

Effective transportation – efficiently delivered

Community and public transportation in our communities:

- + Moves the economy
 - + Creates and provides access to jobs
 - + Revitalizes business districts and neighborhoods
 - + Provides employers access to a larger workforce
 - + Boosts commerce
 - + Effectively accommodate future growth
- + Provides access and enables mobility for more Alaskas
 - + Provides mobility for those who can't/don't drive
 - + Ensures access to work, medical care, community services and events
 - + Enables us to age in place

Community and public transportation in our communities:

- + Enriches our quality of life
 - + Supports healthier communities
 - + Increases energy efficiency
 - + Keeps our air and water clean
 - + Keeps us all living and engaging in our own communities
- + Provides a venue for a more effective use of public, private and natural resources

Coordination of community and public transportation receives statutory standing

+ AS 44.42.095



AMC NEWS

Legislative Update - Bill Signing Ceremony for HB 131/Alaska Community and Public Transportation Advisory Board

May 24th, 2012

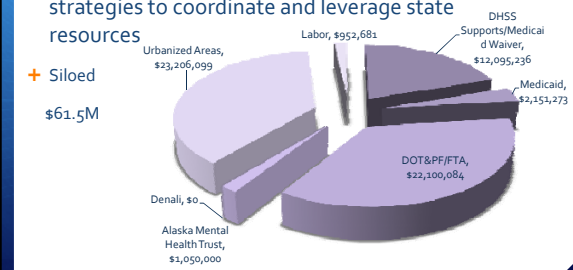
Why?

- + Helps Alaskans have a voice in state transportation planning
- + At least one in nine Alaskans have special circumstances that make them dependent upon public or community transportation services

Why?

C&PTAB Member Agency Human Service/Public Transportation Funding
Some are 2012 and others 2010 figures, does not include Tribal

- + Requires the intentional development of strategies to coordinate and leverage state resources
- + Siloed \$61.5M




Agency	Funding Amount
Urbanized Areas	\$23,206,099
DOT&PF/FTA	\$22,100,084
Denali	\$0
Alaska Mental Health Trust	\$1,050,000
Labor	\$952,681
DHSS Supports/Medicaid Waiver	\$12,095,236
Medicaid	\$2,151,273

Why?

- + Non DOT programs lack incentives to coordinate
- + Does not include Tribal Transit and Transportation funding
- + Providers challenged by the siloed funding to produce efficiencies

Why?

- + *Implements* the Action Plan generated by the Governor's Coordinated Transportation Task Force
- + State level interagency coordination body the first recommendation of the CTTF, to ensure the authority and the responsibility to achieve coordination



Alaska Community and Public Transportation Advisory Board

- + 13 member board
- + Diverse perspectives/geography
- + Mix of state agency and stakeholder representatives
- + Stakeholder representatives appointed by Governor
- + Staggered 3-year terms
- + Chair and Vice Chair

Alaska Community and Public Transportation Advisory Board

+ Jeff Ottesen, DOT&PF, Chair	+ Heidi Frost, Disabilities
+ Patricia Branson, Seniors, Vice Chair	+ James Starzec, Public at Large
+ Cheryl Walsh, Department of Labor and Workforce Development	+ Jennifer Beckmann, Low Income
+ Doug Bridges, Non-Profit	+ Larry Bredeman, Tribal
+ Duane Mayes, DHSS	+ Sharon Scott, Public at Large
+ Glenn Miller, Municipality	+ Susan Bell, Denali Commission
	+ William Herman, Alaska Mental Health Trust

Alaska Community and Public Transportation Advisory Board - Tasks

- + Produce and implement a statewide strategic plan to that includes the mission, objectives, initiatives, and performance goals for coordinated community and public transportation in the state
- + Make recommendations for interagency coordination and more effective use of state resources
- + Review, report, and recommend changes to improve the effective use of community and public transportation funding at all levels - state, federal, local and private

Alaska Community and Public Transportation Advisory Board - Tasks

- + Analyze and make recommendations regarding the use of alternative fuels in transit rolling stock
- + Provide input to the DOT&PF's Long Range Transportation Plan with coordinated community and public transportation services objectives in mind

Alaska Community and Public Transportation Advisory Board – Work to Date

- + 2012 Annual Report
- + 2012 Annual Funding Review
- + 2013 Strategic Action Plan
 - + Articulates eight strategic goals
 - + We are implementing near term action plan
 - + Responds to issues identified by variety of audiences



Stakeholder Engagement

- + Public and stakeholder involvement is an ongoing and integral part of our process
- + Conduct outreach throughout the state and at the annual Community Transit Conference
- + Municipalities are a key player and stakeholder in community and public transportation a mobility to Alaskans



Observations

- + The work we are undertaking is
 - + Complex and detailed, involving multiple agencies and systems
 - + Significant in order to meaningfully address barriers to coordination on the ground and provide effective services
 - + Essential to users
 - + Likely to not be felt on the ground for many years
 - + Groundbreaking

Strategic Plan - Vision

*Effective transportation
...efficiently delivered*

Strategic Plan Goals – All touch municipality interests at some level

1. Define Coordination
2. Develop common RFP/Grant requirements
3. Explore solutions for issues with medical transportation and taxicab access
4. Establish interagency working group to address state systematic issues
5. Communicate the benefits and value of coordination
6. Develop/use performance measures to measure impact
7. Establish transportation ombudsmen
8. Inventory regulations and funding streams

Strategic Plan Goals

1. Define Coordination
 - + Shared definition – shared expectations
 - + Circulating draft generated by research of DOT, FTA, CTAA references and Alaska-specific input
 - + Draft:

Strategic Plan Goals – All touch municipality interests at some level

2. Develop common RFP/Grant requirements

- + Subrecipients of FTA funding must demonstrate local coordination efforts in order to access that funding
- + No other funding entity requires coordination to use transportation funding
- + Have heard from many stakeholders that consistent coordination requirements across funding entities will foster increased coordination and more effective use of funding throughout all service areas
- + Our Interagency Working Group for transportation coordination – generated in another strategic goal – will pursue this opportunity

Strategic Plan Goals – All touch municipality interests at some level

3. Explore solutions for issues with medical transportation and taxicab access

- + People with special needs and circumstances understandably need transportation to facilitate access to medical resources and appointments
- + Often, and particularly in Alaska, that access requires unique modes of travel to get to a medical resources – snowmobile, boat, airplane – and ultimately, likely a taxi to provide transportation from an airport to a medical facility
- + And in other circumstances – from home
- + We are actively studying options and opportunities associated with the coordination of medical transportation
- + Taxicab access and ordinances are specifically a municipal issue

Strategic Plan Goals – All touch municipality interests at some level

4. Establish interagency working group to address state systematic issues

- + Funding sources come with their own intended purpose, use, audience and reporting requirements
- + Coordination is directly impacted by the ability, or not, to move effectively across those silos
- + This challenge faces the C&PTAB required to report statewide data, state agencies seeking to foster efficiencies, local bodies working to effect community transportation, providers offering service and reporting results, and users trying to make sense of the system
- + The Interagency Working Group is being established as a subcommittee of the C&PTAB to work state interagency issues and opportunities

Strategic Plan Goals – All touch municipality interests at some level

5. Communicate the benefits and value of coordination

- + Why does coordination matter?
 - + More effective use of state resources
 - + Increased access to medical resources, family and community, and work
 - + Enables increased opportunity to age in place
 - + Enhances local economy
- + Why so hard to do?
 - + Requires time and money
 - + Requires local champion
 - + Requires fortitude – to sort through those silos that impact funding, data, reporting, service delivery, etc.
- + Our challenge and approach
 - + Generate the awareness and the case for the benefits and value of coordination
 - + What convinces you?

Strategic Plan Goals – All touch municipality interests at some level

6. Develop/use performance measures to measure impact

- + It is one thing to report funding, dollars spent, rides provided, people served, miles driven, vehicles serviced
- + It is another thing to measure the impact mobility has on the lives of the Alaskans
 - + Quality of Life
 - + Economic impact
 - + Leveraged funding
- + Working to develop such measures
Suggestions?

Strategic Plan Goals – All touch municipality interests at some level

7. Establish transportation ombudsmen

- + A state-level champion for coordinated transportation, to work between and among agencies and a resource to identify and address specific issues, is a strategy often recommended by stakeholders
- + Exists as a strategic goal – have not yet developed an action plan to pursue

Strategic Plan Goals – All touch municipality interests at some level

- 8. Inventory regulations and funding streams
 - + We provide an annual report of C&PTAB agency member funding – there are more funding streams we have not captured
 - + Agencies talk/fund/report differently – so this activity a challenge already
 - + That ability to share/talk consistently among the work the IWG can help with
 - + Next step – inventory regulations

For Municipalities

- + Advise us on your perspective of needs, issues and strategies
- + Adopt, embrace and use a shared definition of coordination
- + Encourage, support, lead coordination efforts in your area
- + Think about medical mobility in your municipality, and let us know how we can help foster meaningful accessibility

For Municipalities

- + Let us know when different state agency requirements and systems trip up local efforts – we are developing a way to address them!
- + If you're not convinced coordination is a worthwhile activity – tell us why and let us know what would make the real difference
- + If you are convinced – let people know and encourage their efforts!
- + How do you suggest we measure the 'impact' of effective, coordinated community and public transportation?

Information and Input

- + For more information:
 - www.dot.state.ak.us/stwdplng/cptab/
 - Eric Taylor, DOT&PF, 907-465-8958
 - eric.taylor@alaska.gov
- + Email input and responses to our facilitator:
 - marsha@marshabracke.com

Questions?

