

**Coordinated Transportation and Vehicles****FY2006 Request: \$500,000**  
**Reference No: 30648****AP/AL:** Appropriation  
**Category:** Transportation  
**Location:** Statewide  
**House District:** Statewide (HD 1-40)  
**Estimated Project Dates:** 07/01/2005 - 09/30/2006**Project Type:** Equipment  
**Contact:** John MacKinnon  
**Contact Phone:** (907)465-3900**Brief Summary and Statement of Need:**

Competitive grants for coordinated transportation services for Mental Health Trust beneficiaries whenever possible, or purchase of vehicles for beneficiaries where coordinated services are not yet available or appropriate. Performance Measure: Increase ridership of beneficiaries. This project contributes to the Department's Mission by improving the mobility of people and goods.

<b>Funding:</b>	<b>FY2006</b>	<b>FY2007</b>	<b>FY2008</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>Total</b>
GF/MH	\$100,000	\$250,000	\$250,000	\$250,000			\$850,000
MHTAAR	\$400,000	\$150,000	\$150,000	\$150,000			\$850,000
<b>Total:</b>	<b>\$500,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700,000</b>

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input checked="" type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**

Vehicles will be purchased with the proviso that if a coordinated system becomes available within the usable life of the vehicle it shall be used in the coordinated system. FY2005 - \$650,000; FY2004 - \$825,000; FY2003 - \$300,000; FY2002 - \$400,000; FY2001 - \$500,000; FY2000 - \$300,000; FY1999 - \$300,000.

**Project Description/Justification:**

These funds are for capital projects designed to increase the mobility of Alaska Mental Health Trust beneficiaries—those Alaskans experiencing mental illness, developmental disabilities, chronic alcoholism with psychosis, or Alzheimer's disease or related dementia, as defined by the Trust.

This funding is granted to private nonprofit and public transportation providers through a competitive grant process, in conjunction with the State's FTA (Federal Transit Administration) Section 5310 Elderly and Persons With Disabilities Program and its Public Transportation Social Service Van Replacement & Capital Support Program.

- ? A Request for Proposals is issued.
- ? Grant applications are initially screened by Department of Transportation and Public Facilities (DOT&PF) staff
- ? Grant applications are then evaluated by a Proposal Evaluation Committee comprised of representatives of state-level agencies involved in social services transportation.
- ? The Proposal Evaluation Committee makes funding recommendations to DOT&PF.
- ? DOT&PF makes final funding determinations, based upon the Committee's recommendations.

Funds are largely used to support coordinated community transportation systems because these systems maximize availability of accessible and affordable rides for the beneficiary groups. They do this through operational efficiencies and State of Alaska Capital Project Summary Department of Transportation and Public Facilities

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arrangement of existing resources to maximize leveraging of new resources for transportation services. In addition to helping beneficiaries, each community transportation system serves as an economic engine for the community -- more people can get to job interviews, job training and jobs, while employers find it easier to obtain and keep dependable employees.

Funds are also used for more limited coordinated services and for noncoordinated client transportation, where coordinated systems do not exist, are inappropriate or cannot yet meet particular beneficiary needs. Vehicles are usually purchased with the proviso that, if a coordinated system becomes available within the usable life of the vehicle, the vehicle will be included in the system.