

2008-2009 Addendum

The Central Kenai Peninsula Public Transportation Plan was developed by the Central Kenai Peninsula Public Transportation Task Force. It was completed in April 2000, and addresses transit for the central Kenai Peninsula.

The purpose of this addendum is to ensure the Central Kenai Peninsula Public Transportation Plan meets new requirements for planning established by the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users or SAFETEA-LU. This is the legislation that which authorizes and funds federal transit and highway programs statewide through Fiscal Year (FY) 2009.

This document is intended to be used in conjunction with the Central Kenai Peninsula Public Transportation Plan.

The purpose of this meeting is to ensure that central Kenai Peninsula is eligible for federal funds available through four programs: Job Access Reverse Commute (JARC), New Freedom, and the 5310 Formula Program for Elderly Individuals and Individuals with Disabilities, and Alaska Mental Health Trust Funds. These funds require that projects are based on a locally developed public transit – human services transportation coordination plan. The broader purpose of the plan is to ensure improved transportation for special populations and the general public.

The plan provides the central Kenai Peninsula with:

An inventory of current transportation options available to the transportation disadvantaged residents of the study area, including: low-income, elderly and disabled persons in the study area;

Identification of current and projected gaps and overlaps in transportation services to the transportation disadvantaged residents of the study area, including: low-income, elderly and disabled persons;

Recommendations on how to fill the gaps eliminate the overlaps in transportation service and transportation support functions and provide additional, cost-effective service to target populations.

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Starting in FY 2007, projects funded through three programs included in SAFETEA-LU—Job Access Reverse Commute (JARC) (Sect. 5316), New Freedom (Sect. 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Sect. 5310)—are required to be derived from a locally developed, coordinated public transit-human services transportation plan. SAFETEA-LU guidance issued by the Federal Transit Administration (FTA) indicated that the plan should be a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, lays out strategies for meeting these needs and prioritizes services.”

The **JARC Program** provides formula funding for projects that assist welfare recipients and eligible low-income individuals in accessing jobs and other employment-related activities, as well as "reverse commute" projects transporting those in urban areas to suburban employment opportunities.

The **New Freedom** program provides formula funding for new public transportation services and service alternatives beyond those required by the American with Disabilities Act (ADA), assisting individuals with disabilities, including transportation to and from employment. The program for elderly persons and persons with disabilities provides formula funding to states for capital projects to assist in meeting the transportation needs of the elderly and persons with disabilities.

5310 Formula Grants provides funding for the Special Needs of Elderly Individuals and Individuals with Disabilities provide transit capital assistance and purchase of services, through

the State, to private non-profit agencies, federally recognized tribes, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to persons with disabilities.

Alaska Mental Health Trust provides grants to private non-profit agencies, federally recognized tribes, and to qualifying local public bodies that serve community transit needs of trust beneficiaries, namely Alaskans who experience mental illness; developmental disabilities; chronic alcoholism with psychosis; or Alzheimer's disease and related dementia through funding for purchase of services, capital, and coordinated transportation system planning.

Central Peninsula Public Transportation Workshop
2 – 5 pm August 7, 2008
Central Area Rural Transit System, Inc. (CARTS) office
53430 Kalifornsky Beach Road

Participants:

Lotte Bogard, Public
Beth Peirce, Public
Cheri Edwards, Public
Brent Hibbert, Alaska Cab
Phil Hermank, Peninsula Clarion
Larry & Barbara Halverson, Public
Catherine DeLacee, LOVE, Inc.
Jane Stein, Bridges, CARTS Board Member
JoAnn Hagen, Public Health
Doreen Leavitt, Public Health
Henry Novak, Cook Inlet Council on Drug & Alcohol Abuse (CICADA)
Linda Flowers, Central Peninsula Counseling Services (CPCS)
Joyanna Geisler, Independent Living Center (ILC)
Laura Sherwood, Frontier Community Services (FCS)
Ken Duff, Frontier Community Service (FCS)
Ann Shirnberg, Frontier Community Services (FCS)
Nadine Hatch Independent Living Center (ILC)
Michael Christian, Public
Gary Katsion, CARTS Board Member
Kira Rodriguez, Central Peninsula Health Centers
Diane Friend, Public
Xavier Dupoux, IONIA, Inc.
Jackie Garcia, Department of Labor Work Services
Andrew Becherer, IONIA, Inc.
Ann Creighton, IONIA, Inc.
Mona Casselman, Moose Pass Community Church
Katie Wales, Central Peninsula Counseling Services (CPCS)
Rae Sanders, Central Peninsula Counseling Services (CPCS)
Jennifer Beckmann, Central Area Rural Transit System, Inc. (CARTS)

Meeting Purpose: To update Central Kenai Peninsula Public Transportation Plan with an addendum reflecting current priorities (needs and action steps) to meet requirements for Alaska Department of Transportation AMHT/5310/JARC and New Freedom funding.

Needs and Action Steps in Rank Order

The group used “dot voting” to rank the needs and action steps as follows:

Need: Provide affordable transportation for seniors, people with disabilities and other vulnerable populations

Need: Increase access through on-demand services for seniors, people with disabilities and other vulnerable populations

Proposed Action Steps: Provide fully or partially subsidized rides. Institute suggested donation for seniors. Institute sliding scale fee structure. (35%)

Need: Increase public understanding of CARTS, community collaboration and public transportation

Proposed Action Steps: Public outreach. Meeting more frequently. Separate meetings for Agencies and Individuals/General Public. Other funding opportunities. (18%)

Need: Decrease vehicle costs

Proposed Action Steps: Evaluate ways to decrease vehicle costs such as purchasing bulk fuel, group insurance, sharing maintenance, service agreements, etc.

Replace aged fleet. (15%)

Need: A fixed route system to potentially decrease suspensions and cost to agencies, and increase rider access

Proposed Action Steps: Study benefits of conducting a fixed route system in addition to current service. (15%)

Need: Respond to emerging needs – take action on opportunities to coordinate and expand service by developing new partnerships and reacting to newly identified transportation needs and gaps including requests from Clam Gulch, Anchor Point, Ninilchik, Moose Pass and Seward.

Proposed Action Steps: Address gaps in service for underserved groups of individuals. Improve efficiency and effectiveness of overall system. Be innovative in the approach in reaching out to new riders or geographic areas. (9%)

Need: Ability to replace worn vehicles in the system

Need:Maintain existing service levels of viable operations – ensure transportation services and connections at their current level for people who depend on public transportation services in the central Kenai Peninsula.

Proposed Action Steps: Apply for capital and operating assistance to meet growing demand for service within present boundaries.

Apply for capital and operating assistance to leverage federal and state transit funds.

Continue to demonstrate effective transportation operations within the existing transportation network. (7%)

Need:After-hours transportation for school-aged children from Boys & Girls Club to home

Proposed Action Steps: Obtain funding to expand after hours transportation from Boys & Girls Club in Soldotna. (1%)

**The following Needs and Action Steps did not receive any votes in the ranking process, but were discussed during the meeting.

Need:Respond to increase in demand within current limits of service

Proposed Action Steps: Carefully evaluate needs and other providers before extending new service

Need:Support from City of Kenai officials for senior center to participate in the system

Proposed Action Steps: Outreach to city and borough officials to increase understanding and support

Need: Travel Trainer

Proposed Action Steps: Apply for funds for a travel training program.
