



**ALASKA COMMUNITY AND PUBLIC TRANSPORTATION ADVISORY BOARD
MEETING SUMMARY
May 6, 2014**

PARTICIPANTS: MAY 5 PUBLIC STAKEHOLDER FORUM

C&PTAB MEMBERS

- Lucas Lind, Alaska Mental Health Trust
- Cheryl Walsh, Department of Labor and Workforce Development
- Doug Bridges, Nonprofit Organization
- Duane Mayes, Department of Health and Social Services
- Glenn Miller, Municipality
- Heidi Frost, Transportation Expert/Disabilities
- James Starzec, Public at Large
- Jeffrey Ottesen, Department of Transportation and Public Facilities, Chair
- Lawrence Bredeman, Tribes
- Lawrence Blood, Denali Commission
- Patricia Branson, Transportation Expert/Seniors, Vice Chair
- Sharon Scott, Public at Large

STAKEHOLDERS

- Gerry Hope, Sitka Tribe of Alaska
- Bryan O'Callaghan, Center for Community
- Sandra Koval, Swan Lake Senior Center

- Alli Gabbert, Southeast Alaska Independent Living
- Shantee Acker, Sitka Counseling and Prevention Harbor Lights
- Amy Zanuzoski, Sitka Counseling
- Kerry Tomlinson, Sitka Counseling
- Connie Sipe, Center for Community
- David Levy, Alaska Mobility Coalition (phone)

OTHERS

- Ezekiel Kaufman, Department of Health and Social Services (alternate)
- Julie Staveland, Department of Transportation and Public Facilities
- Eric Taylor, Department of Transportation and Public Facilities
- Debbi Howard, Department of Transportation and Public Facilities

FACILITATOR

Marsha Bracke, Bracke and Associates, Inc.

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ATTACHMENTS

The following documents are included as attachments to this meeting summary:

- Attachment A: Flip Chart Transcript
- Attachment B: Rural Transit Programs: PowerPoint Presentation
- Attachment C: C&PTAB Overview: PowerPoint Presentation
- Attachment D: Coordinated Transportation in Sitka: PowerPoint Presentation
- Attachment E: Coordinated Transportation Timeline
- Attachment F: Alternative Fuels Phase 1 Report: PowerPoint Presentation
- Attachment G: Long Range Transportation Plan: PowerPoint Presentation

PUBLIC STAKEHOLDER FORUM

With the support of Center for Community and Sitka Tribe of Alaska leadership- Connie Sipe and Gerry Hope specifically, the Community and Public Transportation Advisory Board (C&PTAB) participated in a public stakeholder forum designed to inform the C&PTAB about the history of coordinated community and public transportation in Sitka. Speakers included Jeff Ottesen-Department of Transportation and Public Facilities (DOT&PF) introducing the role and members of the C&PTAB, Connie Sipe-Center for Community, Gerry Hope-Sitka Tribe of Alaska, and Doug Bridges-Southeast Senior Services. PowerPoint presentations and handouts provided during that session are included as Attachments B-E. Lessons learned from the session were gathered at the beginning of the meeting on May 6, and are included in Attachment A, Flip Chart Transcript, on pages 6-7 of this summary.

Generally, C&PTAB was impressed with the number of trips provided in a given year, the unique relationship and coordination between the tribe and the non-profits, how funding is leveraged, and the local will to make transportation happen. Specific issues identified for C&PTAB consideration include leadership from the municipality, accessing the highway right-of-way to build bus stops, snow removal, accessible taxis, and establishing public transit in statute to give it a presence and structure within the state. C&PTAB generated several action items in response to these issues as indicated in the list of Action Items below.

MEETING AGENDA

New Members

Lucas Lind, Alaska Mental Health Trust Authority, and Lawrence Blood, Denali Commission, were welcomed as new members of the C&PTAB.

Performance Measures

Sharon Scott presented and the group reviewed the array of performance measures and data sources as generated by the Performance Measures Subcommittee. While concluding this detail is important to inform communication activities, potentially secure more funding, and speak to the value and effectiveness of systems, C&PTAB expressed concern about measuring local systems vs. measuring its own effectiveness in stimulating coordination statewide and across state agencies.

Referencing its own definition of coordination, C&PTAB identified potential measurements to demonstrate its own impact on the system, and also identified potential edits to the definition to reflect statewide connectivity. Those contributions were maintained on flip charts, transcribed and included in Attachment A, Flip Chart Transcript, page 7. The Performance Measures Subcommittee will take that material and refine it for C&PTAB consideration at the June meeting. The original material will be maintained for future reference and use.

Medical Transportation

Doug Bridges, on behalf of the Medical Transportation Subcommittee developed and presented a draft medical transportation report and recommendation to the full C&PTAB. The group conducted much research and processed vast amounts of information to generate the product. Given the imminent release of new draft rules from the Department of Health and Social Services, the C&PTAB opted to hold the report and refine it in light of those revisions. Meanwhile, Duane Mayes will schedule a teleconference with Margaret Brodie, Doug Bridges and himself to discuss the draft report and explore the possibilities.

Alternative Fuels Phase 1 Report

Cal Kerr from Northern Economics provided a PowerPoint presentation (included as Attachment G) offering an overview of the Alternative Fuels Phase 1 Report recently completed for the DOT&PF. Each member of the Board was provided a hard copy. After discussion, the C&PTAB concurred with Northern Economics' suggestion to not continue to Phase 2 of the study (given the lack of infrastructure and financial feasibility to pursue alternative fuels in Alaska), but did express support for and a desire to watch a proposed alternative fuels demonstration about to get underway in Juneau. The C&PTAB will communicate this recommendation in its next report to the Governor and State Legislature and continue to focus its efforts on the task of securing effective coordination of resources.

Long Range Transportation Plan

Eric Taylor, DOT&PF, provided an overview of the Long Range Transportation Plan (LRTP) and data trends influencing its development and direction. That PowerPoint is included as Attachment F. To initiate the process of generating a consensus-based recommendation for the LRTP regarding community and public transportation, the Facilitator asked C&PTAB members to write down how each one would, individually, expect community and public transportation be reflected in the LRTP. The Facilitator transcribed those contributions and they are included in Attachment A, Flip Chart Transcript on page 8. The material will come back to the group at its June meeting in order to generate a formal recommendation.

Interagency Working Group

Duane Mayes distributed the revised Charter for the Interagency Working Group and reviewed the slate of members, noting the group met one time already and will meet once again prior to the C&PTAB June meeting. Ezekiel Kaufmann distributed a copy of the draft work plan, revised since the last C&PTAB meeting, noting the IWG will take on the first assignment to collect their respective definitions and requirements around transportation, providing a baseline for which future work can be aligned. Outcomes of the discussion included identifying the possibility of generating a concurrent inter-tribal work group, actively seeking to communicate with tribes at their spring tribal transit conference, and confirming whether meetings of state agency personnel working as a subcommittee to the C&PTAB are subject to the public meeting law.

Next Meeting

The C&PTAB decided to hold the June 25 meeting in Talkeetna, assuming accommodation could be available. The Facilitator will communicate details to the group a week hence to confirm, and generate a draft agenda based on the status of work plan elements. The Facilitator noted that by the end of the year, a new strategic planning effort to focus work based on accomplishments to date and the end goal would be in order.

Action Items

1. Duane Mayes will forward to Marsha Bracke the announcement regarding the public comment period on proposed new Medicaid rules when they are available.
2. Marsha Bracke will send that announcement to the group to review
3. The C&PTAB will generate collective input regarding the proposed rules at the May 28 conference call.
4. Duane Mayes and Doug Bridges will explore opportunities respective to the draft medical transportation report with Margaret Brodie and report results back to the group.

5. Debbi Howard will solicit information about what providers are doing respective to para-transit eligibility and provide a status report to the group in June.
6. Jeff Ottesen and Glenn Miller will draft a letter from the C&PTAB to DOT&PF specific to the ability to build bus stops in state roads right-of-way and share with the group on the 5/28 conference call.
7. Marsha Bracke, Debbi Howard and Lawrence Blood will investigate the ability of sub-recipients to use state purchasing agreements.
8. Marsha Bracke will add a presentation by C&PTAB at the spring tribal planning meeting to the group's Work Plan and C&PTAB will seek an opportunity to present.
9. Marsha Bracke will work with DOT&PF to explore whether meetings of state agency personnel doing work for the C&PTAB are subject to public meeting law.

**ALASKA COMMUNITY AND PUBLIC TRANSPORTATION ADVISORY BOARD
ATTACHMENT A: FLIP CHART TRANSCRIPTS
May 6, 2014**

C&PTAB PUBLIC STAKEHOLDER MEETING TAKEAWAYS

- Impressed with number of trips per year with 3 drivers
- Mix of tribal funds in collaboration with non-profits
- Continued denial among municipalities about how important public transportation is
- Locals have to continue the battle/work for a champion
- Observations about municipalities' non-involvement in transit system – they haven't had to do it – good organizations and good people are making it happen anyway. Now that they're struggling, will municipality respond?
- Proud of Sitka partners and staff 'can do' attitude
- Impressive level of coordination between tribes and non-profits
- Ongoing success and participation of community/tribe regardless of lack of municipality involvement and opposition
- Model for Alaska
- Missed opportunities for schedules to meet work needs
- Surprised about fear of conducting para-transit eligibility- Debbi
- Placement of transit in DOT/transit identified in statute – presence
- Need for more formal structure/identity of transit in DOT/Statute
- Diffusion of benefits through coordination
- Number of trips
- Earth day free rides – one month per structure/exposure
- Mix of funding/collaboration
- Helping sub-populations helps populations at large
- How much done by so few people – what happens when they retire?
- Bus stops on ROW
- Multi-modal and intermodal opportunities for coordination
- Working with providers on statute
- Eligibility assessment process (seeking standardized)
- ROW
- Snow removal issue
- Continuity and connectivity of different modes
- Accessible taxi
- Community's success in non-profit assuming local government responsibility – good and bad
- Larger funders – incentivize or penalize lack of coordination
- Nonprofit providers of public transportation not the future of a robust service – eventually community government has to own it
- Municipality owned systems brings stability – institutionalize it – not run by individuals

- Regarding municipal support – there are other in kind supports that you don’t see (park and rides, etc.) – from their perspective they are contributing
- Ability to use state purchasing agreements

CONCLUSIONS

Performance Measures

- Work done to date may be a tool to use to coordinate/demonstrate progress in the system
- Don’t want to evaluate specific systems
- Don’t forget populations without services (long term, GIS, Census tract data)
- Develop Performance measures for Board
- Draft performance measures based on definition of coordination:

<i>Definition/potential revisions highlighted</i>	<i>Potential performance measures</i>
Coordination is:	
An ongoing/ continuous strategy to better/ more effectively manage scarce resources used to provide transportation service	<ul style="list-style-type: none"> ▪ Increased leveraging of state dollars across agencies ▪ Increased leveraging of community resources to serve more people more effectively
<ul style="list-style-type: none"> • Committed partners who 	
<ul style="list-style-type: none"> • Share resources • Share responsibility for the Vision • Share benefits • Continue looking for opportunities (Further definition of terms needed/partners need to include funders/expanded geo-reach and days/hours service) 	<ul style="list-style-type: none"> • Consider community context • Breadth of committed partners • Connectivity between modes/areas • Diffusion of benefits
<ul style="list-style-type: none"> • Planning together, working together, and supporting the broader community • A way to increase transportation options for those who most need it in their communities) and connectivity statewide 	<ul style="list-style-type: none"> • Coordinated plans at state agency level, local level • Streamlined reporting processes • Increased options • Increased rides/riders • Increased connectivity

Medical Transportation

- Hold until after rules come out
- Duane and Doug have a conversation with Margaret Brody to explore possibilities

Long Range Transportation Plan (initial, individual inputs)

- That there be investigation into the possibility that ‘non-public use’ roads be made be available to transit and community transportation system (re: AIDA”)
- With the projected growth in the senior population, combined with the expected decrease in available state/federal dollars, the need for coordination will be greater than ever. The C&PTAB will need to be mindful of this as the performance measures and plans are developed.
- The LRTP should mention what community and public transportation will look like and how it will address the needs of seniors and people with disabilities
- Community and public transportation should be factored into the LRTP including ways to maximize resources within the state and the role of C&PTAB in LRTP for urban vs. rural
- How could a coordinated transportation plan for community and public transportation providers be incorporated into the LRTP for the state?
- General fund dollars?? At state – board to eventually make recommendation for better use of transit/siloed funds
- Aging senior population calls for better more efficient transportation services
- Maybe a transportation authority (regional) to address intermodal system – railroad, ferry, roads, transit
- Long Range Plan on replacing/upgrading capital assets –buses, vans, maintenance facilities, other assets necessary to continue providing transportation on a long-term plan
- Identify the role of C&PTAB in the larger transportation plan
- The LRTP should address the vast numbers of communities that do not currently have public transportation. Of the approximately 250 rural communities only about 30 percent have access to public transit?
- Public state agencies that spend state funds to plan, design and construct roads to resources in any amount should allow public users

Alternative Fuels

- Table Phase II – Concur
- Explore light duty in small community (Juneau/Sitka?)
- Existing demo project in Sitka – support and watch
- Transit agency/transportation provider – should be looking at individually
- Further down the road – still need to secure functional systems

INTERAGENCY WORKING GROUP

- Establish parallel inter-tribal working group (modeling Sitka Tribe Leadership)
- State departments, divisions and Governor's office have tribal liaisons
- Add OMB
- State agency group – what are public meeting law implications (Marsha/Eric)
- Add spring tribal training meeting to C&PTAB plan/agenda

ACTION ITEMS

1. Duane send announcement re comment period to Marsha WHEN IT COMES OUT
2. Marsha send announcement to group to Review
3. Board development collective input at 5/28 conference call
4. Duane and Doug explore medical transportation proposal with Margaret Brodie and report back at next conference call