

VALDEZ COORDINATED COMMUNITY TRANSPORTATION PLAN 2016



© Juan Carlos Ruiz 2009

Bay of Valdez (Alaska)

Valdez, Alaska

TABLE OF CONTENTS

Introduction.....	3
Community Information.....	3
Location.....	3
Population.....	5
History.....	8
Transportation.....	8
Assessment of Available Resources.....	14
Coordination Working Group.....	14
Members of Coordinated Group.....	15
Process.....	17
Assessment of Transportation Needs.....	17
Gaps in Service.....	19
Goals and Strategies.....	20
Goal One-Clients.....	20
Goal Two-Eligible Individuals.....	23
Priority of Projects.....	26
Projects and Priorities FY 17.....	26
Long-term Projects.....	26

TABLES, FIGURES AND ATTACHMENTS

Community of Valdez Map.....	4
Table 1: Climate Data.....	5
Table 2: 2010Valdez –Cordova Senior Population.....	6
Table 3: Senior Alaskan Growth.....	6
Table 4: Valdez Senior Population.....	6
Table 5: Valdez Disability Population	7
Table 6: Valdez-Cordova Disability Population.....	7
Table 7: Valdez Population.....	8
Table 8: Alaska Native-Valdez/State of Alaska Population.....	8
Table 9: Harborview Facility.....	10
Table 10: Yellow Cab fee chart.....	10
Table 11: Rides given 2011-2015.....	12
Table 12: 2010 Valdez-Cordova employment chart.....	13
Table 13: Prince William Sound area map.....	17
Table 14: 2010 Valdez Poverty Census.....	18
Table 15: Valdez Population mode of transportation.....	18
Table 16: Valdez-Cordova income.....	18
Table 17: Household Type.....	19
Table 18: 2015 US Dept of Health and Human Services Poverty Guidelines.....	19
VCCTC Meeting Attendee Signature Page.....	attachments

I. INTRODUCTION/EXECUTIVE SUMMARY

The Valdez Coordinated Community Transportation Committee (VCCTC) was formed in 2007, with the assistance of DOT and the City of Valdez. VCCTC now consists of individuals representing different service provision agencies and community groups. The common interest was to provide transportation services for people with special needs (e.g., health issues/disabilities, senior citizens). VCCTC's role in this effort is to effectively utilize the resources available in Valdez to provide needed transportation to the identified populations.

Due to the VCTCC members' determination, the identified populations are able to obtain services from these agencies and community groups. Persons who utilize this low cost transportation option, have increased likelihood of improved overall quality of life. The groundwork stage was the development of the transportation plan. The on-going cooperation between agencies and community groups has solidified the success of the transportation services. This collaboration continues with quarterly meetings of the VCCTC (either in person or by teleconference), emails and agency meetings within the Valdez community.

II. COMMUNITY INFORMATION

Location

Valdez-Cordova Census Area is located in southern Alaska, Adjacent to Yakutat Borough, Kenai Borough and Southeast Fairbanks Census Area. As a portion of the Unorganized Borough, it has no official borough seat. A land area of 34,240 square miles encompasses 9,636 residents. As the two largest communities in the census area, both have achieved some notoriety in recent years. Valdez is largely known for its oil port and as the site of the 1989 Exxon Valdez oil spill. Cordova for its place as an American fishing hub, half of all households in Cordova have a family member involved in the local fishing industry. Several nationally protected areas populate the region, including Alaska Maritime National Wildlife Refuge, Chugach National Forest, Tetlin National Wildlife Refuge and Middleton Island.

The city of Valdez, Alaska is a small, isolated community. The nearest town by road is Glennallen located 117 miles away. Valdez is over 300 highway miles from both Anchorage and Fairbanks. The land miles within the city limits of Valdez (277 miles) are roughly the same amount as New York City (305 miles). There are 0.3 persons per square mile in the Valdez area, compared to New York City, with 27,000 per square mile.

The Valdez city limits is twenty-two miles away from the city's central business district.

Valdez boasts heavy winter snowfall totals that average around 325.6 inches per year, and rainfalls that average about 67.41 inches per year, both with periodic high winds.

According to the National Climatic Data Center, Valdez is often considered the snowiest

town in the United States. The first snow fall can occur as early as September, and end as late as May. According to the U.S Climate Data site <http://www.usclimatedata.com/climate/valdez/alaska/united-states/usak0258> Valdez's average January temperature is 28°F and 61 °F in August. Valdez's average rainfall is reported as 6.57 inches in January and 7.28 inches in August.



Climate data for Valdez, Alaska													
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Record high °F (°C)	46 -8	52 -11	57 -14	68 -20	78 -26	86 -30	85 -29	82 -28	74 -23	64 -18	50 -10	54 -12	86 -30
Average high °F (°C)	26.6 (-3)	30 (-1.1)	35.8 -2.1	44.4 -6.9	52.9 -	59.4 -15.2	62.3 -	60.8 -16	53.3 -11.8	43 -6.1	32.7 -0.4	29.1 (-1.6)	44.2 -6.8
Average low °F (°C)	17.2 (-8.2)	19.6 (-6.9)	23.8 (-4.6)	30.9 (-0.6)	38.6 -3.7	45 -7.2	48 -8.9	46.4 -8	40.9 -4.9	33.4 -0.8	23.9 (-4.5)	20.2 (-6.6)	32.3 -0.2
Record low °F (°C)	-20 (-29)	-23 (-31)	-6 (-21)	5 (-15)	19 (-7)	31 (-1)	33 -1	32 0	25 (-4)	8 (-13)	1 (-17)	-15 (-26)	-23 (-31)
Avg Precipitation inches (mm)	6.02 -152.9	5.53 -140.5	4.49 -114	3.55 -90.2	3.08 -	3.01 -76.5	3.84 -	6.62 -168.1	9.59 -243.6	8.58 -217.9	5.51 -140	7.59 -	67.41 -
Average snowfall inches (cm)	57 -144.8	51.8 -131.6	50 -127	19.4 -49.3	1.2 -3	0 0	0 0	0 0	0.4 -1	11.5 -29.2	38.8 -98.6	67.6 -	297.7 -
Average precipitation days (≥ 0.01 in)	17.1	14.8	15.3	14.2	16.6	15	16.9	17.3	20.6	19.1	15	17.9	199.8
Average snowy days (≥ 0.1 in)	11.8	10.3	11	6.8	0.6	0	0	0	0.2	4.9	11.2	13.6	70.4

TABLE 1:

Population

As of July 2014, the State of Alaska estimated the total population of Valdez to be 4,032. The Valdez population density is 14.41 people per square mile, which is much higher than the state average density of 1.07 people per square mile and is much lower than the national average density of 81.32 people per square mile. The most prevalent race in Valdez is white, which represents just over 80 percent of the total population.

Valdez is the home of several human services and non-profit agencies which provide various supports and services for seniors, people with disabilities, low-income, and native populations. Both the City of Valdez and the community, as a whole, continue to show consistent support of these agencies and the individuals they serve.

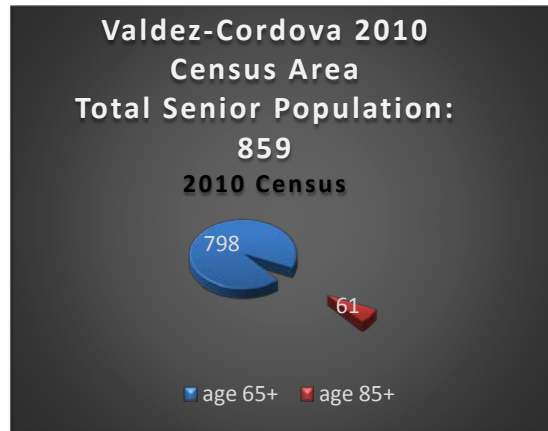


Table 2

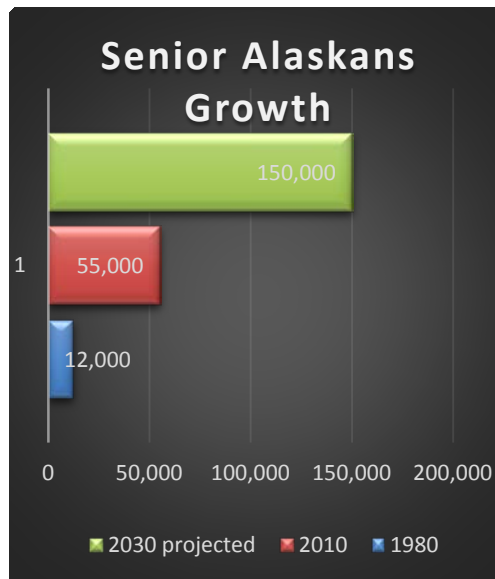


Table 3

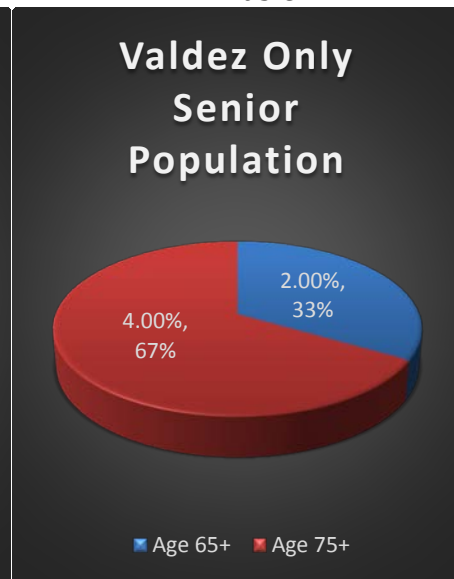


Table 3

Valdez, Alaska is considered a rural community with very limited transportation options. The city, with a population of 4,032 residents is nestled between an ocean and mountains (State of Alaska 2015 population determination).

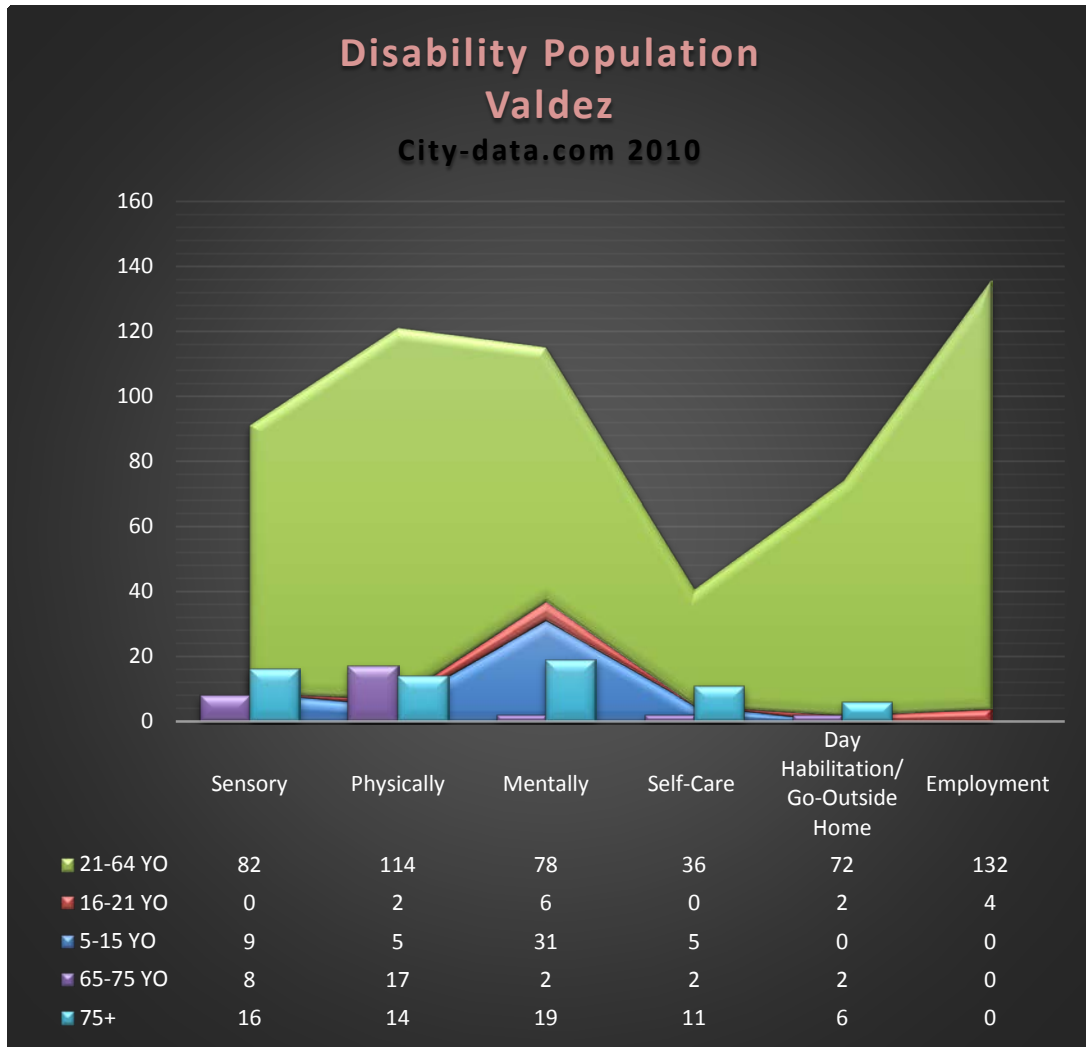


Table 5

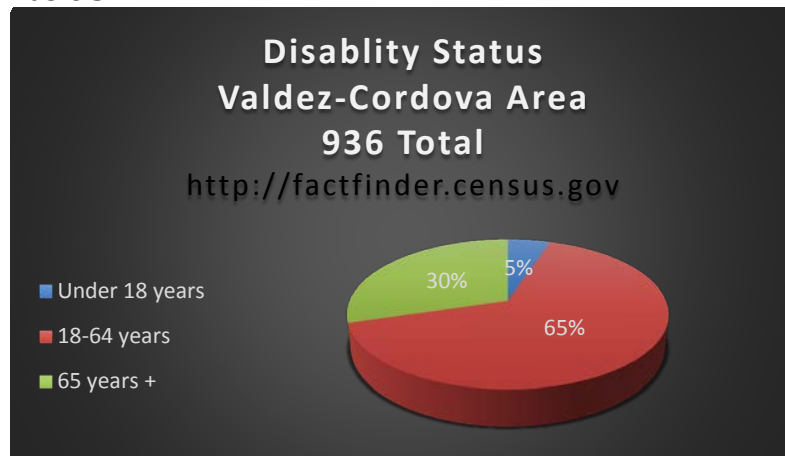


Table 6

Valdez Population Breakdown By Race

Race	Valdez	Alaska	National
Caucasian	79.76%	67.21%	74.17%
African American	0.30%	3.41%	12.56%
Asian	0.45%	5.34%	4.81%
American Indian	10.90%	13.92%	0.82%
Native Hawaiian	0.18%	1.04%	0.17%
Mixed race	5.22%	7.99%	2.68%
Other race	3.18%	1.10%	4.79%

Table 7

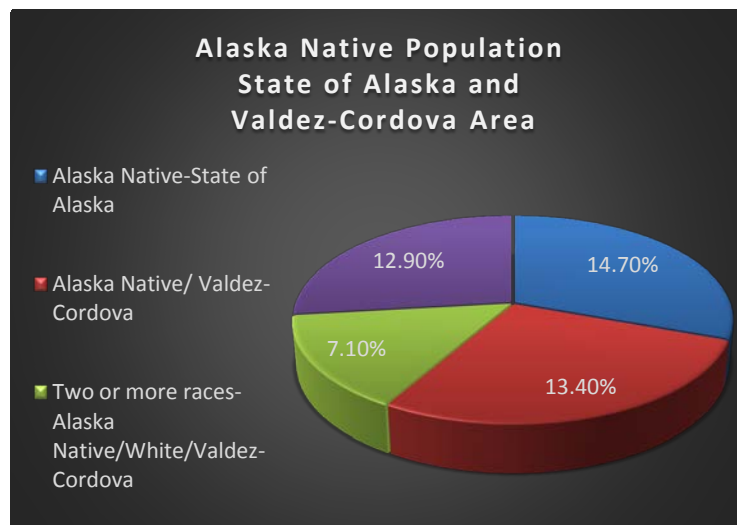


Table 8

HISTORY

With a claim to the North American Pacific Northwest dating back 250 years and fearful of Russian and British encroachment, Spain sent Salvador Fidalgo to explore the region. Finding no presence of encroaching nations, Fidalgo's expedition took him from modern day Vancouver up through Alaska. There, Fidalgo traded with natives in what would become the Valdez-Cordova Census Area. Reasserting the Sovereignty of Spain, Fidalgo named Valdez after Spaniard Antonio Valdez Y Fernandez Bazan and Cordova after Luis de Cordova Y Cordova.

The town of Valdez was established in 1898 as a debarkation point, with an excellent ice-free harbor, for men seeking a route to the Klondike gold region. It was originally called "Copper City" but the name was changed when the Valdez post office was established in 1899. Valdez soon became

the supply center of its own gold mining region. The population was 315 in 1900; 810 in 1910; 466 in 1920; 442 in 1930; 529 in 1939; and 554 in 1950.

Valdez is located on a wedge of flat land on the north shore of Port Valdez, a deep-water fjord, and is a 305-mile road trip east of Anchorage and 364-mile drive south of Fairbanks. Valdez's location in Prince William Sound makes it an outdoor paradise. Within a few blocks of the downtown area Mineral Creek Trail heads to mining ruins in the mountains and Shoup Bay Trail skirts Port Valdez to views of glaciers.

Kayaks can be rented in town and drop-off services can be arranged for overnight paddles in calm inlets and fjords nearby. Anglers arrange charter fishing trips in the Small Boat Harbor while others book tour boat cruises to see Mears Glacier and Columbia Glacier, the second-largest tide-water glacier in North America with a face as high as a football field. Thanks to those steep Coastal Mountains, daredevil enthusiasts can go whitewater rafting on the Lowe River through the impressive Keystone Canyon in the summer and heli-skiing and ice climbing in the winter.

The heart of Valdez, like so many other coastal towns in Alaska, is its small boat harbor clustered along its waterfront. From there, the town stretches about a dozen walkable blocks back toward the mountains and Mineral Creek Canyon while nearby Egan Drive, Valdez's equivalent to Main Street, turns into the Richardson Highway and heads north for Thompson Pass. Scattered through the downtown area is a wide range of restaurants, accommodations, museums and Prince William Sound College. Visible across the inlet from town is the Trans-Alaska Oil Pipeline Terminal from which a significant portion of the nation's domestic oil supply is shipped.

The original town site was located on the distributary delta of Valdez Glacier, and was severely damaged during the 1964 Good Friday earthquake. Valdez's darkest moment was the Good Friday Earthquake in 1964 when the ensuing tsunami destroyed the waterfront. Valdez was rebuilt on more stable bedrock 4 miles to the west. Valdez flourished during the construction of the Trans-Alaska Pipeline in the 1970s. Valdez maintains a strong, diversified economy today supported by the oil industry, transportation, commercial fishing, tourism and health care.

There is a long history of the City of Valdez and community support for people with disabilities and other vulnerable individuals. Valdez was the home of Harborview Developmental Center, which was the State institution for persons with developmental disabilities. Due to the age of the facility and changing care paradigms the facility was closed in the late 1990s. Several of Harborview's former residents still live in Valdez and are an active part of the community. With Harborview



Developmental Center as the early foundation, the human services community developed a close-knit and cooperative atmosphere.

Valdez is at the beginning of the Richardson Highway and the only road in and out of Valdez. There is one airline (Ravn Alaska) which provides regular commercial air service to and from Anchorage, Alaska. The weather in Valdez is unpredictable and often commercial flights are cancelled.

VALDEZ YELLOW CAB PRICE LIST:	
Please, no checks written to Valdez Yellow Cab, Thanks	
Anywhere in town	\$7.00
Zone 2	\$10.00
South Central	\$14.00
Airport	\$14.00
Glacier Campground	\$17.00
Mark's Repair	\$14.00
Ball Park	\$17.00
Robe River	\$18.00
6 Mile	\$20.00
Alpine Woods	\$24.00
Petro Star	\$22.00
Solomon Gulch	\$24.00
Blueberry Hill, Cottonwood Sub., and Homestead Road	\$10.00
Homestead Rd. to Airport	\$15.00
Alyeska Terminal	\$25.00
2 people	\$15.00 each
3 people	\$13.00 each
4 people or more	\$11.00 ea.
\$3.00 for each additional person	
\$3.00 for additional stop	
<i>Children under 12, accompanied by an adult-free</i>	
<i>Deliveries are the base fare, plus \$4.00</i>	
<i>Jump starts are the base fare, plus \$10.00</i>	
<i>Waiting time is \$.50 per minute</i>	

Table 10

The Alaska Marine Highway system ferry previously ran two days a week in the winter and seven days a week in the summer between the communities of Prince William Sound. However, the State's fiscal situation is necessitating significant cuts to this transportation link beginning in 2016.

The only other form of general transportation in Valdez is the local taxicab company (Yellow Cab). The taxicab company runs 24/7, 365 days a year. Yellow Cab one way fares range from 7 dollars a ride for in-town rides to 24 dollars to the city limits of 10 mile. These prices make difficult for some individuals to utilize this option.

Connecting Ties, Inc.'s starting point was a plan developed based on a Coordinated Resource model.

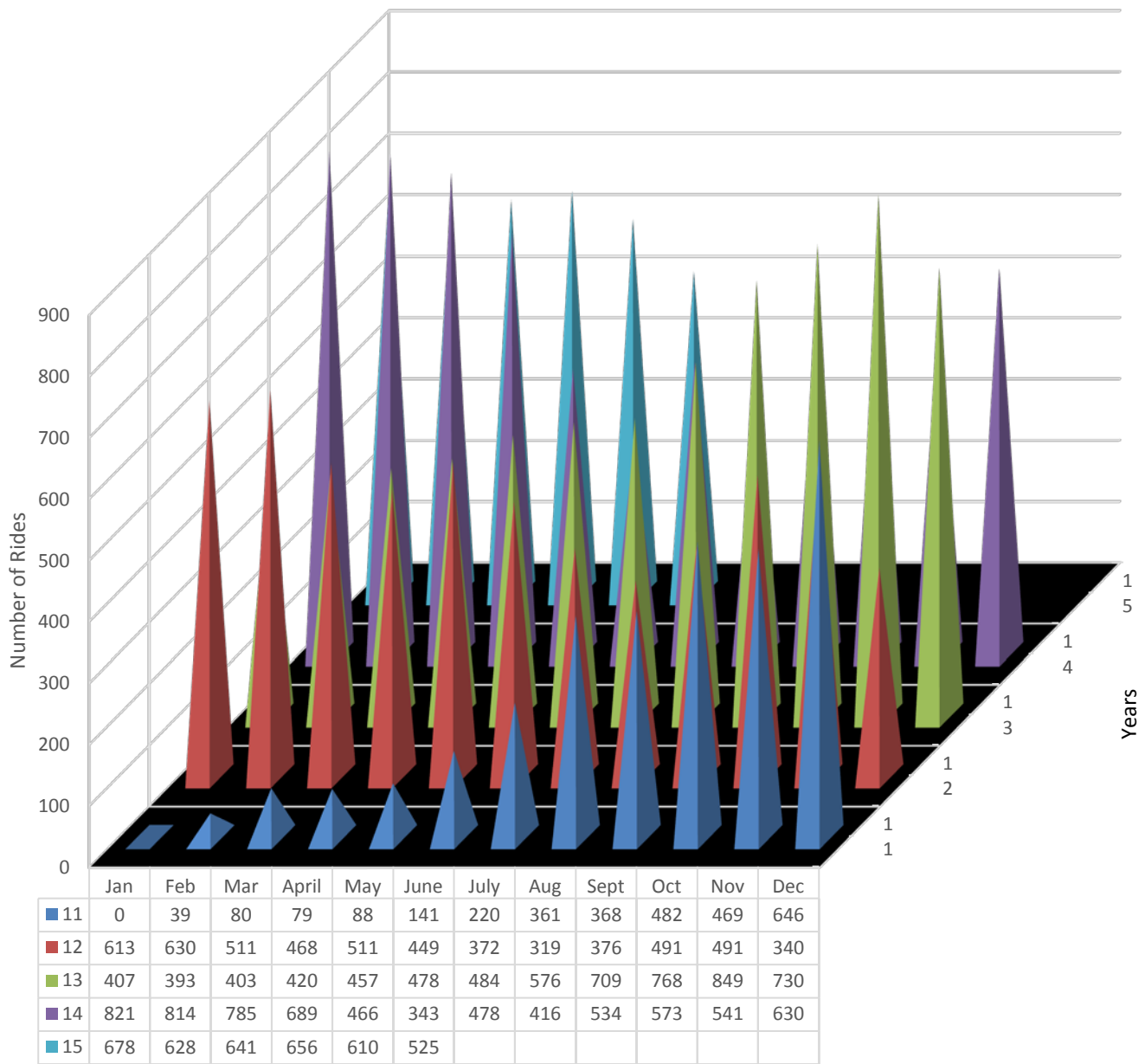
The basic concept was development of a centralized coordination center that could receive transportation requests from eligible individuals. The coordination center staff member then executes the coordination process. This process is with a provider who can best meet the request and needs of the individual. Connecting Ties, Inc. as the transportation lead agency has successfully implemented this model within the Valdez community. Prior to this collaboration, Connecting Ties, Inc. was the only transportation option, with a limited schedule of Monday through Friday, restricted hours and no holidays. The current plan has evolved to utilize multiple contracted providers. Connecting Ties, Inc., working together with VCCTC members, has been able to expand to 24/7 coverage both weekdays and weekends. Grant awards were provided from the Department of Transportation and Alaska Mental Health Trust. Local match funding originated from United

Way of Valdez, Wells Fargo, Alyeska Pipeline Service Company, and the City of Valdez. Additional funds have come from voucher sales to eligible riders. With these funds, Connecting Ties, Inc. was able to implement a consistent reduced fare voucher program for qualified individuals in the Valdez community.

The initial grant funding covered elderly (60 and over), disabled (mental and/or physical) and low income to work populations. However, there was a loss of Job Access and Reverse Commute (JARC) funding effective July 1, 2015. This funding cut eliminated Connecting Ties, Inc. ability to provide low cost transportation to those individuals who only qualified for the low income to work program.

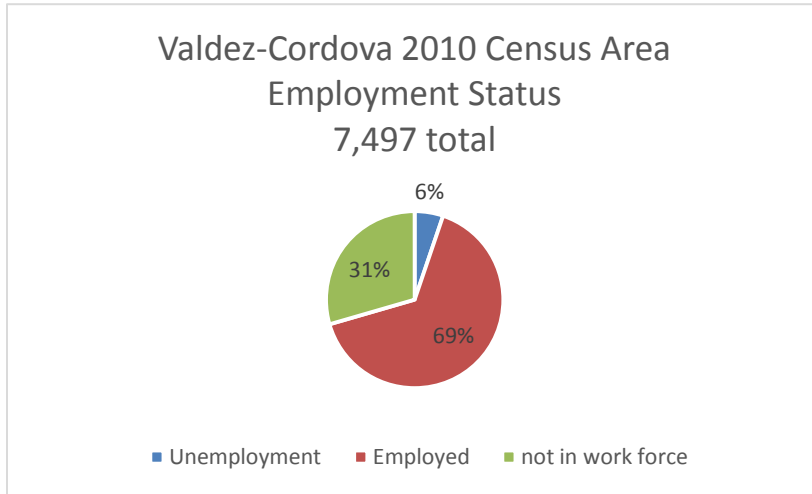
When the Voucher program was launched in February 2011, 39 rides were provided and 1935 miles were driven. Connecting Ties, Inc. transportation program has grown substantially since providing the 39 rides in the first year. As of June 30, 2015, there were a total of 99 riders and 6910 rides provided, with 20,906 miles driven for the 2015 fiscal year.

Rides Given: 2011-2015



Table

Table 12



The drop in ridership was primarily due to the loss of the JARC funding.

Even with this loss, there continues to be significant need for affordable and reliable transportation for eligible Valdez residents.

The VCTCC's collaborated efforts have been able to successfully address these Valdez

community needs.

Since implementation of the program in February 2011, Connecting Ties, Inc. has built an impressive coordinated effort for a town this size. Connecting Ties, Inc. executed memorandums of agreement with the City of Valdez, the Assemblies of God church, Providence Valdez Mental Health Center, Providence Valdez Medical Center, the Valdez Food Bank, Special Olympics, Valdez Senior Citizens Center, AVV (Advocates for Victims of Violence), Frontier Community Services, Department of Labor & Workforce development and Yellow Cab. At the present time, our primary vendors are Yellow Cab, with the two independent taxi drivers. With this collaboration, Connecting Ties, Inc. is able to provide/arrange riders with 24/7 coverage 365 days a year, as a consistent option.

Connecting Ties, Inc. created a website solely for VCTCC and provides information about transportation options available to individuals (<http://www.valdeztransport.org/index.php>). This website provides information about the program, and enables individuals to learn about the program's history. The Valdez Transport.org website provides downloadable forms for prospective riders, the current transportation plan, and a list of VCTCC members. All the current VCTCC members have the option to have a hyperlink through this site. The hyperlink gives supplementary information to potential riders of other services in the Valdez area. Connecting Ties, Inc. strives to update information on this site for the public.

Connecting Ties, Inc. was a member of the Central Transit Coordination Council (CCTCC). CCTCC was a collaboration of various organizations and agencies that provided transportation along the Valdez to Anchorage route. CCTCC's purpose was to develop a consistent Valdez to Anchorage transportation route for eligible individuals. Coordination with CCTCC members was key to the development and implementation of a

Valdez/Anchorage route. CCTCC has not been successful with achieving this transportation goal. CCTCC members are determined to achieve this mission.

Transportation

Due to hazardous weather conditions, safe and reliable transportation is a necessity in Valdez. The Valdez community has one taxi service (Yellow Cab) as a public transportation option. The taxi service is costly and lacks handicap accessible vehicles.

Walking in the Valdez business area is hazardous and impractical during the winter months, especially for those with physical limitations. There are ongoing and consistent warnings during the winter months of accumulation of ice and snow, with high winds and debris. Individuals who live outside the business area, have no secure transportation options to reach the Valdez business area. Hypothermia is a significant issue with those who attempt to walk into town because of no transportation options or inability to afford a full priced taxi fee.

Valdez has a higher likelihood to experience the dangers associated with natural disasters such as flooding, tsunami and earthquakes. These aspects make transportation essential for individuals to have the ability to evacuate Valdez on short notice.

III. Assessment of Available Resources and Services

A) Coordination Working Group

Coordination would not be possible without a group effort. The Valdez community has come together to pool resources and work as a team to provide enhanced mobility for seniors and individuals with disabilities. Due to the VCTCC members' determination, the identified populations are able to obtain services from these agencies and community groups.

Members of Coordination Group

- Connecting Ties, Inc.
- Special Olympics
- Providence Valdez Counseling Center
- Providence Valdez Medical Center
- Valdez Senior Citizens Center
- Frontier Community Services
- City of Valdez
- Assemblies of God Valdez
- Advocates for Victims of Violence

- The Food Bank
- Yellow Cab
- Department of Labor & Workforce

Description of Vehicle Resources:

The agencies listed are both public and private. The information in this section is not intended to be all-inclusive. No public transportation system has successfully served the Valdez area. Past attempts for small bus transportation services within the Valdez business area have been reported. However, the operating expenses were beyond what the business could afford, and closed the service.

1. Connecting Ties, Inc. (CTI), the lead agency for the VCCTC, has its main office in Valdez (hours of operation: 8-5 Mon-Friday and as needed after hours for Wheel Chair transportation needs). Currently CTI has 2 operational vans which consist of the following: 1 mini-van that holds 7 passengers with no wheelchair accessibility and 1 four wheel drive van which is wheelchair accessible and holds 10 passengers. CTI has an inoperable 8 passenger van, which is not in service. CTI has received funding with the fiscal 2016 grant and purchased a new wheel chair assessable van. This vehicle is a wheel chair modified 2015 Dodge Caravan. CTI provides transportation for individuals in the community who experience a disability. CTI offers a variety of programs serving individuals who experience developmental, and/or physical disabilities, and senior citizens. CTI one of the VCCTC transportation providers/members.
2. Providence Valdez Medical Center (PVMC) is located in the city of Valdez (hours of operation: Mon-Fri. 8-5, as needed for long term residents). PVMC has minimal transportation needs for residents in the long term care unit. PVMC has a 10-passenger van and a minivan for ambulatory patients. PVMC has a memorandum of agreement with Frontier Community Services to share a van as needed.
3. Valdez Senior Citizens Center (VSC) is located in Valdez (hours of operation: Mon-Fri. 8:00 AM-3:30 PM, Meals/Seniors). VSC has a 5 passenger SUV which is not wheelchair accessible. VSC uses this vehicle for their residents for outings, meal delivery and other transportation services. VSC also provides transportation to adults with physical disabilities. The VSC vehicle is also used for their home-delivered meal program, in addition to their agency transportation needs. VSC is a VCCTC transportation provider.
4. Valdez Yellow Cab Company is located in Valdez (hours of operation: 24/7). The drivers are independent contractors and accept vouchers from VCCTC. These contractors are the main transporters

for the VCCTC. Yellow Cab contractors are able to provide rides to individuals who are ambulatory or with limited mobility issues. They utilize two 6-passenger vans, private vehicles and one 5 passenger sedan. None of the Yellow Cab vehicles are handicap accessible.

5. Frontier Community Services (FCS) branch office is located in Valdez (hours of operation: on call/as needed). FCS serves individuals who experience developmental disabilities. FCS provides transportation to residents in their group homes. These rides include shopping, community activities, and medical appointments. FCS has two older vans equipped with wheelchair lifts and two tie-downs. FCS also has 1 new ten passenger van equipped with wheelchair lift and four tie-downs. The 10 passenger van is shared with Providence Valdez Medical Center. FCS is the primary backup transportation option for the VCCTC.
6. Valdez School District contracts with Students First, Inc. to transport the students in Valdez (hours of operation: Mon-Fri. 8 AM-4 PM). The vans and buses are assigned to individual schools. Two small buses are equipped with handicap lifts for students with disabilities.
7. Advocates for Victims of Violence (AVV) is located in Valdez (hours of operation: for AVV clients only/as needed). AVV has a small 5-passenger van used for the client transportation.
8. Providence Valdez Counseling Center (PVCC) is located in Valdez (hours of operation: employees only; Mon-Fri. 8 AM-5 PM). PVCC is located within PVMC, and utilizes the VCCTC voucher program for their identified clients. PVCC also has use of the PVMC 10 passenger van as needed.
9. Multiple community agencies such as the fire department (hours of operation: 24/7-as needed). These services are used for identified employees, contractors or authorized individuals only.
10. Hotel shuttles are used for hotel guests only (24/7, as needed). These vehicles may be used in an emergency situation only. The primary use of these vehicles is for hotel guests' transportation.
11. Seasonal transportation services specifically for the tourist trade is offered during identified visitor seasons. The heli-guides and Stan Stephens Cruises have vans which could be used in an emergency situation. The primary use of these vehicles is for customer transportation.

PROCESS

An interested perspective rider has options to become a part of the VCTCC voucher program. A person has the online option, and can visit the <http://www.valdeztransport.org/> website to download the forms. A person can also obtain forms at the Connecting Ties, Inc. main office. Since JARC funding for low income rides to work has been eliminated, the acceptance criteria does not factor income for approval. The acceptance criteria now has to be met by a person who is elderly (60 or over) or has a verifiable disability.

The eligible person is required to provide identification with a birth date meeting elderly criteria. A prospective rider who may be eligible as disabled has a different verification process. The individual will complete a release of information for his/her identified health care provider. The health care professional will complete the disability verification form, and a potential rider will return the necessary documentation to CTI mobility staff for approval.

Upon approval for the voucher program, the rider can purchase up to 16 vouchers each week at a cost of \$4 each. To schedule transportation, the rider can call the mobility dispatcher the day before to schedule. Same day transportation will be accessible as space and availability allows on any given day. The voucher data is entered into databases on a weekly basis. This data is used for the reporting requirements of our grant.

IV. Assessment of Transportation Needs

The VCCTC offers a coordinated public transit-human services transportation plan that provides transportation needs of individuals with disabilities and older adults. VCCTC provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

The following tables depict detailed demographics of these group types for the Valdez community.

Valdez City -2010 Census	
Population 65 and over	220
Percentage Population 65 and older	4.5
Per Capita Income	35,243
Median Family Income	\$95,734
Median Household Income	95,145
Persons in Poverty	192
Percent Below Poverty	7.8

Table 14

Subject	Valdez city, Alaska	
	Number	Percent
COMMUTING TO WORK		
Workers 16 years and over	2,029	100.0
Car, truck, or van – drove alone	1,440	71.0
Car, truck, or van – carpooled	329	16.2
Public transportation (including taxicab)	25	1.2
Walked	128	6.3
Other means	39	1.9
Worked at home	68	3.4
Mean travel time to work (minutes)	13.7	(X)

Table 15

Subject	Valdez-Cordova Census Area, Alaska							
	Households		Families		Married-couple families		Nonfamily households	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total	3,424	+/-165	2,571	+/-229	1,928	+/-211	853	+/-152
Less than \$10,000	3.5%	+/-1.7	2.3%	+/-2.0	1.9%	+/-2.5	7.9%	+/-3.7
\$10,000 to \$14,999	2.7%	+/-1.3	0.9%	+/-0.6	0.2%	+/-0.3	8.7%	+/-4.7
\$15,000 to \$24,999	11.1%	+/-3.0	8.7%	+/-2.7	6.5%	+/-2.6	19.8%	+/-7.5
\$25,000 to \$34,999	6.7%	+/-2.3	6.3%	+/-2.9	4.8%	+/-3.1	7.5%	+/-4.1
\$35,000 to \$49,999	10.1%	+/-3.2	11.3%	+/-4.0	6.4%	+/-2.7	9.4%	+/-5.5
\$50,000 to \$74,999	16.0%	+/-3.4	14.5%	+/-4.1	16.2%	+/-5.1	22.2%	+/-7.6
\$75,000 to \$99,999	15.1%	+/-3.8	16.4%	+/-4.8	16.4%	+/-5.2	15.1%	+/-7.2
\$100,000 to \$149,999	22.7%	+/-4.4	23.6%	+/-4.7	28.4%	+/-5.8	8.7%	+/-5.7
\$150,000 to \$199,999	7.7%	+/-3.1	10.7%	+/-4.1	12.1%	+/-5.1	0.0%	+/-2.3
\$200,000 or more	4.5%	+/-2.1	5.2%	+/-2.7	7.0%	+/-3.7	0.8%	+/-0.8
Median income (dollars)	74,878	+/-9,654	88,480	+/-9,185	97,778	+/-6,201	46,080	+/-13,853

Table 16

Household by Type-Valdez City-2010 Census	
Total Households	3794
Households with individuals 65 year and older	169
Percent Households with individuals 65 years and older	10.7
Average Household size	2.43
Average family size	3.04

Table 17

U.S Department of Health and Human Services Poverty Guidelines, 2015			
Size of Family Unit	48 Contiguous States and D.C.		
		Alaska	Hawaii
1	\$11,770	\$14,720	\$13,550
2	\$15,930	\$19,920	\$18,330
3	\$20,090	\$25,120	\$23,110
4	\$24,250	\$30,320	\$27,890
5	\$28,410	\$35,520	\$32,670
6	\$32,570	\$40,720	\$37,450
addition person add	\$4,160	\$5,200	\$4,780

Table 18

B) Gaps in Service

The VCCTC has successfully addressed transportation gaps with providing rides to seniors, disabled and low income to work populations. However, with the loss of JARC funding, the low income to work populations are no longer able to be served with this program. In the past, these rides enabled the eligible individuals to obtain medications, attend medical appointments, increase community involvement, and overall improvement with their quality of life. VCCTC acquired a handicap accessible van to offer safer transportation to all who use the vehicle. VCCTC has purchased a 2015 Dodge Caravan wheel-chair accessible van with the approved FY16 grant funding. VCCTC will also be upgrading to another wheel chair accessible 2015/16 van from the current 2012 Ford van. This will be achieved during the FY17 grant funding and approval process.

The VCCTC website continues to offer all of the information and forms necessary for eligibility to the program. Additionally, through community meetings and surveys, VCCTC continues to seek ways to address the gaps in services. Gaps in services have been explored in various ways, and continue to be addresses to improve overall services to the Valdez community.

The primary gaps can be addressed with the current goal developments:

- Rides to continue to provide transportation to Connecting Ties, Inc. clients
- Rides to continue to provide transportation to eligible individuals

The primary needs are defined as follows:

- More funding resources to fit growing transportation needs
- Ongoing evaluation with City of Valdez to determine transportation needs of Valdez Community.

V. GOALS AND STRATEGIES:

Goal 1	Rides to continue to provide transportation to Connecting Ties, Inc. clients
---------------	--

Strategy	Action	Progress	Notes
Maintain current level of services for CTI clients	Engage community in transportation efforts	Maintain current rider contact information. Acquisition of wheelchair accessible and operational vehicle. Enhance communication and advocacy within the VCCTC team, and community. Promote the sharing of information between agencies. Quarterly meetings with VCCTC members and community members. Care Provider meetings with care providers within Valdez community not affiliated with VCCTC. Mass mailings to ridership to keep updated on changes, and improvements to services. Encourage partnerships and coordination to increase access to services	

Maintain current level of services for CTI clients	Involve city government and leaders	• Work directly with identified City of Valdez government leaders to educate and gain support for services. • Assist with pending survey for transportation needs and provide guidance and support during this process. • Coordinate and collaborate with identified City of Valdez government leaders once survey outcome is determined and plan is developed.	
Maintain current level of services for CTI clients	Reapply for POS grant	Complete all necessary documents and submit POS grant application in a timely fashion.	
Maintain current level of services for CTI clients	Retain a Mobility Manager, drivers and dispatcher	Hire and maintain mobility staff. Ongoing training and education to all mobility staff. Ensure all mobility program staff are in compliance and follow policies and procedures put in place for CTI mobility program.	
Maintain current level of services for CTI clients	Renew contracts with transportation providers and MOAs	Provide renewal and new contracts to transportation providers in a timely manner. Keep transportation	

		providers updated of changes and improvements Listen and compile feedback from transportation providers to improve services. Ensure all transportation providers are in compliance. Ensure all CTI clients are approved for transportation services.	
Maintain current level of services for CTI clients	Research and apply for grants that would cover the gaps in service Reapply for funding options available for services	Continued/Ongoing funding requests/approvals from: • Mental Health Trust Authority • State of Alaska DOTPF • FTA Section 5310 Grants for vehicles and vouchers • FTA Section 5311 Other-than-urbanized-area grant • Service Providers, Voucher sales • Local and out-of-state Charitable Organizations and Businesses • City of Valdez	

Goal 2	Rides to continue to provide transportation to eligible individuals within the Valdez community
---------------	---

Strategy	Action	Progress	Notes
Maintain and improve services for eligible individuals within the Valdez community	Engage community in transportation efforts	Maintain current rider contact information. Acquisition of wheelchair accessible and operational vehicle. Enhance communication and advocacy within the VCCTC team, and community. Promote the sharing of information between agencies. Quarterly meetings with VCCTC members and community members. Care Provider meetings with care providers within Valdez community not affiliated with VCCTC. Mass mailings to ridership to keep updated on changes, and improvements to services. Encourage partnerships and coordination to increase access to services	

Maintain and improve services for eligible individuals within the Valdez community	Involve city government and leaders	• Work directly with identified City of Valdez government leaders to educate and gain support for services. • Assist with pending survey for transportation needs and provide guidance and support during this process. • Coordinate and collaborate with identified City of Valdez government leaders once survey outcome is determined and plan is developed.	
Maintain and improve services for eligible individuals within the Valdez community	Reapply for POS grant	Complete all necessary documents and submit POS grant application in a timely fashion.	
Maintain and improve services for eligible individuals within the Valdez community	Retain a Mobility Manager, drivers and dispatcher	Hire and maintain mobility staff. Ongoing training and education to all mobility staff. Ensure all mobility program staff are in compliance and follow policies and procedures put in place for CTI mobility program.	
Maintain and improve services for eligible	Renew contracts with transportation	Provide renewal and new contracts to transportation	

individuals within the Valdez community	providers and MOAs	providers in a timely manner. Keep transportation providers updated of changes and improvements Listen and compile feedback from transportation providers to improve services. Ensure all transportation providers are in compliance. Ensure all eligible individuals are approved for transportation services.	
Maintain and improve services for eligible individuals within the Valdez community	Research and apply for grants that would cover the gaps in service Reapply for funding options available for services	Continued/Ongoing funding requests/approvals from: • Mental Health Trust Authority • State of Alaska DOTPF • FTA Section 5310 Grants for vehicles and vouchers • FTA Section 5311 Other-than-urbanized-area grant • Service Providers, Voucher sales • Local and out-of-state Charitable Organizations and Businesses • City of Valdez	

VI. PRIORITY OF PROJECTS

Projects and Priorities FY 2017

Purchase of Service Grant

- Continue to apply for operating costs for the transportation program.
- Trade in current 2012 wheel chair van for more operable van for clients/individuals.

Local Match

- Apply to local and state agencies/charitable organizations/businesses/out of state charitable organizations/foundations to help meet our local match.

Planning

- Quarterly meetings
- Conduct transportation needs assessment with the City of Valdez.
- Increased collaboration with City of Valdez government leaders once transportation survey is complete.

Long-term Projects 2-5 years

Vehicle

- Purchase or replace vehicles as the need arises and the program grows

Planning

- Create cost effective tracking system for vehicles and drivers.
- Work with City of Valdez government leaders to collaborate and develop needed transportation needs once transportation survey is complete.