

Nancy, this would be how we would like to present, let us know if this is OK, thank you, Terry

Rep Munoz will present

Jeff Ottesen-DOT Division Director-will testify in support, answer questions, can speak to the fiscal note
Camille Ferguson-Sitka tribe of AK-Member Governors Coordinated Transportation Task Force-will testify in support
Jennifer Beckmann-Central Area Rural Transit Kenai-Member Governors Coordinated Transportation Task Force-will testify in support

David Levy-Executive Director-AK Mobility Coalition-supports the bill but does not need to testify, but he will if it is the will of the Chair, and can answer questions

Also, below is a response we made to the woman from up north who was proposing an amendment to designate one of the board members a 'bicycle advocate' Long story short the sponsor is not supportive of this idea for the below reasons, however, she would not want to jeopardize the bill if there was movement from the committee to adopt an amendment, so if the committee does want to do this she wouldn't stand in its way.

"Dawn, I spoke with Representative Munoz regarding your idea that an advisory board member in HB131 be designated as a bicycling advocate.

The Advisory Board will primarily be tasked with serving folks who, for the most part, are not likely to be on bikes. For example, two groups that are mentioned most in support of this bill are seniors and the disabled community and neither is likely to be using bikes as a transportation mode, that is not to suggest that either group never uses a bicycle as a means of transportation. In talking to the AK Dept. of Transportation and others involved in public transportation the general consensus is the majority of bus systems in AK are using bike racks for bicycle commuters and this would probably be the extent the newly created advisory board would be advocating. The infrastructure that bicyclist are more likely to need, such as bike paths & bike lanes, etc. are areas the board will not be focusing and have the ability to impact.

Rep. Munoz, and all of us in the office, have bicycles and are supportive of them for all their various uses. In our own community she has worked with the ADOT to get bike and pedestrian paths built that connect our community, like the new path between our Mendenhall Valley residential neighborhood and our University Campus. But at this time the Rep. does not support the idea of making a change in the bill as you have proposed. Thank you for contacting us on this and feel free to call to further discuss."

Terry Harvey, Committee Aide
House Community & Regional Affairs
Rep. Cathy Munoz, Chair
(907)465 5392

FISCAL NOTE

STATE OF ALASKA
2012 LEGISLATIVE SESSION

Bill Version CSHB 131(TRA)
Fiscal Note Number 3
Publish Date 1/27/12 (H)

Identifier (file name) HB131-DOT-PD-1-15-12 Dept. Affected DOT&PF
Title Community and Public Transportation Advisory Board Appropriation Administration and Support
Allocation Program Development
Sponsor Rep. Munoz, Tuck, Gruenberg, Gara
Requester H (RLS) OMB Component Number 2762

Expenditures/Revenues (Thousands of Dollars)

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

	FY13 Appropriation Requested	Included in Governor's FY13 Request	Out-Year Cost Estimates				
			FY14	FY15	FY16	FY17	FY18
OPERATING EXPENDITURES	FY13	FY13	FY14	FY15	FY16	FY17	FY18
Personal Services	0.0		0.0	0.0	0.0	0.0	0.0
Travel	0.0		0.0	0.0	0.0	0.0	0.0
Services	0.0		0.0	0.0	0.0	0.0	0.0
Commodities	0.0		0.0	0.0	0.0	0.0	0.0
Capital Outlay	0.0		0.0	0.0	0.0	0.0	0.0
Grants, Benefits	0.0		0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0		0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE		(Thousands of Dollars)					
1002	Federal Receipts	0.0		0.0	0.0	0.0	0.0
1003	GF Match	0.0		0.0	0.0	0.0	0.0
1004	GF	0.0		0.0	0.0	0.0	0.0
1005	GF/Prgm (DGF)	0.0		0.0	0.0	0.0	0.0
1037	GF/MH (UGF)	0.0		0.0	0.0	0.0	0.0
1178	temp code (UGF)	0.0		0.0	0.0	0.0	0.0
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS							
Full-time							
Part-time							
Temporary							

CHANGE IN REVENUES							

Estimated SUPPLEMENTAL (FY12) operating costs 0.0 (separate supplemental appropriation required)
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY13) costs 112.5 (separate capital appropriation required)
(discuss reasons and fund source(s) in analysis section)

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

Updated from the 2011 fiscal note. Previous version showed cost of \$110.0. No appropriations will be required as this will be covered with existing Federal Captial transit grants. See analysis.

Prepared by Brenda Hewitt
Division Commissioner's Office
Approved by Marc Luiken
Commissioner

Phone 465-4772
Date/Time 1/15/12 10:00 AM
Date 1/15/2012

FISCAL NOTE #3

STATE OF ALASKA
2012 LEGISLATIVE SESSION

BILL NO. CSHB 131(TRA)

Analysis

The Governor's Coordinated Transportation Task Force was re-established July 9, 2010 by Governor Parnell under Administrative Order 254. The Task Force is temporary and this legislation seeks to make it permanent with a sunset date of 2016.

HB131 would also increase the size of the board by one member to a total of 13. Agency representatives include: Transportation, Health and Social Services, Labor, the Alaska Mental Health Trust Authority and the Denali Commission. There are eight public members representing various constituencies.

Federal capital funds have covered the operation of this temporary task force for the past four years and there is no impact to the state budget. This fiscal note reflects capital dollars as a pass through from the federal government to the state.

Expenses are 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 supports 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): \$112.5K annually (fed receipts 90K, state match \$11.2K, MH-GF \$11.3K)

Travel cost assumptions

Airfare	\$500
Lodging	\$300
Per diem	\$120
Ground transportation	<u>\$80</u>
TOTAL	\$1,000

Annual costs	# of trips	cost/trip	TOTAL
Department representative	3	\$1.K	\$3K
Non agency members (8)	24	\$1.K	\$24K
Facilitator contract			<u>\$85.5</u>
Total annual cost			\$112.5



Pat Branson

Mayor

710 Mill Bay Road, Kodiak, AK 99615
(907) 486-8636 • Fax (907) 486-8600

mayor@city.kodiak.ak.us