

Alaska Community and Public Transportation Advisory board

May 29, 2013

STRATEGIC PLAN INPUTS

Documenting inputs to the existing strategic plan and providing a resource reference for future iterations.

OUR DESIRED CONDITION: In 3-5 years, we would like Alaska's community and public transportation system to feature

- State agencies/tribes employing measurements that indicate the effective of transportation coordination, benefits (including economic development, services and funding. These measurements are trackable and data is used in a consistent fashion.
- Municipalities are addressing taxicab ordinances in a manner that fosters accessibility and safety for consumers (model ordinance drafted; legislation re airports and ferry terminals, state funding to help)
- State agencies, tribes and the veterans administration are actively breaking down barriers across programs to minimize costs and streamline services/state agency funding
- All local governments, tribes and applicants for any and all federal and state funds are mandated to respond to priorities established in their local coordinated public transit/human services transportation plans.
- Users have access to the most appropriate and efficient transportation to meet their needs, and measurements are in place that indicates appropriate accessibility.

THINGS THAT BLOCK US FROM ACHIEVING THAT REALITY INCLUDE:

- Attitude and competing missions and priorities keep us mired in status quo - Can we impact processes? Interagency Working Group/Recommend transportation subcommittee?
- We haven't communicated with and/or educated agencies on the relevance and benefits of transportation options and coordination
- We haven't address funding solos with unique requirements or lack of consistence from coordinated transportation
- Lack of standard set of terminology for defining coordination, rides, all data and funding in each agency for transportation needs and how they track/report
- We haven't effectively/consistently made the compelling case for transit/coordination at the local level
- We haven't addressed the funding issue or educated ourselves about opportunities
- We haven't generated our recommendations made/made our argument at a state or local level
- We haven't communicated the specific need or developed a specific recommendation to address taxi regulations
- Lack of information (general public) options change depending on 'not my problem - community

TO OVERCOME THESE BLOCKS AND MOVE TOWARD ACHIEVING OUR VISION, OUR STRATEGIC DIRECTION OVER THE NEAR TERM INCLUDES:

- Developing common definitions/criteria/terminology
- Establishing grant/RFP conditions for funding awards
- Exploring solutions used by other states and municipalities (including Medicaid brokerage) and creating templates and for state and locals use
- Establishing interagency (state) working group

- Educating audiences about transportation options, relevance, benefits and role of coordination as appropriate
- Preparing performance measures for tracking results: C&PTAB, transit community (don't forget unmet needs)
- Establishing a Transportation Ombudsmen
- Inventorying regulations and funding streams

What do we want to see in the next 3-5 years?

Be Better at What We're Doing for the Money We're Spending

<p>State agencies/tribes employing measurements that indicate the effective of transportation coordination, benefits (including economic development, services and funding. These measurements are trackable and data is used in a consistent fashion.</p>	<p>Municipalities are addressing taxicab ordnances in a manner that fosters accessibility and safety for consumers (model ordnance drafted; legislation re airports and ferry terminals, state funding to help)</p>	<p>State agencies, tribes and the veterans administration are actively breaking down barriers across programs to minimize costs and streamline services/state agency funding</p>	<p>All local governments, tribes and applicants for any and all federal and state funds are mandated to respond to priorities established in their local coordinated public transit/human services transportation plans.</p>	<p>Users have access to the most appropriate and efficient transportation to meet their needs, and measurements are in place that indicates appropriate acce3ssibility.</p>
<p>State agencies/tribes with transportation funding or who provide transportation benefits (C&PTAB members at a minimum) are able to track and report funding and use data in a consistent fashion.</p>		<p>Applicants for federal and state funding are intentionally responding to priorities established in their local coordinated public transit/human service transportation plans.</p>		<p>Users have access to the most appropriate and efficient transportation to meet their need, including public transit.</p>
<p>Measurements are in place that indicate how effectively state agencies are coordinated transportation benefits and services.</p>		<p>X number of local governments are actively involved in coordinated public transit/human service coordination efforts</p>		<p>Measurements are in place that indicate appropriate accessibility to Alaskans with special needs</p>
<p>Transportation service providers are able to share vehicles to leverage existing resources (outcome / measurement)</p>				<p>Medical transportation is effectively and efficiently coordinated with non-profit and private transportation providers on behalf of the best ride for the consumer.</p>

What is blocking us from achieving our Vision?

We haven't generated our recommendations made/made our argument at a state or local level	We haven't communicated the specific need or developed a specific recommendation to address taxi regulations	We haven't communicated with and/or educated agencies on the relevance and benefits of transportation options and coordination	We haven't address funding solos with unique requirements or lack of consistence from coordinated transportation	Lack of standard set of terminology for defining coordination, rides, all data and funding in each agency for transportation needs and how they track/report	We haven't addressed the funding issue or educated ourselves about opportunities	Attitude and competing missions and priorities keep us mired in status quo - Can we impact processes? Interagency Working Group/Recommend transportation subcommittee?	Lack of information (general public) options change depending on 'not my problem - community	We haven't effectively/ consistently made the compelling case for transit/coordination at the local level
State agencies who arrange transportation do not seem to consider public transportation systems as viable for clients but opt for 'easiest' mode (cabs)	Taxi regulations are left to local municipalities - layered and difficult even within communities	Getting through daily tasks prevents/deters long-term planning	Our funding doesn't allow that	Not all agencies record or define in same way	No persons dedicated to develop/revise coordination	Transportation is not a core service of the agency	Lack of understanding of the transit system by users	Local governments (elected officials) change yearly - whole new group with different agendas
Funds used for transportation purpose come from sources other than dot - no coordination required	Push back by taxi owners	Don't know what else is available	Grant requires individualized services and accounting/funding . Unable to 'block' grant.	Existing data collection system	Limited staff resources	Transportation missions are different than social service missions where transportation is embedded in larger objectives	People choose where they live	Lack of political motivation around transit issues
Don't have 'authority' to require or force 'agencies' to prioritize barriers to transit		We don't Have adequate data to understand transportation and unmet needs	Nonprofits and tribes keep getting transportation funding outside state grant and DOT - too many loopholes and escapes	Lack of data to 'sell' the benefit to all parties of coordination	Limited funds in state government	What's in it for me?	Work with AMC on education to general population	Local governments are not friendly to generating revenue to support transit political will (taxes! money! government is bad!)
Difficult to enforce without stakeholder support		Lack of understanding of the services and options available	State agencies with different funding sources (Medicaid waiver vs. grant funds) not aware of money used for transportation or leveraging coordinated transportation be used	Transportation measurements statewide are not standardized	Limited opportunities to discuss how transportation relates to other issues	Individual agencies have missions to serve their particular clients and are afraid of losing their relevance and mission	Planning regarding transportation	Public leaders see public transportation as only benefitting the poor, disabled and disenfranchised
		Lack of understanding	Lack of funding	Existing coordination		Competing priorities		Compelling

We haven't generated our recommendations made/made our argument at a state or local level	We haven't communicated the specific need or developed a specific recommendation to address taxi regulations	We haven't communicated with and/or educated agencies on the relevance and benefits of transportation options and coordination	We haven't address funding solos with unique requirements or lack of consistence from coordinated transportation	Lack of standard set of terminology for defining coordination, rides, all data and funding in each agency for transportation needs and how they track/report	We haven't addressed the funding issue or educated ourselves about opportunities	Attitude and competing missions and priorities keep us mired in status quo - Can we impact processes? Interagency Working Group/Recommend transportation subcommittee?	Lack of information (general public) options change depending on 'not my problem - community	We haven't effectively/ consistently made the compelling case for transit/coordination at the local level
		of benefits, etc	constraints and collaboration in response to their constraints is missing	plan s/approval don't result in actual coordination				stores/individual/economic development
		Lack of knowledge/desire to know transit system by who purchases transit professionally				Agency priorities (moving this up the ladders is difficult)		Message: more efficient with what we have - not less expensive
	Vision	Agencies focus on services needed and transportation efficiencies are secondary. We need to make it easy.						
	How do we talk to buyers? Sell to agencies?	Coordination is like herding cats. Many players, not known for cooperative behavior						
		Inertia of the status quo						
						It's the way we have always son it		
						They can't take care of our clients like we do		
						Conflicting statutory priorities/limits for purchasers of transportation services		



What can we DO to deal with our blocks and move toward our desired conditions?

Developing common definitions/criteria/terminology	Establishing grant/RFP conditions for funding awards	Exploring solutions used by other states and municipalities (including Medicaid brokerage) and creating templates and for state and locals use	Establishing interagency (state) working group	Educating audiences about transportation options, relevance, benefits and role of coordination as appropriate	Establishing a Transportation Ombudsmen	Preparing performance measures for tracking results: C&PTAB, transit community (don't forget unmet needs) (5)	Inventorying regulations and funding streams (2)
Common terminology	Strive to encourage coordination in all grant/RFP processes	Use Anchorage tax ordinance to spread to other localities	Transportation liaison (each Department)	Education about coordination (AmeriCorps)	Transportation ombudsmen - statewide mobility manager		Prepare inventory of funding, rules, what is changeable
Prepare common lexicon of coordination to improve understanding - define coordination with compelling stories	Ensure coordinated transportation plan for all transit funding sources	Research solutions from other states	Examine the use of grant funds for dedicated coordination (at local and/or state level)	Prepare study of role of transit in saving states economy			Research funding regulations -real or perceived
Define coordination - what it is and what it isn't	Encourage municipalities to require coordination when they decide grants	Encourage brokerage conversation regarding medical ground transportation	Establish a inter-agency (state) working group	Prepare a communication strategy to better outreach: Governor and cabinet, communities, user community			Identify all transportation funding streams
	Develop common requirements		Facilitate the establishment of the transportation sub-cabinet	Create a communication toolkit to establish an understanding of transit end user, human service providers, politicians, state agency staff			
				Education others through outreach effort - promote relevancy of transportation			

PARTICIPANTS

- Jeff Ottesen, DOT&PF
- Patricia Branson, Seniors
- Doug Bridges, Non Profit
- Bill Herman, Trust
- Carol Wren, Tribes
- Robbie Graham, Denali Commission
- Cheryl Walsh, Labor
- Duane Mayes, Health and Social Services
- Glenn Miller, Municipalities
- Heidi Frost, Persons with Disabilities
- Jennifer Beckmann, Low Income
- Jon Sherwood, Health and Social Services - Medicaid
- Debbi Howard, DOT&PF - Staff

GUEST

- David Levy, AMC
 - David provided public comment to the group, specifically describing
 - The effort within the City of Anchorage to develop a taxi ordinance
 - The \$1M state match for public transportation was maintained in the Capitol Budget
 - The Transit Conference is October 22-24 in Juneau
 - AMC is one of 20 nationally to receive a CTAA grant for mobility management
 - Veterans Project funding did not come together - AMC is pursuing other grant opportunities
 - Members are invited to join AMC