



January 21, 2010

Governor's Coordinated Transportation Task Force

Camille Ferguson

CTTF member representing Transportation Providers that receive federal funding available to Indian Tribes

Administrative Order 243

Governor's

Coordinated Transportation Task Force

- Study and make recommendations on how the state can coordinate to provide cost-effective, community based transportation services to persons with special needs.



Persons with Special Needs

- Persons with disabilities
 - physical and developmental disabilities, mental illness, traumatic brain injury, dementia and/or substance abuse problems
- Senior citizens
- Preschool children participating in a head start program
- Public school students
- Low-income individuals, including those receiving public assistance or Medicaid
- Those without access to existing, workable transportation opportunities

Persons with Special Needs

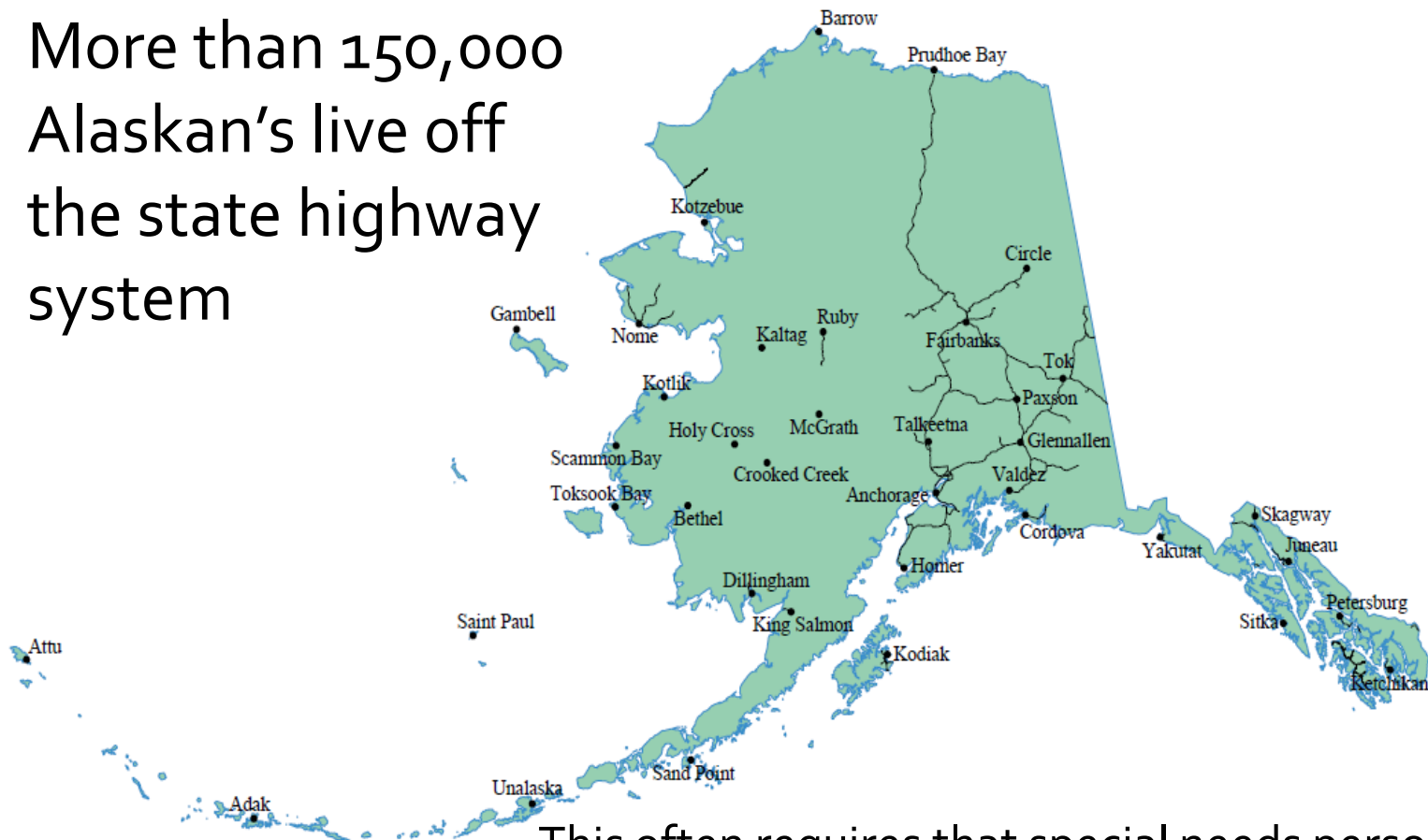
**More than 25 percent*
of Alaska's total population is estimated to be comprised
of persons with special needs**

	Alaska census 2008	Poverty Status – adults	Poverty Status – children under 18	Seniors over 60	Civilians with a disability	Veterans with a disability	Homes on public assistance
Total	686,293	37,370	19,854	77,608	78,893	17,223	44,907

**Statistics to identify the exact numbers of this population are not possible. These numbers may reflect duplicate counts, but they are also probably not comprehensive.*

Persons with Special Needs

- More than 150,000 Alaskan's live off the state highway system



This often requires that special needs persons must travel long distances to receive care and services.

Alaska's transportation providers

Transportation providers in Alaska are the link:

- to jobs,
- to medical appointments,
- to school events, and
- To social events ...

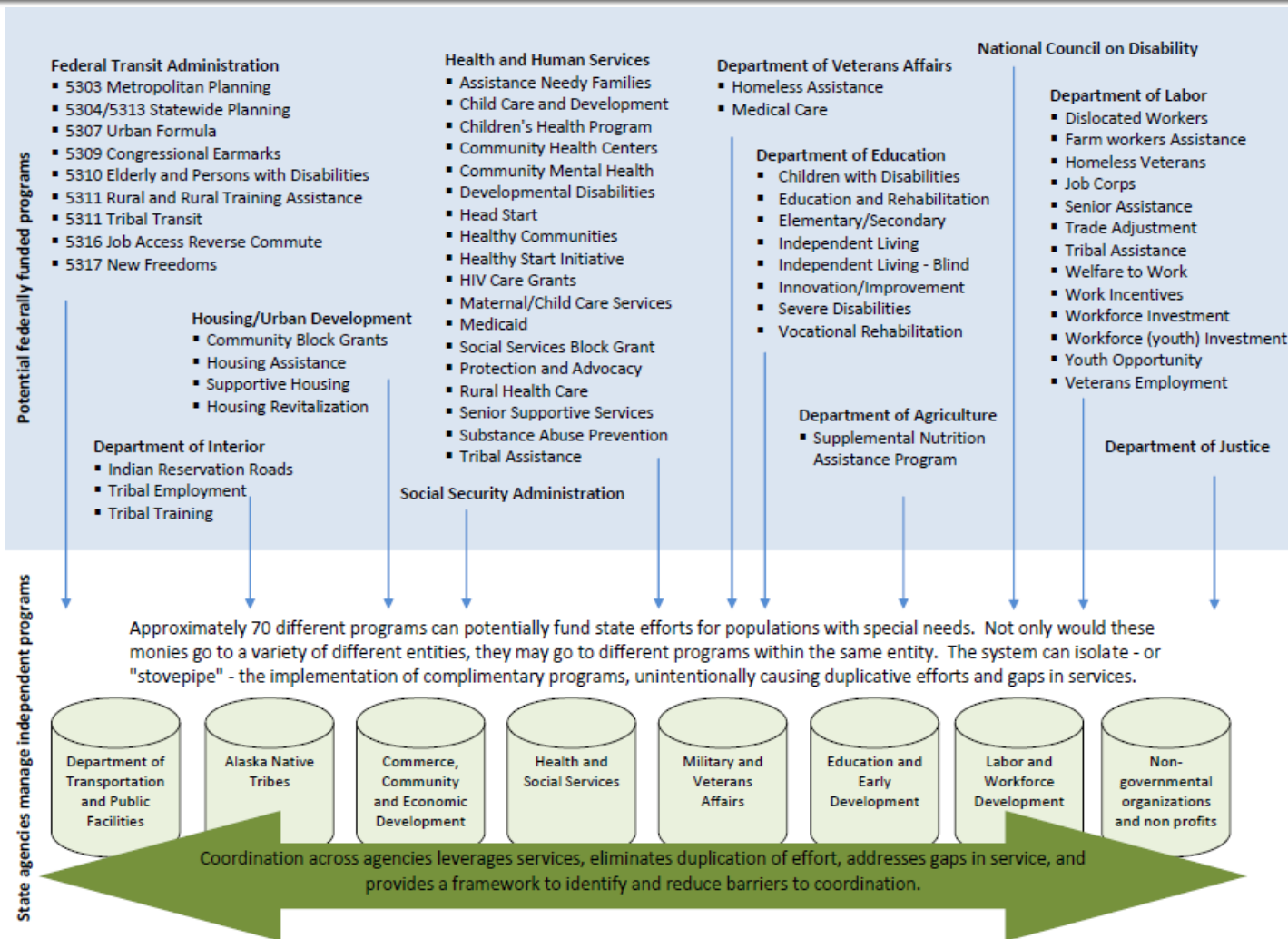
all of which increase the quality of life.



Who provides human service transportation?

- Providers - non profits, for-profits, large and small
- Cities and Boroughs
- Advocacy organizations
- Senior Centers
- Moms and dads, children and grandparents
- Probably many others

Who supports human service transportation?



Graph 1: Illustration (only) of how coordination can leverage multiple related efforts.

Coordination is:

- The efficient and effective use of local, state and federal transportation resources ,
- Working together across sectors to broaden transportation options, and
- Ensuring the connectivity between them.

Coordination is

- For the populations in question...

“their highway”



Members

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Administrative Order 243 Tasks

1. Identify state, federal, and local government agencies and private entities ;
2. Identify barriers to coordination;
3. Recommend the removal of barriers;
4. Propose changes in statutes or regulations;
5. Develop mechanisms and incentives to coordination;
6. Identify available financing;
7. Develop a mechanism to ensure that services for persons with special needs in this state are coordinated and services are evaluated.



At work in Anchorage

Process

- Completed all seven tasks
- Conducted five face-to-face meetings
 - Juneau, Anchorage, Bethel, Anchorage, Fairbanks
- Held six webinars / teleconferences
- Shared resource information
- Conducted public comment period

Alaskans participate in CTTF processes



Recommendations

The CTTF recommends that the State of Alaska:

1. Enact a statute to **institutionalize and require coordination** of community-based transportation services that utilize state and federal grant funding.
2. Make **specific state funds available to support operational expenses** for human-service public transportation projects and providers (which in turn can be identified as match for additional federal funds) during its annual appropriation process.
3. Enrich and enhance the human-service public transportation coordination planning processes by **revising and updating coordination planning guidance** documents and **providing increased technical assistance**.
4. **Fund and conduct a statewide needs assessment** of Alaskans with special needs to clearly identify the scope of the transportation need.



Recommendations

Other draft recommendations of an operational level have been proposed by the group and are being maintained as draft, pursuant to more study and public involvement.

CTTF observations

Recommendations are consistent with and support initiatives and priorities of the

- Alaska State Plan for Senior Services 2008-2011
- State Independent Living Council
- Alaska Mental Health Trust Authority
- Healthy Alaska 2010
- Governor's Council on Disabilities and Special Education 2006 - 2011



CTTF observations

- Coordination does not result from recommendations alone; rather, coordination results from a cultural change.



CTTF observations

- An effective service delivery system requires an infrastructure that sustains coordination.



CTTF observations

- Alaska's predominantly rural environment makes human service public transportation challenging and absolutely essential to Alaska's quality of life.

Discussion

