

Fairbanks North Star Borough Coordinated Transportation Plan FY2010 - FY2012



September 2009

"The vision for the transportation system of the Fairbanks North Star Borough is transportation for all throughout the Borough by the enhancement of a coordinated, multi-modal system."

INTRODUCTION

The Fairbanks North Star Borough is a second-class borough government incorporated in 1964. The Borough, a county form of government, covers 7,361 square miles of the Tanana River Valley of the interior region of Alaska. The Borough government resides in Fairbanks, Alaska. The Borough population is 97,970. Two first-class cities are located within the Borough's boundaries: North Pole with 2,183 residents and Fairbanks with a population of 34,540. There are also two large military installations within the Borough: Fort Wainwright Army Post and Eielson Air Force Base. These installations account for approximately one-fifth of the Borough's population. The Borough community also hosts the University of Alaska Fairbanks. More community background information may be accessed through: <http://co.fairbanks.ak.us/CommunityPlanning/CRC/>.

The Fairbanks North Star Borough's climate is sub-arctic. Summer temperatures average 55°F to 75°F, however temperatures can rise into the 90's. Winter temperatures average 8°F to -19°F, however short periods of -30°F to -60°F are possible. Winter brings consistent snow conditions from November through March.

In 1999 the United Way of the Tanana Valley studied the transportation services provided by non-profit agencies and the Borough. The study had two goals identified. First, to identify agencies and/or providers of transportation services in the Fairbanks North Star Borough. Second, to recommend a plan to develop a coordinated transportation system that would allow cooperating agencies to share and improve their current service levels at a reduced cost assuring equal access by enhancing mobility opportunity. The result of that study concluded the need for coordinated services to meet the growing transportation demand by seniors, disabled riders and the population involved in Welfare to Work.

In 2004, over 50 individuals representing non-profit agencies, businesses, local and state governments, faith community, military, and citizens met to discuss coordinated transportation. Community transportation providers and users were asked to define what coordinated transportation was. The responses included:

- Local agencies combine dollars and resources for transportation.
- Using all available resources.
- Awareness of services available.
- Safe, well maintained and clean.
- Courteous and well-trained drivers.
- Equal transportation standards.
- Service to and connecting with mass transit through hub locations.
- Faith-based partnership.
- Coordinated administration.
- Versatile – based on clients.
- Knowledge of clients served.

- Partnerships for funding.
- Sustainable.
- Pay where rider is able.
- Getting to the people year round.
- Getting them where they need to go.
- 24 x 7 services.
- Convenient, easy to use and affordable.
- Agencies gain – not lose – in services.

The outcome of these discussions was the formation of the Fairbanks North Star Borough Coordinated Transportation Advisory Group (refer to [Appendix A](#)). Their focus is to assure equal access to everyone by enhancing mobility opportunities through cooperation, the sharing of existing transportation resources, and pursuit of additional funding sources.

FEDERAL TRANSPORTATION LEGISLATION

On August 10, 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into federal law. This act authorized guaranteed funding for federal surface transportation programs over six years through Federal Fiscal Year 2009, including \$52.6 billion for federal transit programs.

Three programs are identified in SAFETEA-LU to address transportation needs of lower income persons, the elderly, and individuals with disabilities. These programs focus on the needs of transportation for disadvantaged persons and those with special transportation needs that cannot be met through traditional personal automobile or public transportation means. Funding for these services is handled through the following sources:

- Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310)
- Job Access and Reverse Commute Program (JARC, Section 5316)
- New Freedom Initiative (Section 5317)

SAFETEA-LU guidance issued by the Federal Transportation Administration (FTA) indicates that the public transit-human services plan should be a “***unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income laying out strategies for meeting these needs, and prioritizing services.***”

ASSESSMENT OF NEEDS

POPULATION ANALYSIS¹

The Fairbanks North Star Borough has experienced an average 10.3% population growth from 1990 to estimates for 2008, with estimated growth through 2018 remaining at 3% (Chart 1). While this continued growth appears manageable from a community planning perspective, it contains population sectors that stress the current availability of transportation services.

The long-range projections used within The FMATS Long Range Transportation Plan² show less capacity for new residential development and larger retail employment in the core urban area. However, the projections for the outlying urban areas show greater capacity for both residential and employment development. This will require greater emphasis in the long-term transportation support for outlying urban and rural areas.

One service group SAFETEA-LU looks at is low-income individuals and individuals moving off unemployment. These individuals generally do not have transportation alternatives. From passenger surveys on the Fairbanks Metropolitan Area Commuter System (MACS) fixed route service, over 32% of riders have no transportation alternative other than the local bus service.

The annual unemployment levels remain between 5.8% to 8.0%, averaging around 6.2% of the population. However, this group (averaging around 3,200 individuals of working age) requires transportation to access job training or new employment opportunities.

Chart 2 shows the increase in population of individuals with income below the federal poverty level. This group has increased by over 29% between 2000 and 2008. Low-income individuals that live long distances from fixed routes become dependent on more expensive, private transportation services paid for through local and state social service agencies. These paid services, such as through Medicaid and Unemployment Benefits, are subject to annual state or federal budgets and are limited in amount and time.

¹ Population information derived from the following sources:
U.S. Department of Commerce. United States Census. U. S. Census Bureau.
Alaska Dept. of Labor and Workforce Development, Research & Analysis Section
2005-2007 American Community Survey (ACS) - Fairbanks North Star Borough

² Kittelson & Associates. Fairbanks Metropolitan Area Transportation System Plan. Boise, Idaho, July 2005.

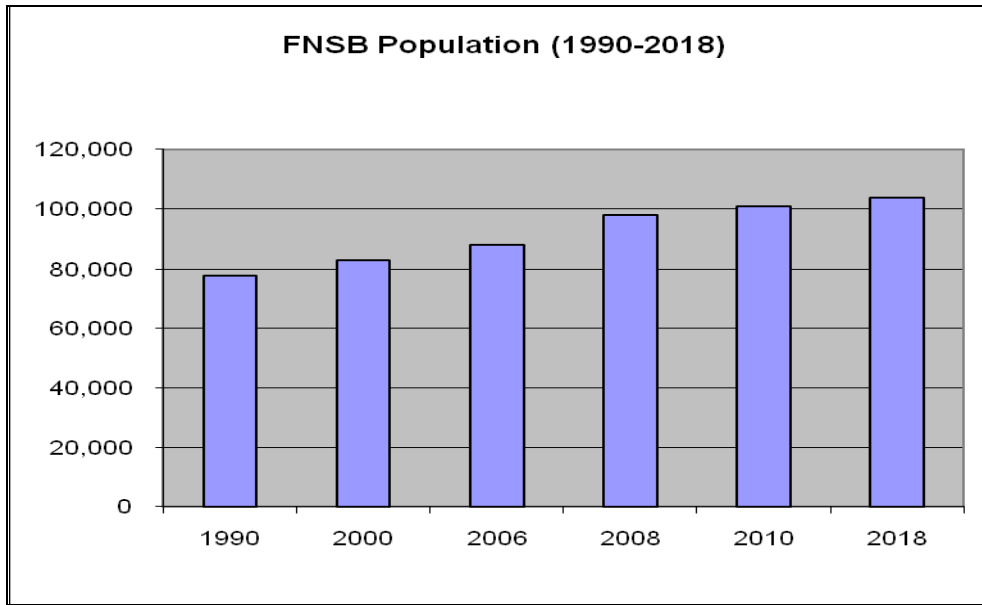


Chart 1.

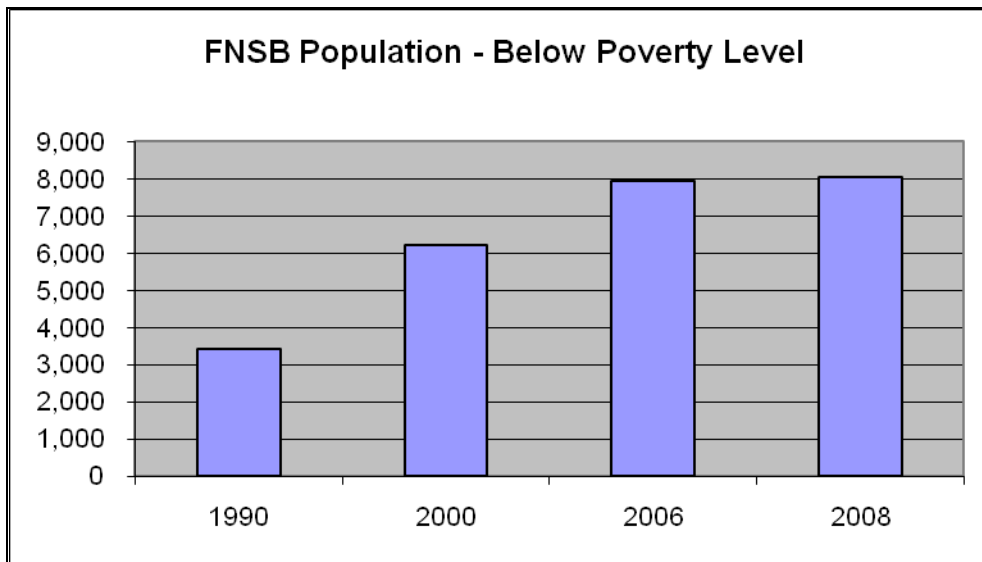


Chart 2.

Population figures for senior and disabled citizens in the Fairbanks North Star Borough have seen significant increases since 1990 (Chart 3). The population of seniors age 65 and older has increased over 47% since the 2000 census alone, while the population of disabled citizens 16 and older has increased by 24% during this same period. Efforts within the Fairbanks North Star Borough to develop better assisted living space for seniors are underway. This will allow more retirees the opportunity to remain in the borough.

Drivers age 75 and older are more likely to require alternative transportation due to loss of driving ability than any other age group. This age population also runs a higher risk of becoming disabled due to aging and a stronger dependency on other sources of transportation.

In a 2000 study by the McDowell Group, Inc.³, several significant conclusions were reached:

1. While the population of Alaska is projected to increase by one-third between 2000 and 2025, the number of Alaskans over age 60 will more than triple in that time. Seniors as a percent of the Alaska population will grow from 8% to 20% in the next 25 years.
2. The markets for services to seniors will similarly increase. Seniors will need three times or more the current levels of social and recreational opportunities, medical and personal care, appropriate housing, transportation, nutrition and other services.
3. Nine of ten seniors (92%) would like to remain in Alaska indefinitely.

The growth in the senior population is similar for the Fairbanks North Star Borough. The projected growth of seniors, age 65 and older, will approach 10% of the Borough population by 2018. Likewise, the markets for services to seniors will increase to meet this growing population.

This population increase in older age groups will intensify the elder driver issue. It is projected that, between 2000 and 2018, seniors age 75 and older will increase by 100% and seniors age 85 and older will increase by over 300%. With that growth in elder population numbers, an increase is expected in those with disabilities related to aging and a change in the life-needs of a new generation of seniors. The demand for alternative transportation will be that much more critical.

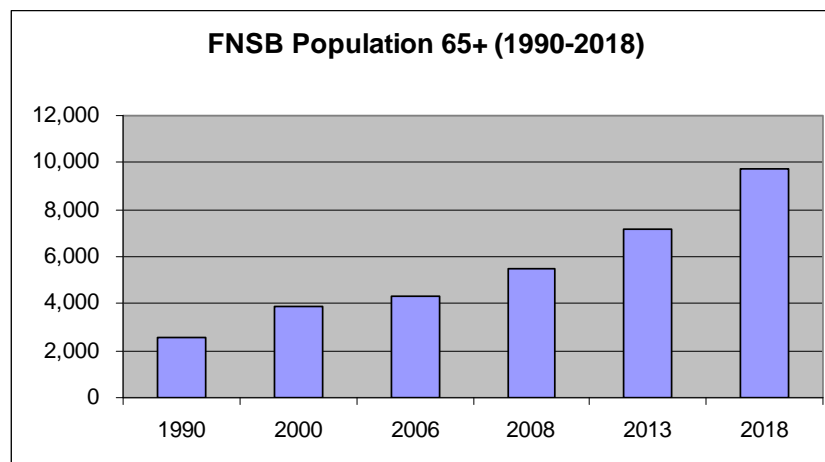


Chart 3.

³ McDowell Group. Issues Affecting the Economic Well-being of Alaska Seniors. Juneau, Alaska, December 2000.

INVENTORY OF AVAILABLE RESOURCES AND SERVICES

Forty-six agencies in the urbanized borough area provide service to clients with low income, seniors and people with disabilities. These agencies provide a variety of services to their clients, including providing or arranging transportation. In meeting the needs of these individuals, 45% of the agencies have their own transportation resources representing 70 of vehicles in varying configurations and age (refer to [Appendix B](#)). These include:

Public Transportation

MACS (providing mass transit services)
Van Tran (providing paratransit services)
Parks & Recreation (providing transit/paratransit services for activities)

Other Service Providers – potentially able to coordinated resources

Boys and Girls Club
Salvation Army
National Senior Service Corps (Alaska Community Services)
Fairbanks North Star Borough – MACS (fixed route)
Fairbanks North Star Borough – Van Tran (paratransit)
Fairbanks North Star Borough – Parks & Recreation
Fairbanks Resource Agency
North Star Council on Aging
Armed Services YMCA
Love, INC
University of Alaska Fairbanks

Other Service Providers – unable to coordinate resources at this time

Denali Center
Fairbanks Community Behavioral Health Center
Laidlaw
Local taxicab companies

Other Funders - provides funding for clients to obtain transportation services

Access Alaska
Fairbanks Counseling and Adoption
Health and Social Services – Public Assistance
Health and Social Services – Public Health
Health and Social Services – Office of Children’s Services
Interior Center for Non-Violent Living

Interior Community Health Center
Adult Learning Programs of Alaska

Other agencies either do not have a vehicle, do not provide funding for transportation or agency staff use their personal vehicle for clients.

TRANSPORTATION NEEDS ASSESSMENTS

Beginning in 2004, the Fairbanks North Star Borough Coordinated Transportation Advisory Group has annually surveyed and gathered data from human service agencies, for profit organizations, government agencies, and the public to ascertain the transportation service gaps in the borough. The following describes those efforts and some of the results.

Resource and Needs Survey

In 2004, the Coordinated Transportation Advisory Group developed a Transportation Resource and Needs Survey (refer to [Appendix C](#)). Of the 46 agencies dealing with lower income persons, the elderly, and individuals with disabilities, 33 agencies (72%) responded to the survey. Updates to the results were made in fall 2006. The significant findings showed the following information:

Ages of individuals being served:

18% 0 – 6 years

25% 7 – 17 years

31% 18-59 years

26% 60+ years

Number of clients needing transportation (monthly): 6,600⁴

61% of the clients live within the FNSB urbanized zone areas

69% of riders need assistance in using transportation, e.g. wheelchair lifts, PCA

46% of transportation service providers supply demand responsive service

53% indicate they would not be able to transport non-clients

70% rely on state and/or federal funding to provide transportation

88% do not charge for transportation

⁴ These numbers do not reflect student transportation services provided by First Student, and passengers carried by taxi services and faith-based organizations.

66% of clients have unmet transportation needs; 77% of these need transportation to utilize the services of the agency

Governor's Commission on Aging: The Future of Aging in Alaska

In mid 2005, the Governor's Commission on Aging established a report to be presented to the White House Conference on Aging on the needs of seniors in the coming decade. In the Fairbanks North Star Borough, a series of meetings were held to gather public input to this report. This report covered health and long term care, financial security, community resources, and social well-being. Within the topic of community resources was a concern for better transportation within the Fairbanks community including more flexibility and a wider range of area coverage. The primary complaint was transportation for seniors is fragmented and overly restricted. The recommendations for improving this service were two-fold:

1. Better cooperation between Van Tran (Fairbanks North Star Borough) and FNA (Fairbanks Native Association) and other transportation services, including a central dispatch point.
2. Transportation as a priority issue here – expand transportation opportunities beyond just the city limits.

Public Hearings on Transportation Needs

In December 2006 a public hearing was held to discuss the transportation service gaps in the Fairbanks North Star Borough and what strategies could be implemented to address those gaps. Representatives of 12 different agencies and the public attended to discuss their concerns and ideas on transportation. Discussions about service gaps included:

- Education of critical government offices (e.g. courts) to help them understand transit service availability when mandating court orders
- New routes to serve Sheep Creek, Goldstream, Farmer's Loop Road
- Need central resource for transportation information including how to use transportation and where transportation is available
- Better spots where the bus comes
- Better markings for bus stops
- Eliminate schedule gaps during lunch (90 minute)

In June 2007 representatives from Fairbanks North Star Borough Transportation, Fairbanks North Star Borough Community Planning, Fairbanks North Star Borough Assembly, Alaska Department of Transportation/Public Facilities, Alaska Community Services, Cold Climate Housing Research Center, Access Alaska, Love, INC, State of Alaska Legislative Office, Alaska Division of Vocational Rehabilitation, and Fairbanks Resource Agency met to discuss issues

and potential solutions on improved transportation services. Eight main concerns or outcomes were raised:

- Need for 2-3 projects to be completed in 1-2 years
- How to use 5311 funds and how to implement these projects
- Bus shelters and transit waiting areas
- Park N Ride
- Expansion of operating days and hours
- Reduced headway (waiting time between buses)
- Accessibility to bus stops especially during winter
- Improved senior transportation
- Help riders know where they are and what the next stop is
- Rider training and awareness is needed
- Funding for bus/vehicle replacement

In September 2008 a public meeting was held to discuss short term and long term efforts to improve transportation services. Twenty-five members from urban and rural communities discussed where transportation expansion was needed, what was working well and what can be better, what was missing from the plan, what would be important community transportation issues five years from now, and to review two proposals for short term improvements. Results from this meeting included:

- Transportation to outlying areas, such as Chena Hot Springs Road, Ester, Salcha and Goldstream Valley
- Bus service later in the evening to address late shift workers
- Less travel time on buses
- Implement mobility management to coordinate more transportation services

In August 2009 a public meeting we held to discuss unmet needs and possible solutions to those needs. Twenty members from non-profit agencies, private taxi services, government and public identified the following needs:

- Involvement of taxi companies to provide service at a fee affordable by low income riders
- An accessible taxi in the fleet
- True accessibility on all vehicles including no step for riders to climb
- Sidewalks and intersections clear of snow and ice in the winter
- Transportation available outside the urban area but within the borough
- Step stool for buses especially if the deployed ramp is too steep
- Having sufficient volunteer drivers
- Available carpooling and information for prospective carpoolers including safety, courtesy, etc.
- More hours of service on bus routes (late night) and service on Sundays
- Liability and insurance issues related to using other agency's vehicles

- Travel training on using the bus system
- Accessible bus stops
- Funding available to pay drivers
- Bus service through the south Cushman area, especially going by rescue mission instead of going down 23rd Avenue
- Medical appointments as a priority for rides especially for seniors and disabled riders
- Service in low population density areas
- Service to new industrial areas
- Replacing old vehicles
- Rural shuttle service
- Mini shuttle in Johansen retail area
- Medical shuttles service to hospital, clinics, FCBHC
- Scheduling seniors or other groups of individuals for medical appointments on certain days to increase efficient use of transit vehicles

SUMMARY OF GAPS IN TRANSPORTATION SERVICES AND INFRASTRUCTURE

From the survey results, public meetings, and reports from human service agencies the following general gaps in service are known:

- A more complete inventory of transportation resources is needed including operational costs of transportation services provided.
- A major service gap analysis using the current data as a baseline is needed based on the most current census and demographic data available.
- Greater education efforts including training individuals to use less expensive transit services such as fixed route systems and cross training of transportation drivers.
- Improvements in the current Metropolitan Area Commuter System (MACS) fixed route bus system including later hours, less wait time, and more stops.
- Additional transportation services for citizens living in the non-urbanized (rural) area of the Fairbanks North Star Borough.
- Increase outreach to businesses, agencies, faith based community and other organizations to raise awareness about transportation needs, available services and inclusion in coordinated transportation efforts.
- Greater coordination of existing transportation services

STRATEGIES TO FILL GAPS IN SERVICE

Long-term and short-term strategies have been identified to fill gaps in service and expand current services. The long-term efforts are defined by a series of goals and objectives describing the complete coordinated transportation effort that meets the requirements set by FTA.

Short-term projects are those intended to meet gaps in service over the next three years (FY2010 to FY2012).

PRIORITIZED SHORT-TERM PROJECTS

1. Complete Request for Proposal (RFP) to hire a mobility management consultant to complete a resource inventory, transportation service gap analysis and develop a Mobility Management Plan to take the local coordinated effort towards a one-call center. (Funding for this project has been secured)
2. Love, INC Transportation Program. Funds will be used to hire a part time program coordinator whose will oversee volunteer recruitment and training. The Love INC Transportation Program goals include: increase the number of drivers from 9 volunteers to 50 and provide volunteer training; form an Advisory Committee composed of Love INC drivers and transportation clients; incrementally increase the numbers of rides from 100 rides per month to 500 rides per month by the end of the one year grant period.
3. Accessible taxi vehicle will increase the quality of life of elderly residents and persons who experience disabilities by providing local accessible transportation that is currently unavailable to them due to either the locations of residents' homes, or the time of day transportation is needed. The Accessible Taxi Project (ATP) will fill transportation service gaps in our community by providing transportation twenty-four hours a day, seven days a week to residents living in a much larger geographic area than the public transportation's service area required by Americans with Disability Act (ADA) for paratransit services.
4. Provide for a replacement van for Fairbanks Resource Agency that will accommodate more wheelchair bound riders or up to 12-15 riders without wheelchairs. This proposal will increase the agency's ability to continue coordination efforts and to successfully address the unmet transportation needs of individuals with disabilities and frail conditions and to provide relief for Van Tran (the borough's paratransit service). As scheduling permits, the van would be available to provide transportation to non-FRA clients as well.
5. Establish separate, specialized shuttle services to provide transportation between medical services, shopping opportunities, and other topic oriented transportation needs. These shuttles would increase the access to medical appointments or provide better opportunities for individuals to access shopping services.

6. Improvements to the MACS bus service including expanded hours of service (later in the evening) and service on Sundays.
7. Purchase of rides by local agencies for MACS bus service, Van Tran paratransit service, or taxi companies.
8. Volunteer transportation. This program would provide stipends, training, coordination and promoting the use of volunteer drivers for appropriate transportation services.
9. Cross training of local drivers. Establish certified local trainers on topics of importance for transportation drivers including (but not limited to) defensive driving, winter driving, passenger assistance, drug and alcohol awareness, and how to use different transportation resources.

These prioritized projects work towards accomplishing the following short term goals:

1. Implementation of mobility management to better coordinate and provide services including maintaining resource inventories, establishing a one call center to identify available transportation options, and provide education, training and information on the use of existing transportation services.
2. Improve mobility opportunities for low income, elderly and/or persons with disabilities through expanded services outside of current transportation corridors within the urban area and establishing transportation services in rural areas to bring individuals into the urban area.
3. Invest in new, efficient and accessible vehicles to replace an aging fleet to facilitate implementing expanded transportation service opportunities in areas currently not being served.
4. Establish cooperative efforts with stakeholders including government agencies, non-profits, for profits, public and other entities to gather and share information on unmet transportation needs and to develop the agreements necessary to meet these needs with an emphasis on coordination and collaboration.

LONG-TERM GOALS AND OBJECTIVES

GOAL 1 To maximize transportation resources within the Fairbanks North Star Borough that meet the specific needs of all riders.

Objective 1.1: Annually identify transportation resources and rider needs.

The purpose of this objective is to gather resource information, cost options, government restrictions and rider needs that will allow a maximization of transportation options. This will be accomplished through several annual survey instruments.

Objective 1.2: Implement centralized scheduling and dispatch.

The purpose of this objective is to implement the essential elements of scheduling and dispatching of all participating coordinated transportation vehicles. This will be accomplished through automated software and electronics on-board all participating vehicles.

Objective 1.3: Develop and implement process to assist riders in identifying their specific transport options.

The purpose of this objective 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.

Objective 1.4: Ensure that passengers are transported on safe vehicles.

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

Objective 1.5: Develop and implement centralized data collection of performance measurements.

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

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

Objective 2.1: Establish requirements of participation.

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

Objective 2.2: Identify role of individual transit providers.

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

GOAL 3 To leverage funding opportunities that maximizes transportation resource utilization.

Objective 3.1: Establish reimbursable agreements for fixed and demand service.

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

Objective 3.2: Assist in obtaining funds for wheelchair accessible vehicles for private transportation businesses.

The purpose of this objective is to increase the wheelchair accessible vehicles operated by private transportation providers. This will be accomplished by seeking capital funds that will assist in the acquisition of wheelchair accessible vehicles.

Objective 3.3: Utilize coordinated transportation partnerships for vehicle replacement funding.

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

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

Objective 4.1: Inform community on opportunities created by coordinated transportation.

The purpose of this objective is to address the public awareness of transportation including:

- Public understanding of transportation issues in the Fairbanks North Star Borough;
- The relationship between economic, health, social, and government sectors and transportation, especially as it relates to seniors, disabled citizens and any “mobility challenged” citizen;
- Coordinated transportation efforts taking the role of mobility management within the Borough.

Objective 4.2: Identify increased economic benefits.

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

Objective 4.3: Identify increased quality of life benefits.

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

Objective 4.4: Encourage innovative public/private/individual partnerships.

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

Objective 4.5: Provide service information onboard all vehicles pertinent to rider needs.

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

Objective 4.6: Recruit active participation from people with special transportation needs in coordination efforts and planning.

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

Objective 4.7: Establish public relations and media campaign to educate the community.

The purpose of this objective is to expand community awareness and ridership within the Borough.

Objective 4.8: Develop strategic issues requiring legislative effort.

The purpose of this objective is to improve coordinated transportation efforts through cooperation between state government departments and legislative means to support non-profit transportation providers.

Appendix A - Coordinated Transportation Participants

AARP
Access Alaska
Alaska Housing Finance Corporation
Alaska Department of Labor – Job Service
Alaska Department of Transportation/Public Facilities
Adult Learning Program of Alaska (ALPA)
Arctic Alliance for People
Armed Services YMCA
Boys & Girls Club
Chief Andrew Isaac
City of North Pole
Denali Center
Fairbanks Community Behavioral Health Center
Fairbanks Memorial Hospital
Fairbanks Native Association
Fairbanks Native Association - Elders Program
Fairbanks Rescue Mission
Fairbanks Resource Agency
FNSB Assembly
FNSB Community Planning Department
FNSB Parks & Recreation Department
FNSB Public Transportation Advisory Commission
FNSB School District
FNSB School District H.I.R.E Program
FNSB Senior Advisory Commission
FNSB Transportation Department
FT. Wainwright Public Affairs
Governor's Committee on Employment & Rehabilitation of People with Disabilities
Health & Social Services – Division of Public Assistance
Health & Social Services – Division of Vocational Rehabilitation
Homeless Education Liaison
Interior Community Health Center
Jane Parrish Mediation Services
Laidlaw
Love, INC
Main Street Fairbanks
Morning Star Ranch
National Senior Service Corps – Alaska Community Services
North Star Council on Aging
Northern Region Geriatric Education Center
Parents, Inc.
Pioneer Home
Salcha Senior Center
Salvation Army
Santa Seniors Citizens
United Way of the Tanana Valley
University of Alaska Fairbanks - Center for Health & Counseling
University of Alaska Fairbanks – Transportation

Appendix B – Inventory of Vehicles

Agency	Make and Model	Year	Current Mileage	Diesel or Gasoline (D / G)	Seating Capacity	Wheelchair Accessible (Y / N)	# Wheelchairs
FNSB	Ford Collins	2005	97,554	D	9	Y	2
FNSB	Ford Collins	2005	92,060	D	9	Y	2
FNSB	Ford Collins	2005	81,457	D	9	Y	2
FNSB	Ford Collins	2005	80,369	D	9	Y	2
FNSB	Ford Collins	2005	86,159	D	9	Y	2
FNSB	Ford Collins	2005	88,757	D	9	Y	2
FNSB P&R	Ford E350	2000	58,000	G	12	Y	3
FNSB P&R	Ford E450	2001	25,000	G	14	Y	2
Denali Cntr	Dodge	1998		G	6	Y	2
Denali Cntr	Ford	2002		G	9	Y	4
IACNVL	Dodge Caravan	1999	12,000	G	7	Y	2
Boys & Girls	Chevy Van	1996		G	15	N	0
Salvation Army	Chevy Van	2000	71,000	G	15	N	0
Salvation Army	Toyota	2004	9,000	G	8	N	0
NSSC	Ford Eldorado - E Series	2003	39,940	G	7	Y	2
FRA	Chevy Lumina	1992	115,300	G	7	N	0
FRA	Chevy Truck	1992	116,250	G	2	N	0
FRA	Chevy Beauville	1993	127,280	G	12	Y	2
FRA	GMC Vandura	1994	65,000	G	12	Y	2
FRA	Chevy Rally Van	1995	91,594	G	7	N	0
FRA	Chevy 1 ton truck	1999	63,009	G	2	N	0
FRA	Ford Club Wagon	1999	85,249	G	12	Y	2
FRA	Dodge Maxiwagon	1999	50,795	G	12	Y	2
FRA	Toyota Camry	2000	66,281	G	5	N	0
FRA	Ford Taurus	2000	47,768	G	5	N	0
FRA	Ford Taurus	2001	49,134	G	5	N	0
FRA	GMC Crew Cab Pickup	2001	45,892	G	4	N	0
FRA	Dodge Caravan	2001	51,250	G	5	N	0
FRA	Ford Truck	2002	35,212	G	12	Y	2
FRA	Chrysler Voyager	2002	33,919	G	12	Y	2
FRA	Dodge Caravan	2002	46,012	G	9	Y	2
FRA	Ford F350	2003	15,764	G	12	Y	2
FCBH	Dodge Van	1990	94,000	G	14	N	0
FCBH	Ford Explorer	1992	74,000	G	5	N	0
FCBH	Chevy Blazer	1993	75,000	G	5	N	0
FCBH	Chevy Blazer	1994	70,000	G	5	N	0
FCBH	Ford Sport Van	1994	83,000	G	14	N	0
FCBH	Ford Aerostar	1995	13,000	G	2	N	0
FCBH	Ford Explorer	1997	60,000	G	5	N	0
FCBH	Toyota Corolla	1997	45,000	G	4	N	0
FCBH	Ford Explorer	1997	47,000	G	5	N	0
FCBH	Chevy Blazer	1998	55,000	G	5	N	0
FCBH	Chevy Van	2002	15,000	G	14	N	0

Agency	Make and Model	Year	Current Mileage	Diesel or Gasoline (D / G)	Seating Capacity	Wheelchair Accessible (Y / N)	# Wheelchairs
FCBH	Toyota Matrix	2003	24,000	G	4	N	0
NSCoA	Ford Eldorado - E Series	2003	50,000	D	7	Y	2
NSCoA	GMC Safari Van	1992	250,000	G		N	0
NSCoA	Dodge Grand Caravan	2006	3,000	G	5	Y	2
AFYMCA	Dodge Sprinter	2004	37,000	D	10	N	0
AFYMCA	Ford Expedition	2001	72,000	G	8	N	0
AFYMCA	Ford Taurus	1987	96,000	G	7	N	0
UAF	Thomas Transit Liner	1992	78,590	D	33	N	0
UAF	Ford Champion	2000	124,121	D	18	Y	1
UAF	Ford Collins	1994	278,246	D	11	Y	1
UAF	International Eldorado	2006	13,596	D	21	Y	2
UAF	International Eldorado	2006	14,537	D	21	Y	2
UAF	International Eldorado	2006	9,231	D	21	Y	2
UAF	Ford Eldorado	2006	27,761	D	13	Y	1
UAF	Ford Eldorado	2006	29,454	D	13	Y	1
Totals					552		57
Number of wheelchair lift equipped						29	
Number of non-wheelchair lift equipped						29	

Appendix C



Transportation Resource and Needs Survey FNSB Coordinated Transportation Advisory Group *A project of FNSB Department of Transportation – Coordinated Transportation*

Instructions: Please fill in the information below as best you can. If there are any answers that are not applicable to your agency, mark **N/A** beside the answer space. If you just don't know, mark your answer **D/K**. A surveyor will contact you regarding unanswered questions so that the survey is as complete as possible.

1. Indicate the type of services your agency provides your clients:

- | | |
|--|---|
| <input type="checkbox"/> Transportation Services | <input type="checkbox"/> Foster Care |
| <input type="checkbox"/> Shelter/Housing | <input type="checkbox"/> Drug/Alcohol Rehabilitation Services |
| <input type="checkbox"/> Health Care | <input type="checkbox"/> Child Care |
| <input type="checkbox"/> Counseling/Mental Health Services | <input type="checkbox"/> Adult Day Care/Day Hab/Respite care |
| <input type="checkbox"/> Case Management | <input type="checkbox"/> Employment Services |
| <input type="checkbox"/> Education/training | <input type="checkbox"/> Advocacy Services |
| <input type="checkbox"/> Emergency Care/Relief | <input type="checkbox"/> Income support/subsidies |
| <input type="checkbox"/> Utilities/rental assistance | <input type="checkbox"/> Food/meals |
| <input type="checkbox"/> Information & Referral Services | <input type="checkbox"/> Financial management |
- Other: _____

2. Approximately how many clients served by your agency need transportation services? (Give us whichever number you know)

Daily? _____ Monthly? _____ Annually? _____

What are the age groups of those clients needing transportation?

- | | |
|-------------------------------------|--------------------------------------|
| <input type="checkbox"/> 0-6 years | <input type="checkbox"/> 18-59 years |
| <input type="checkbox"/> 7-17 years | <input type="checkbox"/> 60 years + |

3. In which general areas do your agency's clients who need transportation services reside?

- | | |
|--|---|
| <input type="checkbox"/> Fairbanks (city wide) | <input type="checkbox"/> Chena Ridge Road |
| <input type="checkbox"/> Fairbanks downtown | <input type="checkbox"/> Chena Pump Road |
| <input type="checkbox"/> South Fairbanks | <input type="checkbox"/> Chena Hot Springs Road |
| <input type="checkbox"/> North Pole area | <input type="checkbox"/> Farmer's Loop Road |
| <input type="checkbox"/> Ester | <input type="checkbox"/> Goldstream Road |
| <input type="checkbox"/> Fox | <input type="checkbox"/> Goldstream Valley |
| <input type="checkbox"/> Moose Creek | <input type="checkbox"/> Badger Road area |
| <input type="checkbox"/> Salcha | Other: _____ |
- _____

8. What days and hours would your vehicles be available to participate in coordinated transportation?

DAY	START TIME	END TIME
<input type="checkbox"/> Sunday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Monday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Tuesday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Wednesday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Thursday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Friday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Saturday	_____ AM / PM	_____ AM / PM

9. What types of services do you offer?

- Demand response** - the type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time.
 Curb to curb Door to door
- Fixed route** - transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation.
- Deviated fixed route** - this type of transit is a hybrid of fixed-route and demand-response services.

10. Who trains your drivers?

- In House training program FNSB training program State of Alaska
 Other (explain): _____

11. Would your drivers also be available to transport non-client passengers?

- Yes No

12. How do you maintain your vehicles?

- In-house maintenance Contract maintenance services Use local mechanics

13. What are the funding sources for the transportation services you provide your clients?

- Collected fares from users
 - Local contributions Private donors Corporate donations Special Events
 - United Way UW agency Special UW grant
 - Local government City Fairbanks North Star Borough
 - State government DOT funding DHSS Other
 - Federal funding FTA/DOT DOL HHS USDE
- Other: _____

14. Do you charge your clients for transportation services? Yes No

If yes, how do you charge clients?

- At time of transportation Monthly or annual passes
 Membership Part of package of services

Other: _____

15. Do you pay your clients or other service providers to provide transportation for your clients?

Yes No

If yes, how do you pay?

- Provide tokens to clients Pay family members to transport
 Buy or help buy vehicles for clients Give cash or vouchers to clients
 Contract for rides w/ other agencies Other: _____

16. Do your clients require special equipment to use transportation? Yes No

What types?

- Wheelchair lifts On-board medical equipment
 Child seats Special safety or restraint equipment

Personal care attendant Other: _____

17. Do your clients routinely have transportation needs your agency can't meet? Yes No

18. Do the clients your agency serves need transportation services in order to participate in your

program? Yes No If yes, what kind of services?

- From home to day programs
 From home to training
 From home to agency based employment
 From home to community based jobs
 From home to health care / counseling appt.
 From home to recreational activities

- From agency to health care /counseling appointments
 From agency to recreational activities
 From agency to training
 From agency to community based jobs
 From agency to other essential human services

Other: _____

19. What are the hours and days of the week your agency's clients need transportation?

DAY	START TIME	END TIME
___ Sunday	_____ AM / PM	_____ AM / PM
___ Monday	_____ AM / PM	_____ AM / PM
___ Tuesday	_____ AM / PM	_____ AM / PM
___ Wednesday	_____ AM / PM	_____ AM / PM
___ Thursday	_____ AM / PM	_____ AM / PM
___ Friday	_____ AM / PM	_____ AM / PM
___ Saturday	_____ AM / PM	_____ AM / PM

General information:

Name _____ Title _____
 Agency _____
 Phone _____ Email _____

Please fax your survey to 459-1004 c/o David Leone or mail to:

David Leone
 FNSB Transportation Department
 P. O. Box 71267
 Fairbanks, AK 99707

Thank you for taking the time to assist the development of coordinated transportation in the Fairbanks North Star Borough.