

Agency: Department of Transportation and Public Facilities**Project Title:****Project Type:** Equipment and Materials

Public and Community Transportation State Match

State Funding Requested: \$2,000,000**House District:** Statewide (1-40)

Future Funding May Be Requested

Brief Project Description:

An Act making a special appropriation to the Alaska Mobility Coalition to provide matching grant funds for operating and capital expenses for certain locally and federally funded public transit projects.

Funding Plan:

Total Project Cost:	\$3,000,000
Funding Already Secured:	(\$1,000,000)
FY2013 State Funding Request:	<u>(\$2,000,000)</u>
Project Deficit:	\$0

Funding Details:

In the 2013 budget, Governor Parnell added \$1 million dollars for a state match for public and community transportation. In the 2012 budget, the Alaska legislature awarded \$1 million dollars as a state match for public and community transportation projects around the state.

Detailed Project Description and Justification:

The Alaska Mobility Coalition (AMC) is a private, non-profit membership organization that represents and advocates for public and community transportation in Alaska. The AMC has 110 members across the state from Bethel to Ketchikan. Our members provide over seven million rides annually for Alaskans to get to work, school, recreational and shopping trips and medical appointments.

Project Description - The Alaska Mobility Coalition is proposing a three million dollar grant program that would allow local communities, tribal agencies and non-profit organization to match their local investment in public and community transportation with a 50% state match. The funding can be used for operating and capital-related transit expenses. This would include new vehicle purchases and vehicle maintenance and other capital expenses as well as operating expenses such as drivers, fuel, vehicle insurance. The funds would be distributed statewide and would reflect geographic diversity across the state. The funds would be awarded in conjunction with the AKDOTPF and the AMC and through competitive bidding process.

Project Timeline:

The grants would be released through competitive bid and awarded by October 1st, 2012

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

The Alaska Mobility Coalition and the Alaska Department of Transportation

Grant Recipient Contact Information:

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Title:	Executive Director
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Has this project been through a public review process at the local level and is it a community priority? ☒ Yes ☐ No

**Alaska Commission on Aging
FY 2011 Legislative Priorities Summary
February 2011**

ACoA LEGISLATIVE PRIORITIES

1. Reauthorization of the Senior Benefits Program (HB 16/SB 21)

The Senior Benefits Program, created in 2007 to provide a monthly cash benefit for income-qualifying older Alaskans, is scheduled to sunset on June 30, 2011. Approximately 10,000 low-income seniors (age 65 and over with incomes up to 174% federal poverty threshold) depend on this monthly cash benefit (ranging from \$125 to \$250) to help them pay for basic needs such as food, fuel, medicine, and housing. The ACoA recommends that the 2011 Legislature votes to extend the sunset date for the Senior Benefits Program enabling the program to continue to support those seniors most vulnerable to economic stresses.

2. Senior Hunger Abatement: Grant-Funded Nutrition Services: \$825.0 GF (\$625.0 GF/\$200.0 GF/MH)

Senior centers and other meal programs provide the nutritional safety net for older Alaskans. This recommendation proposes an increment to the existing Senior and Disabilities Services (SDS) Senior Grant Program to be used solely to increase the number of meals, including home-delivered and congregate, provided for older Alaskans and for related transportation costs to deliver meals to homebound seniors and to transport seniors to congregate meal sites.

3. Enhanced Services for Older Alaskans and Unpaid Family Caregivers: \$1,000.0 (\$500.0 GF/\$500.0 GF/MH)

Homebound elderly Alaskans, persons with Alzheimer's disease and related dementia (ARD), and unpaid family caregivers depend on home- and community-based long-term support services to help seniors remain living at home for as long as possible, delaying or avoiding the need for nursing home placement. These funds would be used to build capacity for two programs targeting homebound seniors and persons with ARD: (1) Senior In-Home Grant Program (\$600.0) to provide enhanced targeted case management, respite for family caregivers, supplemental services that provide assistance with activities of daily living (feeding, toileting, bathing, dressing, transferring), chore services, and family caregiver education and counseling; and (2) Adult Day Programs (\$400.0) to serve more seniors and persons with ARD focusing on areas with unmet needs.

4. Community transportation for seniors and persons with disabilities (HB 30, HB 31, HB 37)

Accessible, safe, and affordable transportation is essential for older Alaskans, persons with disabilities, and other vulnerable Alaskans so that they are able to access medical care, job and volunteer placements, and to participate in community life. Transportation is one of the top needs consistently identified in statewide surveys of seniors, people with disabilities, and other vulnerable Alaskans. The ACoA recommends that the 2011 Legislature (1) supports the creation of a legislative statute that identifies the role of public and community transportation in Alaska; and (2) creates a statewide fund to support operational costs of community transit systems.

5. Adequate funding to build appropriate, accessible and affordable housing for older Alaskans where they live.

Alaska faces a need for a significant increase of senior housing in the near future as baby boomers boost the ranks of the senior population. More funding must be allocated to the development of senior housing projects through AHFC, and more supportive housing options made available for those seniors with disabilities, health problems, and behavioral health needs. According to the AHFC Senior Housing Program Office (2010), there are 1,194 persons on the public waitlist for senior/disabled units and a total of 610 senior/disabled units statewide that are operated by AHFC.

Homelessness is a problem that affects all Alaskans, regardless of age. Senior homelessness is a growing problem in Alaska's urban and rural communities that is often invisible as an increasing number of seniors live in vacant buildings or surf couches of family and friends with no permanent residence. For those who have homes, some are not able to afford heat and electricity.

6. Aging and Disability Resource Centers (ADRCs): \$125.0 GF/MH

The ADRCs, federally mandated as the entrance into the state's long-term care services delivery system, provides a reliable source of information for seniors, persons with disabilities and family caregivers on how to access a wide range of services (related to health, home care, financial support, transportation, housing, assistive equipment and other needs) that is critical to help individuals through a crisis or change in circumstance. This recommendation will help to build the ADRC's service capacity to offer more information/referral and options counseling moving toward providing screening and assessments. Four ADRCs serve the state that include the Municipality of Anchorage (Anchorage, Girdwood, and Eklutna), Southeast Alaska Independent Living Center (all of southeast), Kenai Peninsula Independent Living Center (Kenai Peninsula, Mat-Su Borough, Valdez, and Cordova) and the Bristol Bay Native Association (Dillingham and the Bristol Bay region). A state-wide ADRC office provides services for regions not being served. In September 2010, the ADRCs served 15,522 Alaskans more than twice the number they reported in FY 2009, of whom 40% were Alaska seniors, age 60 years and older.

Other Budget and Policy Recommendations

1. Preserve health care for vulnerable Alaskans

Older Alaskans depend on services funded through the Medicaid waiver for home- and community-based services, personal care, and nursing home care. These services, which promote access to medical care and preventative services, are cost effective in preventing a health condition from worsening. For those who live at home, waiver services enable low-income, frail elderly Alaskans to accomplish activities of daily living such as feeding, toileting, bathing, dressing, grooming, shopping, cleaning and other activities that require semi-skilled or skilled care. As the senior population continues to grow, along with rising health care costs, the threat of cost containment could result in reduced access to health care and other important services for vulnerable older Alaskans resulting in diminished health status, reduced quality of life, and stress for family caregivers who serve as the foundation for Alaska's long-term care support system. The ACoA supports the \$14 million increment in the Governor's budget (\$7 million GF/\$7 million federal receipts) to fund a gradual rate increase for home and community based waiver services for seniors and persons with disabilities to help them remain independent for as long as possible.

2. Promote efforts to improve safety and protection of the elderly and other vulnerable Alaskans.

As the state with the fastest-growing senior population, the Alaska agencies that respond to concerns about seniors' safety are witnessing an increasing number of reports of harm. Both Adult Protective Services and the Office of Long-Term Care Ombudsman in addition to the Office of Elder Fraud and Assistance report that they are investigating more complaints. These include reports of physical abuse, neglect, financial abuse by family caregivers or other care providers, in addition to self-neglect. The Commission supports the Governor's commitment to enhance protection of Alaska's most vulnerable populations, including elderly Alaskans, in the "2010 Public Safety Initiative." One element of this policy focus would be to include prevention of elder abuse through appropriate education and intervention services within the Governor's Public Safety and domestic violence initiatives to bring awareness to the existence and serious repercussions of this aspect of family violence.

Attention to senior falls prevention and alleviation of hoarding and its related hazards are educational campaigns targeted for this policy recommendation. Falls are the number one causes of serious injuries to seniors.

3. Senior-Friendly Counseling for Older Alaskans: \$300.0 GF/MH

Nationwide, there are as many as 20% of older adults living in the community and as many as 50% of those living in the nursing home who experience depression, a condition that is not a normal part of aging. Those who are physically impaired and socially isolated are at highest risk. Older adults with significant depression incur higher medical costs because they visit the doctor more frequently, use more medication, and stay longer in the hospital than older adults without depression. This recommendation proposes an increment to the Division of Behavioral Health to provide community-integrated depression care for older Alaskans in senior-designated places such as the senior center, in the senior's home, or other place identified by a senior. The intervention would be designed using the evidence-based model PEARLS (Program to Encourage Active & Rewarding Lives for Seniors) which uses problem-solving treatment (based on the premise that there is a close link between depression and an unsolved problem) and behavior activation therapy (to encourage the older person to engage in meaningful social and physical activities). Senior-Friendly Counseling would also provide tools for seniors on how to handle depression, manage loss and grief, how to make contact with community resources, as well as provide information on age-appropriate exercise, nutrition, and sleeping problems. Senior-Friendly counseling would also provide a valuable resource for the SOAR (Senior Outreach Assessment Referral) program (administered by the Division of Behavioral Health) that uses community gatekeepers to identify seniors with depression, substance abuse, and other behavioral health challenges. The Alaska Mental Health Trust Authority approved funding for this project in their GF/MH recommendations of the FY 2012 Alaska Mental Health bill.

4. Senior Medication Management: \$125.0 GF/MH

Many older adults take a large number of different prescription and over-the-counter medications, some of which may impact the effects of others or conflict with other substances an individual may be ingesting such as alcohol. Studies have found that approximately 25% of hospital admissions for people age 65 and older are due to medication-related problems and 25% of all nursing home admissions result from older people not taking their medications directly.

This recommendation, an increment to Senior and Disabilities (SDS), proposes funding to develop a community education program for seniors who follow complex medication regimes to reduce the potential for medication misuse or error and to learn ways to safely dispose of unused medications. In collaboration with SDS, this project would: (1) Develop and disseminate a series of DVDs based on presentations currently presented by an expert in medication management at the UAA School of Public Health and will include topics on “Medication and Aging,” “Taking Medicines Safely and Correctly,” “Drugs, Alcohol, and Medication,” and “Safe Disposal of Unused Medications; (2) schedule live Q&A teleconference sessions with the medication expert following a showing of each DVD with the audience; (3) publish a medication education program guide to help with facilitating the presentations; and (4) coordinate with local pharmacists or other community health care professionals who can do one-on-one medication reviews with seniors at the end of presentations. Funding for this project was approved by the Alaska Mental Health Trust Authority to be included in their GF/MH recommendations of the FY 2012 Alaska Mental Health bill.

Public Transit Programs State Match**FY2013 Request: \$1,000,000**
Reference No: 52032**AP/AL:** Allocation**Project Type:** Equipment / Commodities**Category:** Transportation**Location:** Statewide**House District:** Statewide (HD 1-40)**Impact House District:** Statewide (HD 1-40)**Contact:** Pat Kemp**Estimated Project Dates:** 07/01/2012 - 06/30/2017**Contact Phone:** (907)465-3900**Appropriation:** Statewide Federal Programs**Brief Summary and Statement of Need:**

Provide funding to match local funds in order to encourage local government support for public transportation systems.

Funding:	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total
Gen Fund	\$1,000,000	\$1,000,000	\$1,200,000	\$1,200,000	\$1,300,000	\$1,300,000	\$7,000,000
Total:	\$1,000,000	\$1,000,000	\$1,200,000	\$1,200,000	\$1,300,000	\$1,300,000	\$7,000,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = Minimum State Match % Required	<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill		

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

FY12 - \$1,000,000.

Project Description/Justification:

Funds used to encourage local government support for public transportation by matching local funds, and to provide needed match support for effective statewide participation in federal transit discretionary grant program opportunities such as state of good repair, energy reduction and livability. Absent congressional earmarks, these programs provide critical capital funds to purchase new and replacement vehicle needs for Alaska's transit systems.

A scoring system will be devised to fairly allocate these funds among all applicants. Public comment will be solicited prior to a final decision.

This project contributes to the Department's Mission by improving the mobility of people and goods, reducing injuries, fatalities and property damage, and by increasing private investment.



Statewide Suicide
Prevention Council



alaska
brain injury
network

Advisory Board on Alcoholism
and Drug Abuse



Alaska Mental Health Board

**Governor's Council on Disabilities
and Special Education**

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.