



**Juneau Coordinated Transportation Coalition
(JCTC) Plan**

2007 Update and Appendix
June 2007



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| * FTA required Public transit-Human Services Community Coordination Plans (Coordination Plans) must contain these three (3) elements. | |



Juneau Coordinated Transportation Coalition

History and Membership of the JCTC

History

The Juneau Coordinated Transportation Coalition (JCTC) is a group of broad coalition of entities who have come together to promote efficient, affordable, assessable, transportation in the City and Borough of Juneau Alaska.

The first meeting of the JCTC was held on July 25, 2005.

Over the course of nearly two years since the initial meeting, the JCTC has representation from:

- ABG/Laidlaw Transit
- AWARE
- Capital Transit
- Catholic Community Services
- Juneau Alliance for Mental Health, Inc. (JAMHI)
- Juneau School District
- Juneau Taxi and Tours
- Pioneer Home
- REACH
- SAGA/Americorps
- Southeast Senior Services
- Southeast Alaska Independent Living
- Southeast Tribal Department of Transportation
- State of Alaska, DHHS
- State of Alaska, Department of Transportation
- St. Vincent De Paul
- Zach Gordon Youth Center



Juneau Coordinated Transportation Coalition

Introduction

The need for public and community transportation nationwide is increasing more rapidly than the increase in population. Current census data and projections highlight the requirement for expanding present transportation programs. Several key facts emerge from these projections.

Perhaps the most dramatic is the number people age 85 and older is growing at a rate nearly four times faster than the general population. Traditional automobile and fixed-route bus services often fail to meet these seniors' transportation needs.

Other constituents of the nation's transit-dependent population including seniors age 65 and older, persons with disabilities, and low-income families also are growing at a rate nearly double that of our country as a whole. Since these populations make up the core market for public transportation in most communities, it is safe to predict that demand for transportation services, especially more flexible, non-traditional services, will increase significantly in the future.

Older Alaskans proportionately are the second most rapidly growing senior population compared to the rest of the United States. Alaska experienced more than a 50% increase in the 60 and older population from 1990 to 2000. This population is estimated to double by 2010 and triple by 2025.

Meeting the transportation needs of these increasing populations will require the linking of transportation providers in ways that expand the options for all riders. Providers will need to move from just supplying transportation to managing mobility.

The Federal Transit Administration (FTA) established the United We Ride initiative in December 2003 to improve the coordination of human service transportation in America. The objective of the United We Ride initiative is to implement the President's Executive Order on Human service Transportation Coordination by breaking down barriers among Federal programs to enhance coordination of human service transportation programs for individuals with disabilities, older adults, and lower income populations who depend on transportation services to access employment, health, and other community services.

In Alaska, the Department of Transportation and Public Facilities (DOT&PF) developed plans towards implementing coordinated transportation titled Alaska Public

Transportation Management System (APTMS)¹ This is a statewide asset inventory and implementation plan supporting local efforts in establishing coordinated transportation. This Plan strongly encourages coordination of transportation services between providers as well as between DOT&PF, Alaska Commission on aging, and the Department of Health and Social Services. These latter coordination efforts are to give grant fund preference to entities participating in coordinated transportation efforts.

In their recent plan on aging², the Alaska Commission on Aging defined a goal to promote coordinated transportation efforts in areas where practical and if coordination will result in increased services to seniors. The commissioners recognized the need to understand the support coordinated transportation systems in Alaska. They support efforts between Nutrition, Transportation and Support Services (NTS) grant programs, other agencies and local public transportation entities and want to provide NTS funding when appropriate.

Mobility for seniors and disabled citizens is a growing concern throughout our nation. Quality of life continued physical and mental health, financial independence, and taking care of day-to-day affairs all depend on one's mobility. When people lose transportation independence, they must turn to others for assistance.

The purpose of the Juneau Coordinated Transportation Coalition (JCTC) is to:

1. Gather additional data on transportation resources and needs in the City and Borough of Juneau.
2. Establish the goals of the coordinated transportation plan, including:
 - A. the process of coordinated transportation including the methods of coordination, scheduling, dispatching, marketing and data collection;
 - B. the participation of agencies within coordinated transportation including benefits and requirements of participation;
 - C. the funding to support coordinated transportation including local, state and federal sources;
 - D. the education of the community and consumers on the availability of services.
3. Write the coordinated transportation plan for incorporation into the City and Borough of Juneau Transit Development Plan.

The goals of the Juneau Coordinated Transportation Coalition (JCTC):

¹ Alaska Department of Transportation and Public Facilities. Alaska Public Transportation Management System (APTMS) Statewide Asset Inventory and Implementation Plan 2000-2006, September 2000. Juneau, Alaska. State of Alaska.

² Alaska Department of Health and Social Services. Alaska Commission on Aging State Plan on Aging June 14, 2004-June 13, 2006, February 2004. Juneau, Alaska. State of Alaska.

GOAL 1: To maximize transportation resources within the City and Borough of Juneau that meet the specific needs of all riders.

Strategy 1:1 Annually identify transportation resources and user needs.

The purpose of this strategy is to gather resource information, cost options, government restrictions and user needs that will allow a maximization of transportation options. This will be accomplished through an annual survey:

- Update provider inventory;
- Develop and distribute rider needs survey;
- Quantify current utilization and maximum capacity ;
- Define criteria for compliance with the Americans with Disabilities Act (ADA);
- Identify transportation cost for each resource.

Strategy 1:2 Develop and implement a process to assist riders in identifying their specific transport options.

The purpose of this strategy is to provide all relevant information to current and future riders on the varied transportation options available to them. This will be accomplished through rider friendly information, direct education on using transportation, and identifying varied methods of payments:

- Develop training program for potential riders, caseworkers, and community on how to use transportation options;
- Develop strategies to move riders to least costly transportation options;
- Identify the different transit options to serve specific populations to specific destinations;
- Develop information packet for mailing to potential riders and specialized housing programs;
- Identify options for payments and pre-payment plans including Medicaid, ride booklets, gift certificates, and special events sponsored by businesses;
- Identify options to assist in moving necessities along with people.

Strategy 1:3 Ensure that passengers are transported on safe vehicles.

The purpose of this strategy is to provide standards, which all participating vehicles and drivers will adhere to, ensuring the safety and comfort of all riders:

- Develop training and procedures for maintenance;
- Develop training and procedures for drivers;
- Develop training and procedures for driver/dispatcher communications.

Strategy 1:4 Develop and implement data collection for reporting, funding and marketing needs.

The purpose of this strategy is to identify and track the appropriate data to measure how well the goals are met:

- Define cost effectiveness attributes and the data to be collected;
- Define customer service effectiveness attributes and data to be collected;
- Define customer service quality attributes and the data to be collected.

GOAL 2: To ensure providers can participate to a level that complements their agency's services.

Strategy 2:1 Establish requirements of participation.

The purpose of this strategy is to develop the contracts, agreements, and requirements for each participating agency:

- Develop maintenance and/or fuel contract;
- Define vehicle maintenance standards;
- Define driver training and certification requirements;
- Develop a standard Memorandum of Agreement;
- Utilize agency expertise in helping drivers understand best service techniques for special needs riders.

Strategy 2:2 Identify role of individual mobility providers.

The purpose of this strategy is to ensure the participation by each agency complements their individual missions:

- Define primary role of mobility providers;
- Identify existing constraints and restrictions of mobility providers;
- Define service availability of transit providers;
- Utilize agency expertise in helping clients understand transportation procedures and guidelines.

GOAL 3: To leverage funding opportunities to maximize transportation resources within the community.

Strategy 3:1 Maximize reimbursements for transportation services and increase coordination for reimbursements

The purpose of this strategy is to define the cost per ride, reimbursement process and transportation revenue sources for all participating agencies:

- Obtain approval on Medicaid reimbursement rate;
- Obtain approval on insurance reimbursement rate;
- Implement process for reimbursement billing;
- Define and implement cost allocation model.

Strategy 3:2 Assist in obtaining funds for accessible vehicles for any mobility provider, including those operated by private, for profit companies.

The purpose of this strategy is to increase the accessible vehicles operated by any and all mobility providers. This will be accomplished by seeking capital funds that will assist in the acquisition of accessible vehicles:

- Identify state and federal funding options in support of private transportation companies;
- Explore options for government to private company lease programs.

Strategy 3:3 Utilize coordinated transportation partnerships for vehicle replacement funding.

The purpose of this strategy is to ensure the coordinated transportation fleet is replaced as needed to meet the safety of all riders:

- Develop and maintain a community-wide vehicle replacement schedule.

GOAL 4: To increase awareness and support of transportation services to all community sectors.

Strategy 4:1 Inform the community on opportunities created by coordinated transportation.

The purpose of this strategy is to address the public awareness of mobility options including: the public understanding of mobility issues in the City and Borough of Juneau; the relationship between the economy, health, and social opportunities and transportation, especially as it relates to seniors, disabled citizens, and; the benefits of coordinated transportation efforts within the community.

- Establish an outreach effort for community organization presentations;
- Develop a central interactive website for informing the community of coordinated transportation options;
- Participate in transportation-based conferences and training to share transportation information and issues.

Strategy 4:2 Identify increased economic benefits.

The purpose of this strategy is to identify and track data that demonstrates the relationship between transportation and the local economy:

- Identify attributes to track.

Strategy 4:3 Identify increased quality of life benefits.

The purpose of this strategy is to identify and track data that demonstrates the relationship between transportation and quality of life:

- Identify attributes to track.

Strategy 4:4 Encourage innovative public/private/individual partnerships.

The purpose of this strategy is to identify and promote any opportunity to expand transportation services through involving new partners and local, state and national transportation organizations:

- Ensure hotel and tour companies have accessible vehicles;
- Work with Alaska Mental Health Trust Authority (AMHTA) to benefit local mobility options;
- Work with Alaska Mobility Coalition (AMC) to develop statewide vehicle insurance pool and effect state and national legislation regarding mobility;

Strategy 4:5 Provide service information onboard all vehicles pertinent to rider needs.

The purpose of this strategy is to identify and create information flyers that are of interest to the rider and have them available on all transportation vehicles:

- Develop a frequently asked questions (FAQ) pamphlet describing coordinated transportation service;
- Provide space for general agency information including health, housing, and benefit services.

Strategy 4:6 Encourage active participation from people with special transportation needs in coordination efforts and planning.

The purpose of this strategy is to ensure the rider's needs are reflected in planning for transportation services:

- Develop a method of public participation and input into the work of the JCTC.

Strategy 4:7 Establish public relations and media campaign to educate the community.

The purpose of this strategy is to expand community awareness and ridership within the community:

- Develop effective advertising and promotion plan;
- Develop informational mail outs with transportation options and costs;
- Develop information sharing plan with all agencies, senior housing, public assistance office, and others involved in providing direct and/or indirect transportation services;
- Develop and distribute Directory of Transportation Providers including "emergency contacts".



Juneau Coordinated Transportation Coalition
Addendum 1: Community Goals

The mission of the Juneau Coordinate Transportation Coalition:
Achieve mobility and meet other transportation needs through
community and user appropriate coordinated transportation services.

Goals:

1. Improved and stable capital and operating funding for existing community transportation systems and services available to the public:
 - Established a new funding mechanisms in State, City and Borough of Juneau and Public Service Agency budgets
 - Federal legislation and appropriations
2. Safe and cost-effective rides to meet local mobility needs:
 - Education and advocacy
 - Resources maximized through coordination
3. New sustainable coordinated community transportation
 - Mobility incorporated into the State and local planning processes
 - Community transportation designated to meet specific needs of Juneau residents
 - Funding available for coordinated community transportation services



Juneau Coordinated Transportation Coalition **Addendum 1: Assessment of Needs***

The Juneau Coordinated Transportation Coalition (JCTC) has used several methodologies to assess community needs.

The first strategy was to put together a broad coalition of stakeholders and get them focused and talking about transportation. Community members representing transportation providers and human service agencies have been meeting since July of 2005. The initial meeting was spearheaded by an Outreach Coordinator for the Community Transportation Program, Alaska DOT & PF.

The second strategy was opportunities for the general public, including stakeholders, to have an opportunity to voice their concerns, gaps in service, priorities—anything related to coordinated transportation in Juneau at publicly noticed meetings. The following meetings afforded the public an opportunity to weigh in:

- The CBJ Public Works and Facilities Committee listed “Juneau Coordinated Transportation Coalition-Juneau Coordinated Transportation’ on their January 29, 2007 published agenda
- The CBJ Americans with Disabilities Act (ADA) Committee meeting of April 23, 2007
- The CBJ Assembly March 5, 2007

Discussions of Needs of Specific Human Service Agencies (their clients, consumers, and/or employees):

(These needs are not listed in priority order.)

- Second accessible (lift-equipped) taxi so that at least one is on the road at all times. Currently, when a driver calls in sick or the lift or vehicle is out for maintenance none is available.
- Replace existing, lone accessible taxi, within the next year or two before it dies or
- REACH would like to get out of the transportation business and contract with SESS to provide rides. State Medicaid regulation needs to be changed to allow this.

- REACH needs a vehicle for an assisted living home. Some clients just need to be able to go for a drive to calm down sometimes.
- AWARE: Creation of transportation resource list.
- Juneau Youth Services: Need more vehicles for summer programming.
- Bulk fuel purchase through the municipality for non-profits (Ketchikan has implemented this program)
- No service to/from airport before and after hours of operation of Capital Transit and Care-a-van
- St. Vincent de Paul: Need to move the transit site over to their campus or the adjacent proposed SE Non-Profit Center and/or put in sidewalks with curb cuts from Nugget Mall transit stop to the St. Vincent de Paul campus . Currently safety concerns exist as individuals are must use the street as they travel between the transit site and his campus.
- St. Vincent de Paul: Need work-related transportation services outside of available transit boundaries and hours.
- Care-a-van: See need to expand past the ferry terminal.
- Care-a-van: More demand than vehicles and drivers. Occasionally cannot meet demand even when given 24-hour notice, especially during peak hours and on weekends.
- Care-a-van: New assisted living home past ferry terminal, out of service boundary.
- Capital Transit and Para-Transit: General public have expressed need for longer hours and extended boundaries.
- Need more advertising, marketing of transportation options and resources available.
- Need transportation 'broker' or mobility manager—a one-stop source to assist individuals in accessing the most appropriate transportation services to meet their individualized needs.
- Need mobility manager to assist with maximizing coordination efforts on the Juneau road system.
- Juneau needs a “non-emergency” gurney-capable medical transport.



Juneau Coordinated Transportation Coalition
**Addendum 1: Assessment of Available Services*
 and Community Resources**

Current Transportation Providers and Resources:

| Transportation Provider | Phone Numbers | ADA Vehicles? |
|--|-----------------|---------------|
| Public Transit System: Capital Transit | 789-6901 | Yes |
| Care-A-Van (Catholic Community Services) | 463-3194 | Yes |
| Community Organizations: Southeast Alaska Independent Living (SAIL) Inc. | 586-4920 | Yes |
| Eaglecrest Ski Area | 586-5284 | No* |
| Community Organizations You Know of That Provide Transportation Only to Their Own Clients | | |
| Juneau Recovery Hospital | 586-9508 | No |
| Juneau Youth Service | 789-7610 | No |
| Boys and Girls Club of Juneau | 790-4535 | No |
| Juneau Pioneers Home | 780-6422 | Yes |
| Wildflower Court (Nursing Home) | 463-8700 | Yes |
| REACH | 586-8228 | Yes |
| Hope Community Resources | 463-3602 | Yes |
| SE Alaska Guidance Association | 789-6172 | No |
| Private Tour Companies: ORCA Enterprises | 789-6801 | No |
| Dolphin Jet boat Tours | 789-6799 | No |
| Gastineau Guiding | 586-2666 | No |
| Juneau Sportfishing | 586-1887 | No |
| Juneau Trolley Car Company | 586-7433 | No |
| Auke Bay Sports fishing | 789-2562 | No |
| Taxi Companies: Juneau Taxi and Tours | 790-4511 | (1) in fleet |
| Capital Cab | 586-2772 | No |
| Evergreen Taxi | 586-2121 | No |



JUNEAU Resources (as posted on APTMS)

REACH

REACH provides transportation related to individual client goals (on-demand) in the course of providing home and community based services to people with developmental disabilities. REACH also provides group transportation to a center-based day habilitation program.

Vehicles/Other Capital Inventory

| Year, Make, Model | Vehicle Type | Manufacturer | VIN | Cost | Status | Condition | Seating/Wheelchair |
|---------------------|--------------|--------------|-------------------|------------|----------------|-----------|--------------------|
| 1992 Ford Econoline | Van | Ford | 1FDEE14NHA31390 | 7500.0000 | Full-Time | Fair | 5 / 1 |
| 2006 Ford Van | Van | Ford | 1FTSS34L26HA56461 | 44197.0000 | Full-Time | Excellent | 5 / 2 |
| 1991 Ford | Van | Ford | 1FMEE11Y4MHA55510 | 31230.0000 | Part-Time/Peak | Poor | 5 / 1 |
| 1998 Ford Windstar | Minivan | Ford | 2FMDA5148WBB43648 | 17000.0000 | Full-Time | Good | 7 / 0 |
| 1997 Ford Aerostar | Minivan | Ford | 1MDA41X4VZB31612 | 3000.0000 | Backup | Fair | 7 / 0 |
| 2004 Ford Freestar | Minivan | Ford | 2FMZA51694BA43269 | 19430.0000 | Full-Time | Good | 7 / 0 |
| 1997 Ford Escort | Car | Ford | 1FALP10P6VW357348 | 7900.0000 | Full-Time | Fair | 4 / 0 |
| 2001 Ford Escape | SUV | Ford | 1FMCU02181KB05698 | 24775.0000 | Full-Time | Good | 5 / 0 |

SAIL

Vehicles/Other Capital Inventory

| Year, Make, Model | Vehicle Type | Manufacturer | VIN | Cost | Status | Condition | Seating/Wheelchair |
|--------------------------------|---------------------------|--------------|-------------------|------------|----------------|-----------|--------------------|
| 2004 FORD ECONOLINE | Pop top Van/Converted Van | FORD | 1FTSS34P84HB05288 | 40965.0000 | Full-Time | Fair | 7 / 1 |
| 2005 FORD SUPREME SENATOR 4X4 | Type 1: Narrow BOC | FORD | 1FDXE45555HB49106 | 66306.0000 | Part-Time/Peak | Excellent | 15 / 2 |
| 1994 Champion Crusader | Type 1: Narrow BOC | CHAMPION | 1FDJE30H6RHB67230 | 31196.0000 | Part-Time/Peak | Good | 7 / 2 |
| 1999 El Dorado Econo RV S-Duty | Type 1: Narrow BOC | FORD | 1FDWE30S1XHA38701 | 48653.0000 | Part-Time/Peak | Good | 14 / 2 |
| 2002 CHEVY ASTRO | Minivan | CHEVY | 1GNEL19X12B130743 | 24296.0000 | Part-Time/Peak | Fair | 8 / 0 |

CAPITAL TRANSIT

| General Information | | | |
|--------------------------|---|----------------|-------|
| Agency Type(s) | Government | System Type(s) | Rural |
| Service Type Description | Fixed Route and Paratransit Service | | |
| Service Area Map | http://www.juneau.org/pubworks/captrans/map/index.php | | |

| Service Information | | | |
|-----------------------|-------------------------|-----------------|---------------|
| Demand Response | | | |
| # Operating Days/Week | 7 | Days of Week | Monday-Sunday |
| Operating Hours | 7:00 a.m. to 11:30 p.m. | | |
| Fare Info | Normal Fare None | | |
| Annual Vehicle Miles | 288000 | Vehicle Hours | 0 |
| | | Passenger Trips | 28000 |
| Fixed Route | | | |
| # Operating Days/Week | 7 | Days of Week | Monday-Sunday |
| Operating Hours | 7:00 a.m. to 11:30 p.m. | | |
| Fare Info | Normal Fare \$1.50 | | |
| Annual Vehicle Miles | 576000 | Vehicle Hours | 30000 |
| | | Passenger Trips | 1250000 |

Facilities

| Facility Type | City | Leased/Shared | Year Built | Size | ADA Accessible | Condition |
|----------------------------|--------|---------------|------------|--------|----------------|-----------|
| Maintenance and Operations | Juneau | Shared | 1985 | 15,000 | Yes | Fair |
| Driver Relief Facility | Juneau | Leased | 2004 | 1,600 | Yes | Good |

Shelters

| Shelter Type | Cost/Shelter | Total Number | Number in Excellent Condition | Number in Good Condition | Number in Fair Condition | Number in Poor Condition | Number ADA Compliant |
|--------------|--------------|--------------|-------------------------------|--------------------------|--------------------------|--------------------------|----------------------|
| Standard | \$30,000.00 | 43 | | | 43 | | 43 |

Vehicles/Other Capital Inventory

| Year, Make, Model | Vehicle Type | Manufacturer | VIN | Cost | Status | Condition | Seating/Wheelchair |
|--------------------|--------------|--------------|-------|-------------|-----------|-----------|--------------------|
| 1985 Bus Washer | Other | Hanna | 1995 | 125000.0000 | Full-Time | Poor | 0 / 0 |
| 1986 AHE0102020000 | Other | Gilbarco | 40329 | 43850.0000 | Full-Time | Fair | 0 / 0 |

| | | | | | | | |
|-------------------------------------|--------------------------|-------------|-------------------|-------------|---------------|-----------|--------|
| Vehicle Hoist | | | | | | | |
| 1999 H-60 Mobile Vehicle Lift | Other | FordSmith | 07B-15011 | 15000.0000 | Full- Time | Good | 0 / 0 |
| 1985 Onan Generator | Other | Onan | not applicable | 5000.0000 | Full- Time | Fair | 0 / 0 |
| 1960 T40 | Other | Caterpillar | 5N340 | 1500.0000 | Full- Time | Fair | 1 / 0 |
| 2002 Trailer | Other | King | 4XBUR8272A000201 | 1688.0000 | Full- Time | Good | 0 / 0 |
| 1999 Goshen Pacer | Type 1: Narrow BOC | Ford | 1FDWE30L4XHC05092 | 41800.0000 | Full- Time | Poor | 8 / 2 |
| 2004 Eldorado Aerolite 200 | Type 1: Narrow BOC | Ford | 1FDWE35S64HA78504 | 41950.0000 | Full- Time | Good | 8 / 3 |
| 2004 Eldorado Aerolite 200 | Type 1: Narrow BOC | Ford | 1FDWE35S44HA78503 | 41950.0000 | Full- Time | Good | 8 / 3 |
| 2004 Eldorado Aerolite 200 | Type 1: Narrow BOC | Ford | 1FDWE35S24HA78502 | 41950.0000 | Full- Time | Good | 8 / 3 |
| 2003 Eldorado Aerolite 200 | Type 1: Narrow BOC | Ford | 1FDWE35S23B37112 | 38000.0000 | Full- Time | Good | 8 / 3 |
| 2002 StarTrans E350 | Type 1: Narrow BOC | Ford | 1FDWE35LD2HA50235 | 35000.0000 | Full- Time | Poor | 8 / 3 |
| 2007 StarTrans E350 | Type 1: Narrow BOC | Ford | 1FDWE35L92HA50234 | 35000.0000 | Full- Time | Poor | 8 / 3 |
| 1999 Taurus | Car | Ford | 1FAFP52U9XG239945 | 15900.0000 | Full- Time | Poor | 5 / 0 |
| 1999 Taurus | Car | Ford | 1FAFP52U7XG239944 | 15930.0000 | Full- Time | Poor | 5 / 0 |
| 2004 Eld Aerolite 200 | Truck | Ford | 1FDWE35S04HA78501 | 41950.0000 | Full- Time | Good | 8 / 3 |
| 2004 F350 | Truck | Ford | 1FDWF37544EA69828 | 39850.0000 | Full- Time | Excellent | 2 / 0 |
| 1990 Ranger | Truck | Ford | 1FTCR15T2LPA29751 | 18000.0000 | Full- Time | Poor | 3 / 0 |
| 2006 D35LF | 35' bus | New Flyer | 5FYD4KV126C029753 | 278000.0000 | Full- Time | Excellent | 29 / 2 |
| 2006 D35LF | 35' bus | New Flyer | 5FYD4KV106C029752 | 278000.0000 | Full- Time | Excellent | 29 / 2 |
| 2006 D35LF | 35' bus | New | 5FYD4KV196C029751 | 278000.0000 | Full- Time | Excellent | 29 / 2 |
| 2006 D35LF | 35' bus | New Flyer | 5FYD4KV176C029750 | 278000.0000 | Full- Time | Excellent | 29 / 2 |
| 2000 D35LF | 35' bus | New Flyer | 5FYD25614YU021451 | 250000.0000 | Full- Time | Good | 29 / 2 |
| 2003 D35LF | 35' bus | New Flyer | 5FYD2GL103U025647 | 243400.0000 | Full- Time | Good | 29 / 2 |
| 2003 D35LF | 35' bus | New Flyer | 5FYD2GL193U025646 | 243400.0000 | Full- Time | Good | 29 / 2 |

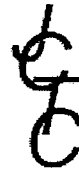
| | | | | | | | |
|------------|---------|---------------------------|-------------------|-------------|-----------|------|--------|
| 2003 D35LF | 35' bus | New Flyer | 5FYD2GL173U025645 | 243400.0000 | Full-Time | Good | 29 / 2 |
| 1992 Orion | 35' bus | Bus Industries of America | 2B1139774N6003141 | 180800.0000 | Full-Time | Poor | 29 / 2 |
| 1992 Orion | 35' bus | Bus Industries of America | 2B1139772N6003140 | 180800.0000 | Full-Time | Good | 29 / 2 |
| 1992 Orion | 35' bus | Bus Industries of America | 2B1139776N6003139 | 180800.0000 | Full-Time | Poor | 29 / 2 |
| 1992 Orion | 35' bus | Bus Industries of America | 2B1119770N6003143 | 180800.0000 | Full-Time | Poor | 29 / 2 |
| 1992 Orion | 35' bus | Bus Industries of America | 2B1119779N6003142 | 180800.0000 | Full-Time | Poor | 29 / 2 |
| 2000 D35LF | 35' bus | New Flyer | 5FYD2SL12YU021450 | 250000.0000 | Full-Time | Good | 29 / 2 |
| 2000 D35LF | 35' bus | New | 5FYD2SL16YU021449 | 250000.0000 | Full-Time | Good | 29 / 2 |
| 2000 D35LF | 35' bus | New Flyer | 5FYD2SL14YU021448 | 250000.0000 | Full-Time | Good | 29 / 2 |



Juneau Coordinated Transportation Coalition
Addendum 1: Gaps in Service for Target Populations

Gaps in services in Juneau do indeed affect the following populations that are considered to be high priority “target” populations by the Alaska Statewide Transit Office:

- Low-income workers (including transient or seasonal workers)
- Low-income persons searching for work or participating in work related activities
- Low-income persons participating in acquiring education, subsistence activities, cultural, spiritual or recreation activities, or family maintenance activities (shopping, etc.)
- Senior Citizens
- Persons with Developmental Disabilities
- Persons with Behavioral Health Challenges
- Persons with Traumatic Brain Injury
- Persons with Dementia and other related disorders
- People with Physical Disabilities
- Homeless Persons
- Children ages 2 to 3 with developmental delays, whose parents do not have adequate private transportation resources.



Juneau Coordinated Transportation Coalition
Addendum 1: Strategies to Address the Gaps in Services*

This planning process has identified several strategies that can work together to fill gaps in service. Some of the following strategies are already partially underway. The strategies are briefly as described as (the following are not listed in any particular order):

- Advocate for and apply for capital grants to purchase transit services for target populations.
 - SAIL taxi token program needs renewal and expansion of purchase of services contract.
- Advocate for and apply for capital grants to purchase additional vehicles and drivers for Care-a-van.
- Advocate for and apply for capital grants to purchase special purpose vehicles needed by specific human service agencies to augment transportation available through Capital Transit and Care-a-Van.
 - At this time a second taxi is needed to keep one on the road at all times and the existing lift-equipped taxi will need replacement in the next year or two.
- Advocate for and apply for grants to pay for a mobility manager to take the lead role in organizing coordinated transportation efforts on the Juneau road system including organizing community meetings, updating resource lists, marketing, etc.
- Advocate for and apply for grants to pay for a transportation broker system.
- Advocate for and apply for capital grants to relocate the transit center currently on the back side of the Nugget Mall to the St. Vincent de Paul campus (or the proposed SE Non-Profit Center) and/or put sidewalks with curb cuts between the Nugget Mall transit site to the St. Vincent de Paul campus.
- Annual publicized Coordinated Transportation meeting to stay current on needs, gaps, and strategies.
- Advocate for and apply for capital grants to extend hours and boundaries of fixed route and Para-transit services.
- Advocate for the Alaska DOT & PF to work with Alaska HSS to address current problem with Medicaid purchase of services restrictions.
- Advocate with the City and Borough of Juneau for bulk fuel purchasing to be made available to local non-profits.

Juneau Coordinated Transportation Coalition
Addendum 1: Prioritized Projects

The CBJ Americans with Disabilities Act (ADA) Committee reviewed and prioritized all proposals for submission in the FY08 Alaska Department of Transportation and Public Facilities (ADOT& PF) Coordinated Transportation projects on April 23, 2007. The meeting was publicly advertised per city protocol and held at their 'regular' meeting location at the Mendenhall Library.

At the time of the meeting, a total of four projects were ranked (two vehicle requests and two purchases of services requests). The ADA Committee ranked the SAIL purchase of services requests (taxi tokens) as the number one priority. The three other projects, although ranked by the ADA Committee have since dropped their requests for funding. As of June 1, 2007, only the SAIL purchase of service requests remains. Consequently, no ranking is needed.

More about the SAIL Taxi Token program

The goal of the Southeast Alaska Independent Living (SAIL) Accessible and Affordable Taxi Program (The SAIL Taxi Program) is to make on-demand, accessible, affordable transportation available to the elderly and persons with disabilities on the Juneau road system around the clock, 365 days a year through two components: the taxi token program and lift-equipped taxi(s). Eligible users of this project include people over 60, and anyone experiencing a disability. Our target user groups are those individuals living outside the Transit/Para-transit boundaries, people who need transportation before or after the scheduled hours of operation of Transit/Para-transit, and any eligible users who need on-demand transportation. Although Care-A-Van and the city bus provide great service, people are sometimes unable to plan ahead to schedule transportation through Care-A-Van, or can't get to their destination on the bus. Taxi service is a necessary and integral component in the coordinated transportation service array.

SAIL currently has over 250 unduplicated native elders, seniors, and people with disabilities using the taxi token program. We have diligently proven eligibility of each and every program participant, made copies of eligibility verification and established files on each program participant. SAIL established program protocols, internal controls, and responded to 'kinks' in the system, i.e., instituted monthly limitations on the number of tokens any one program participant can purchase in any given month in response to concerns of public transportation providers. SAIL has tokens available for purchase five days a week from 9am to 5pm. Our office is located on the bus line for easy access of program participants. SAIL administers the taxi token program and leases the existing lift-equipped vehicle at no cost to a vendor identified through a competitive bid process approved by the State of Alaska. The vendor operates and maintains the vehicle. Patrons of the program use subsidized tokens to pay the taxi operator full fare (rider contribution + grant funds + in-kind donation from the vendor = full fare).

