

State Matching Funds

Public Comment Summary

1. State Funds should only be used to match Operating.
The intent of the Alaska Legislature and the Department of Transportation and Public Facilities (DOT&PF) was to allow maximum flexibility so that local communities could tell DOT&PF about their real needs through a grant process.
2. *Why did Anchorage get 25% and not an equal percentage to all?*
The DOT&PF currently has an agreement with the Municipality of Anchorage that they will receive 25% of the Federal Transit Administration (FTA) Section 5310 and Alaska Mental Health Trust (AMHT) funds to be distributed in the Anchorage area through a competitive grant process to be conducted by the Municipality. As these monies are dedicated to matching FTA and AMHT funds, it is appropriate that the same agreement apply.
3. *Disagreement with the 10% Administrative Allocation. And if it needs to be this high, better performance measurement reporting to AMHTA by the Transit Office and all sub recipients.*
10% is the standard administrative rate taken from FTA and AMHT grants. These funds will be used to pay Indirect Cost Allocation Plan (ICAP) charges for AKDOT&PF administrative and fiscal staff, Alaska Community Transit staff time, training & technology (these directly benefit the subrecipients), legal and any other administrative costs associated with administering the funding, plus a contingency for matching additional federal discretionary grants that FTA may offer over the next year. If program administration costs come in significantly less than this, then we can grant the remainder out with the next grant distribution. As these funds match FTA and AMHT grants, it is appropriate that the same reporting requirements apply. It is not the intent of the Alaska Legislature or the DOT&PF to increase the workload of the subrecipients.
4. *Could an agency with multiple work sites in different communities use funds allocated for one community that does not need the match in another community*

that has a need of the match?

This has been addressed on a case by case basis. In most instances, it has been allowed as long as both communities received their grants in SFY2012.

5. *Anchorage and Fairbanks should receive funding based upon their STIP ratios.*
The STIP ratio for Anchorage is 26.72%. The DOT&PF currently has an agreement with the Municipality of Anchorage that they will receive 25% of the Federal Transit Administration (FTA) Section 5310 and Alaska Mental Health Trust (AMHT) funds to be distributed in the Anchorage area through a competitive grant process to be conducted by the Municipality. As these monies are dedicated to matching FTA and AMHT funds, it is appropriate that the same agreement apply.

The STIP formula for Fairbanks only allows for 8.68% of the funding. DOT&PF determined that they should receive the equivalent of the rural communities.

6. *Funding should be equitably distributed across the state.*
This funding is being distributed based upon the SFY2012 grant process for the funds that they are matching, either through a competitive or formula process, which has already considered equitability. All subrecipients will be receiving 17.81% of their match, with the exception of Anchorage. See comment #2 above.
7. *Funding should reflect the regional diversity of the state.*
Regional diversity of the state was considered in the grants that these funds are matching. It will be given additional consideration when developing a distribution formula for potential future match funds.
8. *Funding should not put an additional burden on the AK DOT&PF staff.*
DOT&PF staff are appreciative of the sentiment, but it is not possible to set up a new program without significant staff time. Every effort is being made to keep the additional workload of both the DOT&PF staff and the subrecipients to a minimum.

9. *The funds should be viewed as a one time opportunity and therefore the current year's formula should not be viewed as a standard for future years.*

DOT&PF is in agreement with this comment.

10. *Distribution of the state's transportation fund monies should only be to public transportation organizations that meet strict and solid independent oversight/directorship criteria, and whose use of the matching state fund monies will solely benefit public citizenry, without benefit to any private interest of any of the organization's directing parties.*

Subrecipients of these monies are already required to meet the high standards established by FTA and AMHT in order to receive the funding that these State monies are matching.