Central and Southern Kenai Peninsula

Coordinated Public Transit-Human Services Transportation Plan

Lead Agency/DOT Point of Contact: Central Area Rural Transit System, Inc. (CARTS)

2015

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I. Introduction

The *Central/Southern Kenai Peninsula Public Transit Human Services Community Coordination Plan* is a community-developed document that presents the needs, resources, strategies and projects for coordinated public transit human service transportation in the stated planning area. The Coordination Plan also fulfills a Federal Transit Administration (FTA) requirement to demonstrate coordination of transportation resources in the area in order to receive FTA funding. FTA funding is allocated through the Department of Transportation and Public Facilities (DOT&PF) on an annual basis.

The Central and Southern areas of the Kenai Peninsula have distinct characteristics that can make planning transportation complex. It is easy to end up using transportation resources in ways that result in duplication of services, underserved areas and underutilized vehicles. The challenge is to create transportation network that meets the needs of the general public as well as the specialized needs associated with human service transportation. Coordination can be an important and viable strategy in creating effective, easy to use, efficient transportation services.

In 2010 a study was carried out to analyze and recommend strategies for existing public and human service providers and customers to improve delivery of transportation. The completed report described the existing conditions in the region related to transportation, discussed service and other alternatives for meeting the community's transportation needs and coordination options to provide effective and efficient service.

Stakeholders of the original Coordination Plan were invited to participate in a workshop designed to guide the update of the existing Coordination Plan. The Workshop was held August 26-27, 2015 at the Kenai River Center in Soldotna.

II. Community Information

A) Location

The Kenai Peninsula Borough encompasses an area of more than 16,000 square miles in Southcentral Alaska and includes nearly the entire Kenai Peninsula as well as the western side of the Cook Inlet. The borough extends from the City of Anchorage and the Matanuska-Susitna Borough on the north to the Gulf of Alaska on the south. Only the portion on the Kenai Peninsula itself is accessible via the highway road system. The Seward Highway extends through the borough from Portage to Seward in the southeastern portion of the borough, and the Sterling Highway from Mile 38 of the Seward Highway through Sterling and Soldotna to Homer, and via the Kenai Spur Highway turning off at Soldotna to Kenai.

The Kenai Peninsula is in the maritime climate zone of Alaska. Winters are relatively mild compared to other regions of the state, the average maximum temperature is 21 degrees F in January and 65 degrees F in July. The average minimum temperature is 9 degrees F in January and 52 degrees F in July. Average total precipitation is 18.95 inches, with 67.5 inches of snowfall.

The shortest day of the year in the central Kenai Peninsula is December 20 when the sun rises at 10:11 AM and sets at 3:54 PM for 5 hours and 43 minutes of daylight. On the longest day, June 21, the sun rises at 3:34 AM and sets at 10:38 PM for 17 hours and 4 minutes of daylight.

Homer is located in south-central Alaska, 227 from Anchorage, 59°38'35" North Latitude, 151°31'33" West Longitude. This community sits on the shores of Kachemak Bay on the southwest side of the Kenai Peninsula. The Sterling Highway is the only road in to Homer.

The Southern Kenai Peninsula's climate is warmer in winters and cooler in summers than seen in places farther inland in Alaska. The average maximum temperature is 29.2 degrees F in January and 60.9 degrees F in July. The average minimum temperature is 16.7 degrees F in January and 46.3 degrees F in July. Average total annual precipitation is 24.4 inches, with 54.9 inches of snowfall.

B) Population

As of the 2010 census, the population of the Kenai Peninsula Borough was 55,400. For this plan the Central area includes the cities of Kenai and Soldotna, and the communities of Funny River, Kalifornsky, Kasilof, Nikiski, Ridgeway, Salamatof, and Sterling. According to the 2010 census the population of the central area is 34,496.

The population of the Southern peninsula is 13,899. This includes the Ninilchik and communities south to Homer, communities across Kachemak Bay and east of Homer to Voznesenka. All totaled there are 14 distinct communities included in this population count.

C) Map of Community

III. Assessment of Available Resources & Services

A) Coordination Working Group

Coordination would not be possible without a group effort. Our community has come together to pool our resources and work as a team to provide enhanced mobility for our seniors and individuals with disabilities.

Representatives from Central Area Rural Transit, Alaska Cab, Independent Living Center, Serenity House, Change 4 the Kenai, Peninsula Community Health Services, Ionia, City of Soldotna, City of Kenai, Kenaitze Indian Tribe, State of Alaska Public Assistance, and Frontier Community Services participated in the working group in August 2015. In addition, a representative from the Alaska Department of Transportation & Public Facilities was in attendance to provide guidance on Coordinated Plan requirements. A list of participants can be found in the Appendix.

B) Current Transportation Options

The Central Kenai Peninsula area is bounded on the east and north by the Kenai Wildlife Refuge and includes the unorganized communities of Sterling, Kasilof, and Nikiski as well as the second class cities of Kenai and Soldotna. The Sterling Highway traverses between Sterling and Kasilof through Soldotna, and the Kenai Spur Highway turns off the Sterling Highway in Soldotna and goes through Kenai to Nikiski. There are many subsidiary roads tying the communities together and businesses and residents are distributed throughout the entire area, although the main concentrations of people are in or near these five communities.

The Kenai International Airport is a city owned airport located on the edge of the City of Kenai. The Kenai airport has two runways –1L/19R with a 7,830 X 150 feet asphalt pavement, and 1R/19L with a 2,000 X 60 feet gravel surface. It also has a seaplane landing area, and two helipads. Soldotna's city owned airport is located about a mile from the city center with a runway designated 7/25 with an asphalt surface. Both airports are easily accessed on the road system. The top routes out of the Kenai airport are Anchorage and Kodiak.

The Homer Airport Terminal is owned and operated by the City of Homer. The Airport property is owned and operated by the State of Alaska Department of Transportation and Public Facilities. It has one runway designated 3/21 with a 6,701 X 150 feet asphalt pavement and a facility for floatplanes on nearby Beluga Lake. Homer is also served by the Alaska Marine Highway System.

Central Area Rural Transit is the public transportation provider in the area. In addition, there are approximately 25 human service agencies, cab companies, other organizations, the school district, and private providers that provide transportation within the central and southern areas of the peninsula. Most of these human

service agencies are either private nonprofit agencies or government human service agencies. Many of these agencies do not own vehicles but do offer transportation for their consumers through other providers. The following agencies were profiled in the 2010 Coordinated Plan.

- Boys and Girls Club of the Kenai Peninsula
- Central Peninsula General Hospital (CPGH)
- City of Kenai/Kenai Senior Center
- Frontier Community Services (FCS)
- Homer Public Health Center
- Homer Senior Citizens, Inc.
- Independent Living Center (ILC)
- Kenai Peninsula Community Care Center (KPCCC)
- Kenai Peninsula Food Bank
- Kenai Public Health Center (KPHC)
- Kenai Veterans' Center
- Kenaitze Cuya Quyta'nen Head Start
- Kenaitze Indian Tribe
- Lee Shore Center
- Love, Inc.
- New Frontier Vocational Technical Center
- Nikiski Senior Center, Inc.
- Peninsula Community Health Services
- Soldotna Area Senior Citizens, Inc.
- South Peninsula Behavioral Health Services, Inc.
- State of Alaska, Division of Family & Youth Services
- State of Alaska Division of Vocational Rehabilitation
- State of Alaska - JTPA and Welfare-to-Work
- State of Alaska Peninsula Job Center - Public Assistance
- Sterling Area Senior Citizens, Inc.

The tables on the next pages include the agencies and providers that updated their asset and agency services information.

C) Inventory of Available Resources and Services

Below is a listing of the agency vehicles available and current transportation services within the community.

Vehicle Inventory:

Year	Make, Model	Status	Condition	Seating	Wheelchair Y/N	Owner of Vehicle
2010	Dodge Grand Caravan	Full-time	Good	4	y	Alaska Cab
2012	Dodge Grand Caravan	Full-time	Good	4	y	Alaska Cab
2008	Dodge Grand Caravan	Full-time	Good	4	y	Alaska Cab
2008	Dodge Grand Caravan	Full-time	Good	4	y	Alaska Cab
2008	Dodge Grand Caravan	Full-time	Good	4	y	Alaska Cab
2010	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2010	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2011	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2011	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2011	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2010	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2009	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2008	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2011	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2008	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2008	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2011	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2013	Dodge Grand Caravan	Full-time	Good	4	Y	Alaska Cab
2006	Ford Crown Vic	Full-time	Good	5	N	Alaska Cab
2005	Ford Crown Vic	Full-time	Good	5	N	Alaska Cab
2005	Ford Crown Vic	Full-time	Good	5	N	Alaska Cab
2010	Dodge Caravan SE	Full-time	Good	5 or 2 w/c	Y	CPH, Heritage Place
2001	Dodge Sport	Full-time	Fair	2 or 2 w/c	Y	CPH, Heritage Place
2008	Ford Focus SE	Full-time	Good	3	N	CPH, Serenity House
2007	Chevy Express G3500	Full-time	Good	14	N	CPH, Serenity House

Year	Make, Model	Status	Condition	Seating	Wheelchair Y/N	Owner of Vehicle
2013	Mercedes, Sprinter	Full-time	Good	15	N	Kenai Peninsula College Residence Life
2008	Ford Van	Full-Time	Fair	12	N	Central Area Rural Transit System
2009	Ford Van	Full-Time	Fair	12	N	Central Area Rural Transit System
2009	Ford Van	Full-Time	Fair	12	N	Central Area Rural Transit System
2010	Dodge Caravan	Full-Time	Fair	6	Y	Central Area Rural Transit System
2010	Ford Cutaway 4X4	Seasonal	Good	11	Y	Central Area Rural Transit System
2010	Ford Cutaway 4X4	Seasonal	Good	11	Y	Central Area Rural Transit System
2010	Ford Cutaway	Full-Time	Good	11	Y	Central Area Rural Transit System
2010	Dodge Caravan	Full-Time	Fair	6	Y	Central Area Rural Transit System
2010	Ford Van	Full-Time	Fair	12	N	Central Area Rural Transit System
2010	Dodge Caravan	Full-Time	Fair	6	Y	Central Area Rural Transit System
2011	Ford Van	Full-Time	Good	12	N	Central Area Rural Transit System
2011	Ford Cutaway	Full-Time	Good	11	Y	Central Area Rural Transit System
2011	Ford Cutaway	Cooper Landing Seniors	Good	11	Y	Central Area Rural Transit System
2001	Subaru Forester	Full-Time	Good	5	N	Kostas Taxi
1997	Subaru Legacy	Full-Time	Good	5	N	Kostas Taxi
1996	Subaru Legacy	Full-Time	Good	5	N	Kostas Taxi
2001	Subaru Forester	Full-Time	Good	5	N	Kostas Taxi
2002	Subaru Forester	Full-Time	Good	5	N	Kostas Taxi
2000	Subaru Forester	Full-Time	Good	5	N	Kostas Taxi
2007	Toyota Rav4	Full-Time	Good	5	N	Kostas Taxi
2012	Dodge Caravan	Full-Time	Good	4	Y	Operated by Ryder Transport Owned by CARTS

Services Inventory:

Agency	Clients	Operating Days	Operating Hours	Annual Vehicle Miles*	Annual Passenger Trips*	Destinations
Alaska Cab	All	365 days a year	24 Hours	1,800,000	160000	All of the Central Kenai Peninsula
Heritage Place	Nursing Home Clients	M-Sun	24 hours	780	unknown	Client appointments
Heritage Place	Nursing Home Clients	M-Sun	24 hours	1925	unknown	Maintenance and client appointments
Serenity House	Behavior Health Clients	M-Sun	24 hours	5680	300 r/t	Meetings, medical, activities, court, shopping, pharmacy
Serenity House	Behavior Health Clients	M-Sun	24 hours	3000	160 r/t	Meetings, medical, activities, court, shopping, pharmacy
State of Alaska Dept. of Labor and Workforce Development Div. of Employment and Training Services						This office provides assistance for the general public, unemployed, underemployed, dislocated workers, and low-income residents in the Peninsula area. The agency assists customers perform job searches, complete job training, explore employment opportunities/job placement, and job relocation. The office teaches people how to go to work, do resumes, interviews, and other job-hunting skills. The office does not own any vehicles for providing transportation services. The agency pays for transportation services by giving gas cards, CARTS cards, taxi rides, car insurance, vehicle repairs, airfare, and bus fare. All transportation expenses are on a reimbursable basis.
State of Alaska Div. of Public Assistance - Work Services						This office provides assistance for clients with children who are receiving cash welfare benefits. The agency assists clients in resolution of challenges to employment and may authorize transportation to get to and from jobs, job search and medical appointments. Clients may be employed, underemployed, seeking work or low-income on the Kenai Peninsula. The office does not own any vehicles for providing transportation services. The agency pays for transportation by issuing bus passes, taxi tokens, and gas vouchers or by authorizing vehicle repairs. The approval for such payments is determined on an individual basis and in accordance with current regulations as approved by the case manager. Funding for this program comes from the Division of Public Assistance, Temporary Assistance for Needy Families.

Agency	Clients	Operating Days	Operating Hours	Annual Vehicle Miles*	Annual Passenger Trips*	Destinations
Vocational Rehabilitation						DVR has no vehicles and relies on available public and private transportation.
KPC Res Life	Residential Students	Varies	Varies	5000	800	weekly grocery store trip, monthly foodbank trip, various field trips and activities
Central Area Rural Transit System, Inc. (CARTS)	Anyone who needs a ride	359 day per year (services closed for 6 holidays)	7 am - 11 pm Monday - Sunday 24/7 Work trips	400,000	Variable – depending on contracts 50 - 70K	Anywhere within established service area
Independent Living Center-Central	Persons with Disabilities and Seniors	M-F	9am-4pm		~9000	shopping, medical appointments, church/social
Kenaitze Indian Tribe	Tribe members, employees, and clients	M-F	8am – 5pm	unknown	unknown	Central Kenai Peninsula, primarily Kenai
Kostas Taxi	All	Monday-Sunday	24 hours	36,000 per car	10,000 per car	Homer and surrounding areas
CARTS/Ryder Transport LLC	All	Monday-Sunday	24 hours	15,000	4000	Homer and surrounding areas
Independent Living Center-Homer	Persons with Disabilities and Seniors	M-F	9am–4pm		~6400	shopping, medical appointments, church/social

*Estimated or actual

IV. Assessment of Transportation Needs

A) Demographics

FTA defines a "coordinated public transit-human service transportation plan" as a plan that "identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation." The following tables depict detailed demographics of these group types for the Central and Southern Kenai Peninsula. For the following tables Central includes Funny River, Kalifornsky, Kasilof, Kenai, Nikiski, Ridgeway, Salamatof, Soldotna, and Sterling. Southern includes Ninilchik, Anchor Point, Diamond Ridge and Homer.

Table 1

Community Demographics	Borough	Central	Southern
2010 Population	55,400	33,663	13,899
Population 65 and over	6,276	3,721	1,777
Percent Population 65 and over	11.3%	11.0%	13.0%
Per capita income	$29,127	$31,061	$26,907
Median Family Income	$71,278	$75,912	$56,981
Median Household Income	$57,545	$61,928	$46,506
Persons in Poverty			2,315
Percent Below Poverty			17%

Source: U.S. Census Bureau Census 2010

Table 2

Commuting to Work	Borough	Central	Southern
Workers 16 years and older	23,306	14,080	5,627
Car, truck, van - drove alone	16,833	10,141	4,105
Car, truck, van - carpooled	2,261	1,778	227
Public Transportation (excluding taxi)	198	110	45
Walked	1,351	760	338
Other Means	1,148	576	292
Worked at home	1,605	715	519

Source: U.S. Census Bureau Census 2010.

Table 3

Household Income	Borough	Central	Southern
Total:	23,303	10,116	5,575
Less than $10,000	1,128	356	393
$10,000 to $14,999	1,277	277	295
$15,000 to $24,999	2,426	903	694
$25,000 to $34,999	2,214	766	639
$35,000 to $49,999	2,834	1,305	638
$50,000 to $74,999	4,206	1,785	1,125
$75,000 to $99,999	2,882	1,477	686
$100,000 to 149,999	3,635	2,080	734
$150,000 to $199,999	1,046	802	213
$200,000 or more	**656**	**345**	**158**

Source: U.S. Census Bureau Census 2010.

Table 4

Household by Type	Borough	Central	Southern
Total Households	22,303	16,098	5949
Households with individuals 65 years and older	6276	2706	507
% Households with individuals 65 or over	11.3%	16.8%	9%
Average household size	2.42	2.46	2.6
Average family size	2.98	3.53	3.1

Source: U.S. Census Bureau Census 2010.

Table 5

U.S. Department of Health and Human Services Poverty Guidelines, 2015

Size of Family Unit	48 Contiguous States and DC	Alaska	Hawaii
1	$11,770	$14,720	$13,550
2	$15,930	$19,920	$18,330
3	$20,090	$25,120	$23,110
4	$24,250	$30,320	$27,890
5	$28,410	$35,520	$32,670
6	$32,570	$40,720	$37,450
For each additional person, add	$4,160	$5,200	$4,780

Source: Federal Register, Vol. 80, No. 14, January 22, 2015, pp. 3236-3237

B) Gaps in Service

Transit need and transit demand are things that should be thought of separately. Need exists when transit service may not be available. Demand is generally thought of as deriving from various levels or types of service.

Available research identifies the following population groups as representatives of the transit needs. This need by service group crosses all geographic areas within the service region. They include:

- Elderly population
- Persons with disabilities
- Low income population
- Zero vehicle households.

In the Central area, no geographic gaps exist. CARTS—provides general public transportation for any individual to locations within the Central Peninsula area. Taxi companies make individualized transportation services available in the same area. Although limited in their clientele and span of service, human service agencies provide an additional level of highly-specialized transportation to most places in the Central area. The 2010 Coordinated Plan outlined the Service Gaps for the Central area of the peninsula below. Many of them still hold true today.

Information and communication gaps.

- While having many providers offers many choices, the system is complex to use and difficult to understand.

Costs are higher than desirable. Gaps in service availability are the result.

- Costs to the transit customer/user.
- Costs to programs/agencies.

Some trips go unserved or are rationed during the month to stay on budget, whether rationed by the agency or the customer.

- Barriers to use exist.

Registration requirements.

- Reservation requirements mean that same-day trip needs go un- served or are delayed.
- Eligibility limitations.

Insufficient coordination is a barrier to making improvements to the individual issue areas listed above.

- Coordination efforts have been made in the past, but without results justifying the effort.
- Unsuccessful past efforts have left some organizations un- interested in or

distrustful of further participation.

Insufficient coordination is also a barrier to achieving greater financial stability for many organizations.

- For some agencies, this results in a lack of drivers.
- For some agencies, this results in dependence on older, less- reliable vehicles.
- For some agencies, this results in higher-than-desired levels of administrative time spent on grants and grant compliance, and transportation service accounting/reporting.
- Lack of coordination is a barrier to reducing costs internally, and hence for customers.
- Some trips go unserved because of a lack of confidence in referring their own clients to another agency or provider who may have longer service hours or service on additional days.

Again, from the 2010 Coordinated Plan for the Southern peninsula the study defined the "greatest transit need" as those portions of the area with the highest percentage of zero-vehicle households and elderly, disabled and below poverty populations. The results reveals the western portion of Homer as one of the three highest ranked areas in terms of transportation need. Other areas of Homer also show a high transit need.

Currently the Homer area has two purchase of service voucher programs using contracted cab companies. One is for general public rides using public transportation funds through CARTS, the other provides subsidized rides for the elderly, and persons with disabilities using Section 5310 funds. While these programs assist some individuals there remains a service gap in the greater Homer area.

In addition to the lack of public or publicly supported transportation options, the following are identified as service delivery gaps:

- Unclear/incomplete understanding of transportation options in the Southern Peninsula.
- Lack of coordination efforts by local government and majority of providers.
- Continued "client only" provided transportation using agency owned vehicles.
- Inability to provide connecting services or day trips to the Kenai/Soldotna area for medical and shopping purposes.
- Inadequate wheelchair/lift-equipped services.
- Higher-than-desired amounts of administrative time used on transportation reporting requirements.

- Need for an overall Kenai Peninsula Coordinated Transportation Plan with three region specific sections: Southern Kenai Peninsula, Central Peninsula and Seward area.

Maintaining the current services in both the Central and Southern areas of the peninsula are paramount in the efforts to assist residents of these areas get where they need to go in their daily lives.

Furthermore, coordinating transportation is difficult, and it takes an ongoing conversation that is focused on the overall goal of working together to develop solutions that can lead to more efficient provision of transportation services. It will take commitment, hard work and perseverance to achieve the envisioned results.

V. Goals & Strategies

Central/Southern Peninsula
Implementation Strategies Summary
August 31, 2015

(Note: While the goals, objectives and strategies are the same, the Central and Southern efforts may involve similar but different sets of people or agreements as appropriate.)

Lead	Goals / Objectives / Strategies / Projects	Estimated Time to Complete	Potential Funding Source: Rural 5311	Potential Funding Source: E&D 5310	*Inventory All Sources
	1.0 Ensure continuous, community-wide engagement, understanding, commitment and accountability to implement and fund an evolving Coordinated Plan.				
	1.1 Task Force				
Partners	1.1.1 Generate Charter (membership, purpose, roles, responsibilities, structure, officers, processes, work groups)	3 mos.			
Operations and Structure Work Group	1.1.2 Provide administrative support function	Ongoing			
	1.1.3 Form Work Groups (Operations and Structure, Data Collection, Grant/Funding, Community Relations)	3-6 mos., then ongoing			
	1.1.4 Develop and Maintain Agency Resource Book	Days			
	1.1.5 Identify and engage local coordination champion	1 mo.			
	1.2 Maintain partner relationships	3-6 mos. initial, then ongoing			
Task Force	1.2.1 Develop New and/or Revise Existing Memoranda of Understanding				
	1.3 Coordinated Communication Strategy				
Task Force	1.3.1 Develop consistent communication modes across partners	1-2 mos.			
	1.3.2 Develop and implement Local Government Outreach	3 mos.			
	1.3.3 Develop and implement local Business/Employer Outreach	6 mos.			
	1.3.3 Develop and implement process for public feedback on coordinated transportation efforts	9 mos.			
Task Force	1.4 Update Coordinated Plan every five years				
	1.4.1 Use outreach feedback to inform plan				
	1.4.2 Create Coordinated Plan Implementation Budget				
	2.0 Develop and sustain transportation services within the Coordinated Plan by effectively identifying, understanding, collaborating and advocating among state, local, federal, tribal and public funding sources.				
Grant/Funding Work Group	2.1 Coordinate Funds and Services				
	2.1.1 Identify all local, state, federal tribal and Private funding sources*				
	2.1.2 Create and implement fundraising strategies (such as grant writing, fund raising, advocacy)				
Owners and Operators	2.2 Share Use of Operational and Capital Resources				
	2.2.1 Develop procedures for sharing vehicles, equipment and support services				
	3.0 Provide a sustainable and flexible public transportation system that is affordable, reliable, accessible and meets the needs of the service areas within the region.				
Task Force	3.1 Maintain current/existing services				
	3.1.1 Continue existing FTA/DOT&PF funded projects				
Applicants	3.1.1.1 Project: Operating Assistance		✓	✓	
Applicants	3.1.1.2 Project: Capital		✓	✓	
Applicants	3.1.1.3 Project: Purchase of Services		✓	✓	
Task Force	3.2 Reassess viability of projects in 2010 plan				
	3.2.1 Establish customer need				
	3.2.2 Identify service area gaps				
	3.2.3 Pick desired mode of service delivery				
	3.2.4 Establish delivery system budget				
	3.3.5 Establish resource needs				
	3.3.6 Identify funding sources				
Community Relations Work Group /Operators	3.3 Market Existing System				
	3.3.1 Revise customer information (brochures/website)				
	3.3.2 Conduct media campaign				

VI. Priority of Projects

Priority	Project	Goal, Strategy
1	Maintain current/existing services	3.1

VIII. Appendix

SAVE THE DATE

Coordinated Public Transit-Human Services Transportation Plan Meeting

Date: August 26-27
Times: TBD – plan on a full day Wednesday and a half day Thursday.
Location: Kenai River Center
Purpose: To update the Locally Developed Central/Southern Kenai Peninsula Public Transit Human Services Community Coordination Plan for our area.
Contact Information: Jennifer Beckmann, jbeckmann@ridecartsak.org

For more information or feasible accommodations, please contact Jennifer Beckmann, Executive Director, at jbeckmann@ridecartsak.org.

Transportation News... View this email in your browser

AUGUST

26-27

Kenai River Center
514 Funny River Rd
Soldotna, AK 99669

Meeting Agenda

The Central/Southern Kenai Peninsula Public Transit Human Services Community Coordination Plan presents the needs, resources, strategies and plans for coordinated public transit-human service transportation in the stated planning area on the Peninsula. The Coordination Plan also fulfills a Federal Transit Administration (FTA) requirement to coordinate local resources in the delivery of FTA funded services. FTA funding is allocated through the Department of Transportation and Public Facilities (DOT&PF) on an annual basis, and an update is due at this time in order to secure that funding for fiscal year 2017.

To that end, Central Area Rural Transit System (CARTS) invites you to a meeting of stakeholders from across the planning area to study, refine and update the existing Coordination Plan. The meeting, scheduled for August 26-27, 2015, will feature facilitated discussion around the following questions:

1. What is a Coordination Plan?
2. What issues do we need to consider or address respective to the existing Coordination Plan?

3. What solutions can we offer to improve our practice and refine the existing Coordination Plan to meaningfully address the stated issues?
4. What are our shared expectations for follow-up from this meeting and implementation of an updated Coordination Plan?

Marsha Bracke, Bracke and Associates, Inc., is a Certified Professional Facilitator who will facilitate this discussion on behalf of all who participate in this meeting. She has provided the agenda for your use and reference (see sidebar for link). The agenda provides more detail regarding meeting times and locations.

Marsha also asks that we review the existing plan (see sidebar for link) and come to the meeting having identified the issues we want to discuss and the potential solutions to address them.

Should you have any questions, please feel free to contact me.

Jennifer Beckmann

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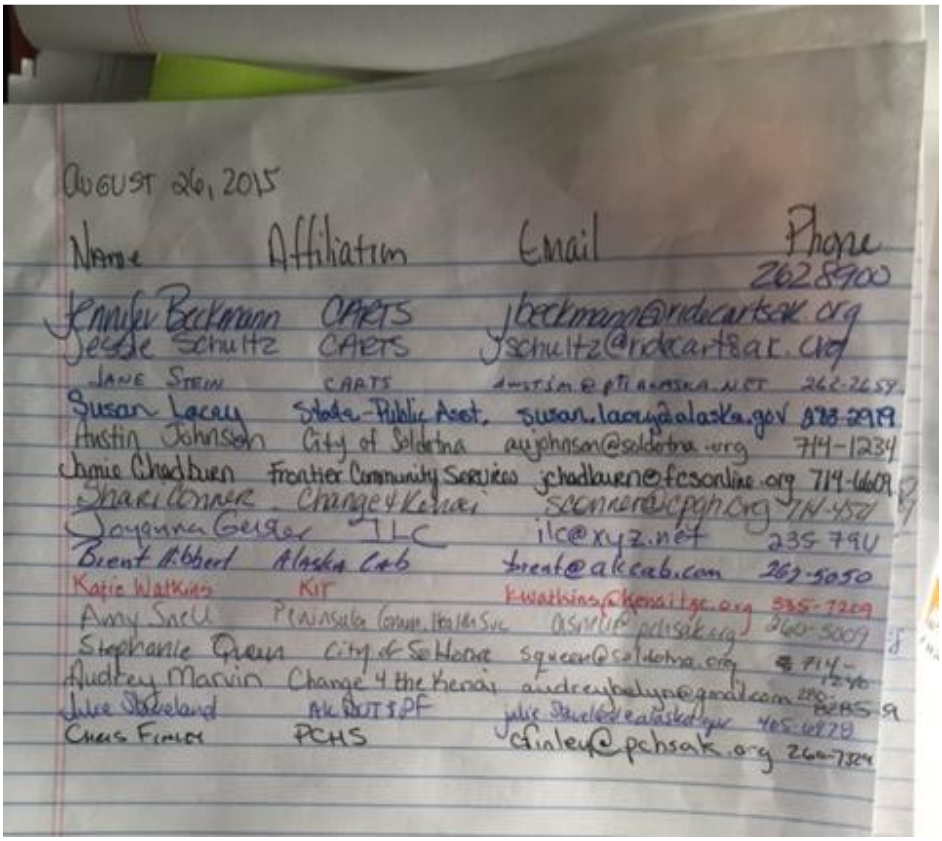
08/26/15 Meeting Attendance Sheets



August 26, 2015

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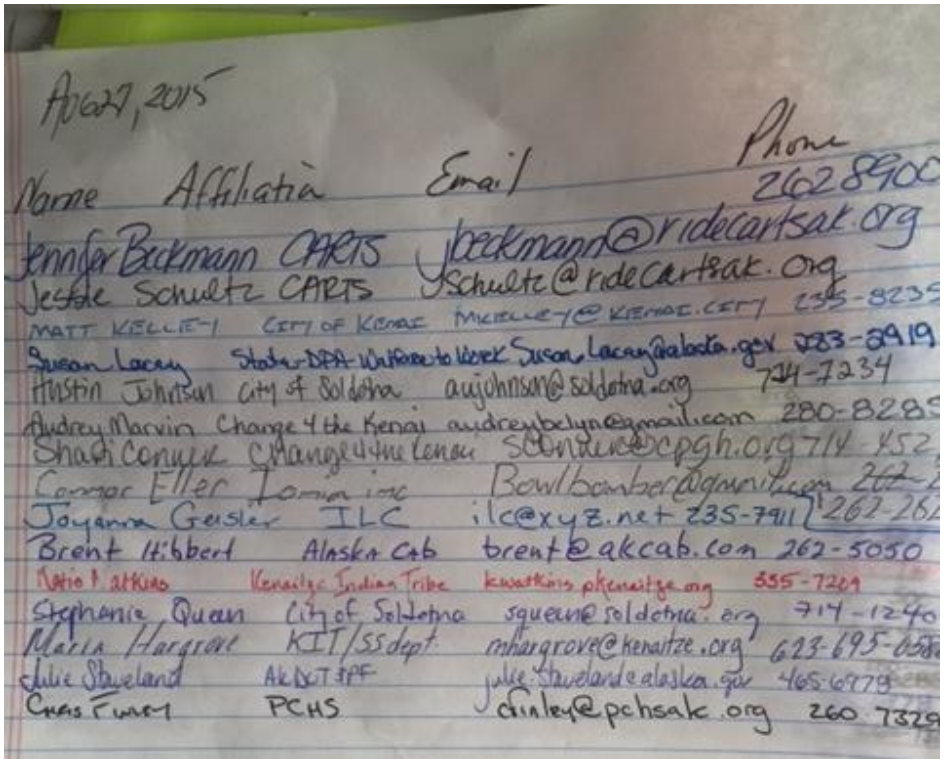
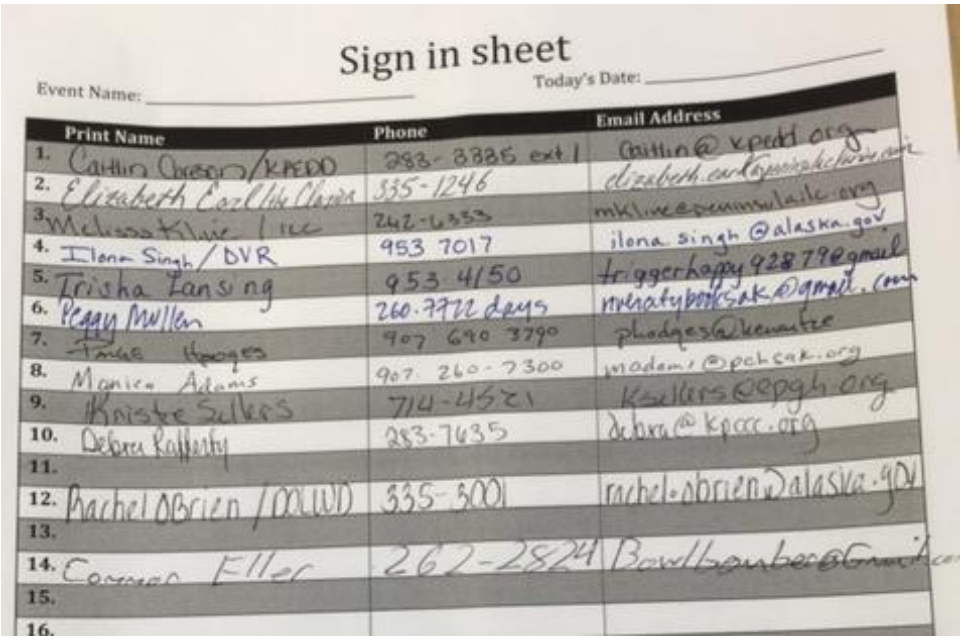
Amy Snell	Peninsula Comm. Health Svc	asnell@pchsak.org	260-5009
Stephanie Queen	City of Soldotna	squeen@soldotna.org	714-1240
Audrey Marvin	Change 4 the Kenai	audreybelyn@gmail.com	280-8285
Julie Shueland	AK DOT&PF	julie.shueland@alaska.gov	465-6979
Chris Finley	PCHS	cfinley@pchsak.org	260-7329



Aug 27, 2015

Name	Affiliation	Email	Phone
Jennifer Beckmann	CARTS	jbeckmann@ridecartsak.org	2628900
Jessie Schultz	CARTS	jschultz@ridecartsak.org	
Matt Kelley	City of Kenai	mkelley@kenai.city	235-8235
Susan Lacey	State-DPA-Welfare to Work	susan.lacey@alaska.gov	283-3919
Austin Johnson	City of Soldotna	aujohnson@soldotna.org	714-7234
Audrey Marvin	Change 4 the Kenai	audreybelyn@gmail.com	280-8285
Shari Conner	Change 4 the Kenai	sconner@cpgh.org	714-452
Connor Eller	Tomorrow inc	Bowlbanber@gmail.com	262-2
Joyanna Geisler	ILC	ilc@xyz.net	235-7911 262-262
Brent Hibbert	Alaska Cab	brent@akcab.com	262-5050
Katie Watkins	Kenaitze Indian Tribe	kwatkins@kenaitze.org	335-7209
Stephanie Queen	City of Soldotna	squeen@soldotna.org	714-1240
Maria Hargrove	KIT/SS dept	mhargrove@kenaitze.org	623-695-058
Julie Shueland	AK DOT&PF	julie.shueland@alaska.gov	465-6979
Chris Finley	PCHS	cfinley@pchsak.org	260-7329

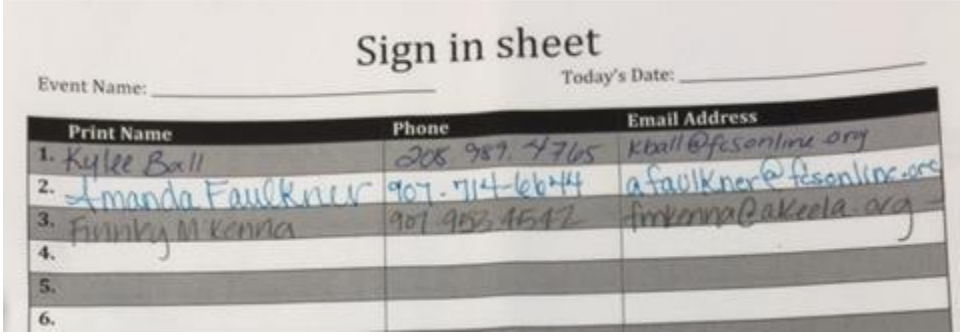
09/18/15 Meeting Attendance Sheets



Sign in sheet

Event Name: _____ Today's Date: _____

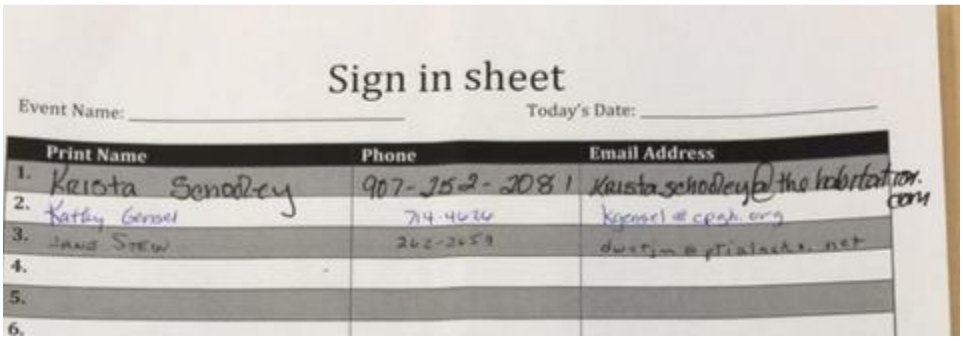
Print Name	Phone	Email Address
1. Caitlin Gregory/KPEDD	283-3335 ext 1	caitlin@kpedd.org
2. Elizabeth Carlile Clarion	335-1246	elizabeth.carlile@peninsulaclarion.com
3. Melissa Kline / ILC	242-6353	mkline@peninsulailc.org
4. Ilona Singh / DVR	953 7017	ilona.singh@alaska.gov
5. Trisha Tansing	953 4150	triggerhappy92879@gmail
6. Peggy Mullen	260-7722 days	mulratybooksak@gmail.com
7. Paige Hodges	907 690 3790	phodges@kenaitze
8. Monica Adams	907 260-7300	madams@pchcak.org
9. Kristie Sellers	714-4521	ksellers@epgh.org
10. Debra Rafferty	283-7635	debra@kpcrc.org
11.		
12. Rachel OBrien / DMLWD	335-3001	rachel.obrien@alaska.gov
13.		
14. Connor Eller	262-2824	Bowlbowler@gmail.com
15.		
16.		



Sign in sheet

Event Name: _____ Today's Date: _____

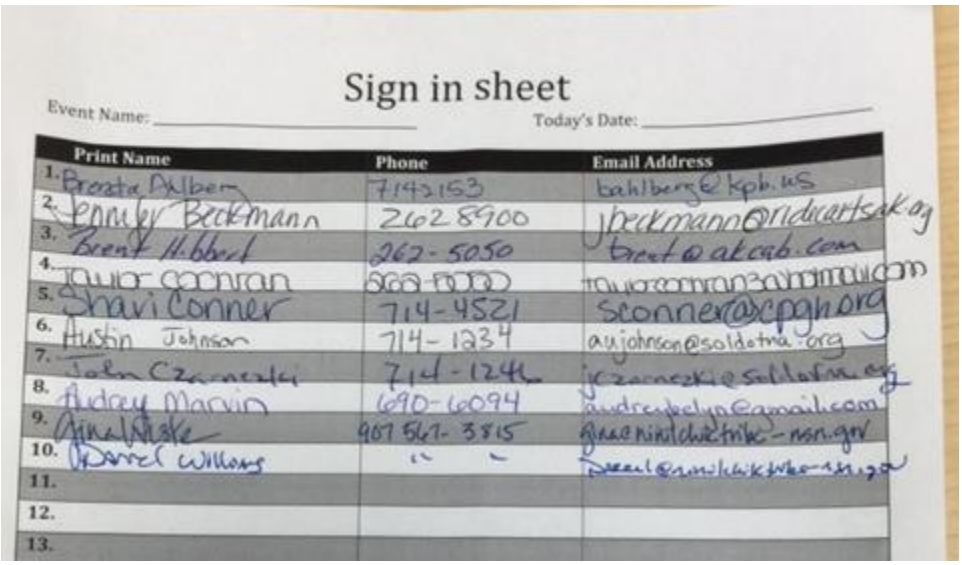
Print Name	Phone	Email Address
1. Kylee Ball	208 987-4765	kball@fcsonline.org
2. Amanda Faulkner	907-714-6644	afaulkner@fcsonline.org
3. Finnky McKenna	907 953 4542	fmckenna@akeela.org
4.		
5.		
6.		



Sign in sheet

Event Name: _____ Today's Date: _____

Print Name	Phone	Email Address
1. Krista Schodley	907-252-2081	krista.schodley@thelibertation.com
2. Kathy Gensel	714-4626	kgensel@cpah.org
3. Jane Stew	262-2659	dustin@pfialaska.net
4.		
5.		
6.		



Sign in sheet

Event Name: _____ Today's Date: _____

Print Name	Phone	Email Address
1. Brenda Ahlberg	7143153	bahlberg@kpb.us
2. Jennifer Beckmann	262 8900	jbeckmann@nidcartsak.org
3. Brent Hibbert	262-5050	brent@akcab.com
4. Taylor Conran	262-8000	taylorconran3@hotmail.com
5. Shari Conner	714-4521	sconner@cpgh.org
6. Austin Johnson	714-1234	aujohnson@soldotna.org
7. John Czarnezki	714-1244	jczarnezki@soldotna.org
8. Audrey Marvin	690-6094	audreyjoelyn@gmail.com
9. Gina Piske	907 567-3815	gina@ninilchiktribe-nsn.gov
10. Darrel Williams	" "	darrel@ninilchiktribe-nsn.gov
11.		
12.		
13.		

Public Comments from Survey Kiosks

Flexibility, better customer service, better hours of operation, lower fee prices, and nicer staff.

service from Ninilchik to Kenai/Soldotna for medical visits/shopping.

Increased availability for the Peninsula and options to/from Anch hubs like the airport.

Reliable schedules, expanded regions, extended hours

Other business transportation options.

What public transportation?? Taxis are extremely expensive, CARTS is unreliable. It's ridiculous that we don't have affordable, reliable public transportation in our area. We need busses and routes from Sterling to Nikiski with stops on K-Beach and the Spur.

Bus services

Routes with specific pick up times and lower cost of service

Options for travel to Anchorage, Homer and Seward. Regular scheduled service between Kenai and Soldotna.

A public bus system between Kenai and Soldotna with stops in each town. This bus would run frequently on weekdays and have a limited schedule on weekends. Tickets would be inexpensive and the service would be reliable. (A great example would be to look the Gainesville, FL and their RTS bus system. No only to they have a set schedule with multiple routes and drop off locations, they have an app that allows you to track the bus.)

Carts Director and staff are impossible to work with for clients and families with special needs or disabilities. Personally and professionally i will never work with them, or refer any one to them. The cost is not attainable for low income families. the model of pick up and drop off is not workable for anyone trying to get to work, school, doctors appointments in a timely manner.

The taxis don't need improvement (maybe lower price), but I would love to have a public bus.

A fixed route transportation system between Kenai and Soldotna would interest me.

Carts is not very user friendly. They do not even honk before they leave, they just do!! I have paid for my son to take this but the drivers treat people badly because they have to take it.

Timely pick up for riders.

to actualy have one like other towns and cities

Have it available

1.regular schedule 2. reasonable fares 3. improved service available for workers

I would like to ride from Kenai to Anchorage e need some disparately.

We need some disparately. CARTS is ineffective, frustrating, time-consuming, rude, and expensive.

service from Ninilchik to Kenai/Soldotna for medical visits/shopping.

Flexibility, better customer service, better hours of operation, lower fee prices, and nicer staff

Increased availability for the Peninsula and options to/from Anch hubs like the airport.

Reliable schedules, expanded regions, extended hours

Carts needs to have an overhaul. The current system is not providing rides to the public.

I would like more attention payed to cycling for commuting. Often, the sidewalks are not plowed in the winter or remain extremely icy to walk/bicycle on.

I work for the Infant Learning Program. Many of our consumers do not have transportation and are living at or below the poverty line. The lack of public transportation keeps them from attending appointments and community events. The high cost of taxi service and the limited service area/hours of operation for CARTS is detrimental to building independence and self-sufficiency.

we really need a bus system with pickup and drop off times for outlying areas at an am time and pm time once a day and scheduled routes between Kenai and Soldotna on both the spur and kalifornski hourly. Then people could schedule around it.

Just like handling animals - the borough has the delegated power to do this under AS 29.35.210 - the KPB mainly ignores this and allocates all services to non borough funded sources.

I do not use public transportation. I do wish that our community had good solid public transportation. I know sooooo many people who could use it. It would especially help with people who want to work but struggle to do so because of lack of reliable transportation. It was so cool when CARTS first got here, but it is now known community-wide as a huge joke. Everyone knows that if you want to get to work on time, do not use CARTS. Really happy to hear that help is coming.

If public transportation can be improved without asking for more money from the government that would be best given the state and national fiscal crisis at the moment.

Better respect from carts to the people who pay for this service. Courtesy call before they leave the peoples house?? In the winter it is pretty hard to wait for a half hour outside for the "window" they give you of waiting. Poor service for people who pay for it!!

I would love to see some kind of public bus route between Soldotna and Kenai.

I work with consumers that need public transportation. Dependable, affordable and reliable transportation would provide them greater opportunities for independence in their work and personal life.

Even though I have a vehicle I decided to give CARTS a try for a week. I will NEVER do that again! The staff are unprofessional and terribly lack being cordial and courteous. My drivers were grumpy, the vehicle smelt and was littered with debris, and constantly being late to work because they were off their schedule was annoying and not beneficial for me

Please we need public transportation disparately.

This may not help you. I know that it would be very expensive to maintain a bus or van line to us. I don't know what your original plan included. Thank you for your time.

I drive to work; however a disabled young man who cannot read and unlikely will not understand the questions lives in our home and uses the service daily so several of the questions are answered from his perspective. Thx

I would really like to see a bus transportation service on the peninsula.

So this is what I see in most areas where PT needs are being"met"; 1. The people that want it cannot pay for it 2. The people than can pay for it, do not need it 3. The general working population, again, is told they must support the less "fortunate" for the good of the community. With this is in mind, if your organization can come up with a plan that does not increase the present tax burden already in place, fine. If not i will lobby against any and all surplus spending in a time where the present "leadership" of our borough and state seems to not be able to use a calculator. NO you cannot have the PFD.\

I am with Project SEARCH. We are the only program in the nation to utilize school bus transportation due to the unavailability of reliable and affordable public transportation. This puts an added cost on the school district and provides less training in independence for our interns with disabilities.