



STRATEGY	ACTION	YEAR					LEAD
		1	2	3	4	5	
<b>1. COORDINATION: <i>Identify ways that transportation across Kenai Peninsula communities can be better coordinated and made more accessible.</i></b>	a) <b>Gather existing</b> needs assessments to better understand where limited transport options are impacting access to services.	X					Kenneth
	b) Inventory all types of existing transportation options across the Kenai Peninsula	X					Kenneth
	c) <b>Convene past and current providers of transportation services along with legislators - hosted by Foraker</b>	X					Leslie
	d) Create a centralized database accessible to the public that maps all routes and schedules of available transportation.		X	X			Housing Coordinator
	e) Consider technology as a tool in coordinating and communicating transportation options throughout the Kenai Peninsula.	X					Transportation Coordinator
	f) Locate funding for, and employment of a Transportation Coordinator	X					Tim
<b>2. FUNDING AND RESOURCES: <i>Expand access to transportation through a coordinated funding strategy to address the specific geographic needs of those experiencing homelessness on the Kenai Peninsula.</i></b>	a) Provide access to resources and education so that stakeholders can better understand which federal, state, and local funding sources support transportation planning.	X					
	b) Leverage partnerships among coalition members, stakeholders, and the community to coordinate funding strategies.	X					
<b>3. TRANSPORTATION PLANNING FOR FACILITIES: <i>Include transportation strategies and partnership options in all facility development planning.</i></b>	a) Convene key transportation experts on the Kenai Peninsula to assist in individual project transportation plans to increase accessibility.	X					Tim
<b>4. LONG-TERM: <i>Ensure that there are systems of transportation for people experiencing homelessness on the Kenai Peninsula that are consistent, reliable, and sustainable over the longer-term.</i></b>	a) Coordinate with already existing transportation planning efforts to establish a seat at the table for this transportation need on the Kenai Peninsula.	X					Transportation Coordinator
	b) Assign a liaison on behalf of the coalition to participate in transportation planning discussions and share information back to the coalition on how to best advocate.	X					Transportation Coordinator



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**MEETING NOTES**

4.6.22

Attendees:

Karen: Soldotna united Methodist church and food pantry

Jim: oversight to set free - Soldotna / Kenai.

Maggie - rep Kenai Soldotna, central office for ILC, Seward, Homer

Leslie central peninsula, LoveINC serves entire borough

Jennifer - CARTS serves central. Transportation funding prioritization meeting happens in the fall (due first 2 weeks of dec - schedule

Dana: director of Seward senior citizens in in ken pen. Resurrected Seward Intra - Transit.

Currently have not filled driver positions, difficulty providing ample payroll for folks to live here.

Tim: ken pen foundation, ACF, Seward foundation is affiliate. Homer is partner.

Charlene: Soldotna, MH advocate

Twyla: Christ Lutheran - Soldotna, Kenai

Kenneth: CPH coalition coordinator, serenity house care transition in Kenai. Shari Connor is supervisor, replacing her

Tech Facilitation by Jack Darling

Yesterday's meeting we didn't have anyone from Seward.

Karen: already needs assessment on transportation? Apparently the services in general though they are tracked, no formal assessment. Thru serenity house? Simple thing to do, Leslie agreed - noted Shari Connor. "How can transportation be improved for you? How can we remove blocks or resolve issues?"

Serenity house is dealing with transportation issues like everybody is.

A lot of barriers getting to grocery store, appointments, etc. my dream has been that we have some sort of public transportation, some days. Would mean coordinating services for folks who are dependent on the transportation system

Jennifer w CARTS: did do a needs assessment as part of planning process. Also every agency that is providing transportation has a plan of sorts. Would be great to see how to take advantage of those rather than starting from square 1.

Karen: should we have meeting with systems in place to learn about those plans? Yes.

What exists to learn gaps

Tim: Joyanna sent out notices in the past of transportation meetings.

What's this for? What's expected? Identifying priorities, what can we do in year one.

## Priority



## Area Action Plan – Transportation

Begin to prioritize and filter down areas to design workplan for this year

Kenneth lives in Sterling. Neighbor without car needs regular rides into town. Cab rides 30-50. In Mat-Su they have a bus service that drops and picks up at pre-determined locations. May have to stay in location for day if no other transportation it may be better than nothing.

How much cross-conversation is happening between providers about where there are gaps?  
JB: some, a lot of the agencies have taken on a certain niche of the marketplace. Also a good idea to look at alternatives. Everybody is so spread out, every planning process shows is that traditional fixed route is not sustainable. Programs could address our needs that aren't a bus. Out in sterling, it would be fairly easy to apply a share-a-van system. Assigned to come into town, stays in area and provides service for people. Anchorage has a robust share a van program that has been going on for many years.

Leslie: BUMPS operates like this?

No, BUMPS has a specific route with pre-determined stops and days. In Ninilchik more flexible, when come into Kenai they go to Fred Meyer or Wal-Mart, time stops at those locations. Like a vanpool

Geographic assignments based on people's needs

What other services in immediate area besides CARTs and BUMPs?

A lot of agencies provide transportation such as the senior center,

Important to know which agencies do provide transportation internally

Leeshore center had a database they created every year, all kinds of services people could access. A lot to keep track of and keep updated.

"all types" to include inter-organizational coordination for vans, etc

Liasson person to keep agencies in the loop. A clarified agenda

Can wordsmith these next time as well

Was a committee, could get started again, Joyanna Geisler, Peggy Mullens

Could be coordinator only for transportation

Do we have anyone on the line who could work on gathering existing needs assessments out there? Reaching out to agencies and learning if they have a needs assessment - Kenneth

Resource list exists of those orgs

PCHS, Nikiski Senior Center, Ninilchik Tribe, Kenaitze Tribe provide services

## Priority



## Area Action Plan – Transportation

Funding - federal, state, AMHTA, borough, cities.

Someone gathering needs assessments can also inventory services offered  
Tim to organize mass meeting of transportation providers. Friend in cab business, has invested personally in accessible transportation. Tech to track vehicles

Maggie: gathering all available resources. Had a contractor, had a coordination meeting. That information useful? 5 years ago

This was for the CARTS plan

Some orgs won't offer any transportation. Some will have done needs assessment on transportation, not just for their own agency

Reentry coordinator

Dana: down 50% staff over here. Can be more involved when fully staffed. There is a plethora of funding that could cover at least a 1-year temporary coordinator position, assist us in best practices. Community Transportation Association of America provides best practices, focal point is small areas.

Jack to add emails to table document

Meeting ended at 12:20PM

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5.24.22 12PM – 1PM

Present:

Charlene Tautfest

Twyla Mundy

Leslie Rohr

Karen Martin Tichenor

Jennifer Beckmann

Jim Hamilton

Dana Paperman

Tim Navarre

Maggie Winston

Tech Facilitation by Jack Darling

TRUST is having public comment session in Kenai tomorrow. ILC coordinator will be speaking. 4:20PM login information. 3 minutes: Please state what the barriers are, and how TRUST can help.

Public meeting is in-person, can call in.



Any takers who would be willing to speak about transportation issues at the meeting? Tim will, in his role to seek funding for transportation coordinator

Tim: Had partial funding for transportation request, IL makes request. Was fully funded this year for all areas - had to share funding before. Less to do with MH funding - state funding.

Jennifer: It's FTA funds, does include MH funds.

Karen asks Twyla to speak - she agrees, may need some more context/ bigger picture, She personally has a friend affected by transportation barriers.

Karen: By end of meeting hope you will have more to speak on. I will try to attend as well  
Many organizations working for transportation access. We don't have a collective plan between all agencies to make sure our citizens can get from point A to point B. Correct?

Tim: Maybe more than A to B but also a fixed route, scheduled trips. Central pen, Soldotna got 90K, Seward and Homer smaller amounts. May be vouchers. Want to get Joyanna Geisler's take and plan with this.

Karen: Not yet seeing - Individual assessments of how the system is working or not working. Do organizations do their own assessments?

Tim: some looking at big picture, like the move to have fixed routes. Nikiski Senior Center got a new transit van.

Karen: Trying to get some other voices - Where from your perspective are the connections and where are the gaps. From my position, we need a mass transit across all areas. Not seeing that. What is your desire for this work?

Maggie: We had a transportation coalition meeting, and looked into what it would take to get a fixed route. Jennifer may know about follow up - there at least would be a report on some barriers. More complication that exists, making the possibility difficult.

Jennifer: A lot of it starts with the terminology. We've had 3-4 different studies. Fixed route was deemed not really sustainable. In addition, must run complimentary paratransit. So, having to run 2 routes at the same time. Complimentary paratransit is only for ADA qualified passes.  $\frac{3}{4}$  a mile outside of original route. There has always been alternatives to a fixed route. Can be deviated route, which are very complicated and don't always work well, and a time-stamp route where the vehicle comes to a destination point at a certain time, you catch it and get as close to your destination as you can. Not as many stops as a fixed route. Gets someone to major centers - Home Depot, Safeway. Another issue is ongoing funding for it. There is federal money, though that does require a match, usually 50:50 of local dollars. Other monies are used as match, such as DHSS, but can't be DOT or FTA money to match. 5310 and MH Trust fund that Tim is mentioning is very specifically for elderly and disabled people, others who don't qualify can't use. Difficult to mix money and cover the population you want to. With funds, who rides

## Priority



## Area Action Plan – Transportation

can be limited. Many challenges, in our plan it was set out that things would be done incrementally, 1<sup>st</sup> would be to reinstate weekend service. Had a program open to the public in Homer, reinstating that was a portion, and doing time stamp route between Kenai and Soldotna, a circular route. Budgeted 1-way, and bi-directional

Karen: Curious about a “road map” that would help with how to use funding to apply to meet needs and serve populations stopped by barriers.

Jennifer: In addition to that, it’s the eligibility for funds. We are the only entity on Peninsula eligible for 5311 funds. A few others are eligible for funds that Joyanna goes after, there are typically fewer applicants. What’s really needed is the match to leverage the federal dollars.

Karen: Tim have you identified where some of those matching funds could come from?

Tim: Yes, on the same page. Peninsula needs to find a way to get vans, vouchers. Kenaitze and Ninilchik systems all working together. There will be constraints, initial “that’s not allowed”. My model works with our legislative delegation to change the laws to add flexibility to the funding. In the past, City of Kenai, etc. used to fund CARTS. I believe the cities and borough will come to the table with funding to match as well as other opportunities. Part of this group’s role may have to help with this convening. What can we do outside the box to bring this all together. Bringing it back to how transportation barriers directly impact homelessness. Need to convene legislators and their staff to discuss changing laws to funding barriers. This is the kind of outside the box thinking that we need to do.

Twyla: Where is this assessment? If been done, don’t want to reinvent the wheel.

Karen: Kenneth on this group described access to this yet we haven’t seen that yet.

Leslie: I was a part of those meetings so I can see if I have access to those reports.

Tim: Alaska Community Transit

Leslie: Have you discussed the Kenaitze project coming up? [no] Saw an internal note that they are moving forward with a fixed route system. Limited information - may be limited to recipients of Kenaitze services getting to and from services.

Karen:

Leslie: when assessment was done (by CARTS) most people were out at the River center when we met, it was focused on the services that CARTS provides.

Karen: Not including ILC, etc.

Leslie, ILC was there. It was a transit development plan for CARTS

## Priority



## Area Action Plan – Transportation

Tim: One of the reasons our committee from the coalition is a perfect entity to bring people together. Other than the agencies that provide serviced and transportation, people want to get behind the issue of addressing homelessness issues in transportation. Mean to get everyone to the table, don't think there are really other entities aside from those already mentioned.

Karen: Has there ever been a meeting like this, across organizations? [no]

Tim: Need to remove large barriers (like legislation) - rather than changing the plan to move around existing barriers.

Karen: This needs to be a daylong meeting, bring lunch. Identify legislation and put words to what needs to take place.

Tim: perfect opportunity with the Trust meeting tomorrow. We could go to Foraker group and ask them to facilitate a meeting like that. A Coordinator would fit this role too. Do this meeting in August or September? May miss a funding window with FY23 funding decisions made in August. A lot of agencies have extra funds and can be reappropriated. With cooperation I think we will find solutions out of a funding year as we get started. Can talk to Alaska Community Foundation about sponsoring that, perhaps would pay for that facilitation. Boroughs could also support.

Leslie: KPHC is going to be a Foraker partner, as LoveINC is. We could probably get their assistance with that with minimal cash out.

Karen: Long range goal of a meeting gathering these individuals.

Leslie: A letter of interest to go out sooner than later, would do well to help us determine how soon we can make this happen.

Karen: Scheduling poll as Jack does?

Tim: find out when Foraker is available, learn who we can get to help. Then when send out invite, have dates when Foraker and leaders are available. This would give attendees more to chew on as they determine how to join.

Karen: Leslie, can you reach out to them? [Yes] Get a sense of how they can help and when they are available, can they offer scheduling poll.

Leslie: Do we need to be moving more immediately, like, for tomorrow's Trust meeting, or do we need to be more prepared?

Twyla: I think that, just as a citizen, we need to go and show presence, say we are working on a plan. We have ideas that have not come to fruition. Not sure how we do that but would be willing to sit down with you. A truly interested party better than no interested party.

Karen: Plan, while yet unwritten, is to connect all transit programs in some way. For all of us to be thinking, how to we put a 3-minute elevator speech together that says what we are about,





and how, in this case with Trust, were the frustration points are. How funding sources would help. Goal is that we have a Peninsula with a transportation system that is free-moving and gets people where they need to be. We're seeing too many neighbors literally left in the cold because they can't get to jobs or doctors appointments. We need this assessment that has been done. Tim/Jennifer, you have in mind who we want at these meetings? We want to be working on this list so we are ready to send Doodle poll

Jennifer: I think the place to start is with the current coordinated plan. Includes a lot of entities that provide transportation. Not all but many. Some used to provide transportation and don't any longer - yet are still around.

Karen: Hasn't been a comprehensive at the table, have been smaller groups but not comprehensive. Want to have former providers at table too.

Jennifer: You can bring people to the table but can't make them play.

Karen: I get that, I just want to be sure we are casting a wide net and that there is opportunity to be heard. Don't want someone down the road to not feel invited. Then, determine a venue once we know more about possible attendance. I think it needs to be in-person to be most effective

Leslie: And at a round table.

Karen: Notes, a picture/map of peninsula with current main road system on it. From there, the different agencies that are providing services can mark where they provide service. We will then see the literal gaps where no one is providing service. As well as where service is offered but gaps exist yet.

Coming up on an hour - is there anything you here today hoped we would get to that we have not. Nothing outstanding?

Karen will be connecting with Foraker group, as well as with Tim, Twyla and Karen will form an elevator speech. Need a letter of interest.

1PM close - Gather in 1 month - email in June about Foraker meeting.

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6.29.22 11:30AM

Began at 11:36AM

Attendees

Facilitated by Tim Navarre

Tech by Jack Darling

Brent Hibbert



Dana Paperman  
Maggie Winston  
Twyla Mundy  
Jennifer Beckmann

Tim goes over recent shared documents, offers to send  
Who will set up transportation meeting between everyone involved in transportation – a good place to start.

Nikiski sterling and K-Beach area. Brent? No connection.

What comes with fixed route is working with hubs – safeway, fred meyer, etc for a warm enclosure to wait. If buses run at certain time may need a taxi or bus voucher to make it. Logistics make this challenging. Price of fuel means we can't give a half mile ride or less.

Kenaitze wouldn't be starting a system if CARTS were working.

Do we have a contact person with Kenaitze? They're not opposed to other entities in the system.

Hoping in August, when we have a grad student who will work for the coalition.

Tim has been working with Trust to get coordinator.

News of Kenaitze fixed route falls well into our coordinated goals

Brandi Bell is the contact at the tribe.

Sending invites, setting a meeting. Zoom link, also in-person.

Distinction between KPB plan and this Homelessness strategic plan. Little knowledge about transportation involvement.

Brent: we have public transportation – CARTS, and KZenaitze starting the bus service. Was hoping this work and related work could get together with CARTS to see what's working and what's not working and figure it out. I think if CARTS was working we wouldn't have the fixed route beginning.

Twyla: I don't think the problem is with the system of CARTS but people not being able to afford it or it doesn't apply to their specific need or social group. Something that is a low barrier entry for all to use. Individuals don't have the finances or support to access previously existing systems.

Tim: Facilitate meeting between everybody., have the discussion. Help us find gaps, where improvement work is happening. Don't want to lose current transportation opportunities that exist.

## Priority



## Area Action Plan – Transportation

Will let Karen know committee is OK with moving forward with this. Borough could call a transportation meeting. We have money in our fund that could be used for that purpose. Don't know if the borough does and how long a grant takes.

Jennifer: The way transportation funding works, it's not one-size-fits-all. Coordinated plan is only directed toward one source of funds: those geared toward individuals with disabilities, older adults. Prioritizes related projects that use that particular funding. Public and tribal have their own funding pots. Coordinating them is a big task and there are match requirements, usually local money. Don't know what the Tribe's plan is, if they are doing a true fixed route or possible deviated route. There's a certain population that wants to be picked up door to door, the immediacy of a bus stop, still others who can't get to a bus stop. Putting the pieces together to make the system work. Agencies representing different populations and different needs. No matter what, is going to take a lot of different service options combined to make a system that works for everybody, or the majority of people. When talking about a borough-wide system, there's a lot of distance between – a lot of mileage without pickups.

Tim: I see a model where vehicles are tracked on GPS and someone can hop on when needed a ride. Maybe open seats can be tracked and filled. Different funding with different formulas – talk to congressional delegation about meeting the needed match. Tired of seeing empty vehicles drive by.

Meeting should include those who provide transportation but also to include those who use transportation

Maggie: I'm in support of that. What doesn't work frustrates everyone. The hope is if there's something we can do to address gaps, that's what the meeting is for.

Assembly chamber has zoom support, large capacity. Perhaps joint meeting between coalition and borough. Legislative delegation, or at least staff would attend.

Board will be the new leadership team, we decided to move forward with becoming an entity.

Adjourned 12:26PM