

MUNICIPALITY OF SKAGWAY, ALASKA

RESOLUTION NO. 17-28R

A RESOLUTION OF THE MUNICIPALITY OF SKAGWAY, ALASKA SUPPORTING THE SKAGWAY COORDINATED TRANSPORTATION PLAN AND PRIORITY OF PROJECTS TO BE SUBMITTED TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES.

WHEREAS, people with specialized transportation needs have right to mobility. Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

WHEREAS, under MAP-21, projects funded by Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must be included in a locally developed, coordinated public transit-human services transportation plan. The Alaska Department of Transportation and Public Facilities requires any human service transit projects funded by the Alaska Mental Health Trust to also be included in a coordinated public transit-human services transportation plan; and

WHEREAS, the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, federally recognized tribes, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to persons with disabilities; and

WHEREAS, Alaska Mental Health Trust provides grants to private non-profit agencies, federally recognized tribes, and to qualifying local public bodies that serve community transit needs of trust beneficiaries, namely Alaskans who experience mental illness; developmental disabilities; chronic alcoholism with psychosis; or Alzheimer's disease and related dementia through funding for operating assistance, purchase of services, capital and coordinated transportation system planning; and

WHEREAS, seniors, representatives of public, private, and transportation and human services providers and participation by other members of the public were invited to a special meeting held on November 13, 2017; and

WHEREAS, those in attendance recommended through consensus the purchase of a replacement vehicle to be run by Catholic Community Service to be submitted to the State of Alaska Department of Transportation and Public Facilities;

NOW, THEREFORE BE IT RESOLVED, that the Borough Assembly supports the Skagway Coordinated Transportation Plan and the transportation plan priority of projects as identified in the plan (Attachment A); and

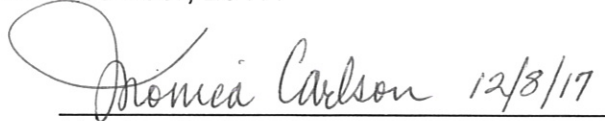
MUNICIPALITY OF SKAGWAY

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BE IT FURTHER RESOLVED, that this resolution takes effect immediately upon its adoption.

PASSED AND APPROVED by a duly constituted quorum of the Borough Assembly of the Municipality of Skagway this 7th day of December, 2017.



Monica Carlson, Mayor

ATTEST:



Emily A. Deach
Borough Clerk

(SEAL)



Skagway

Coordinated Public Transit-Human Services Transportation Plan

Lead Agency: Catholic Community Service

2017

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I. Introduction/Executive Summary

The intent of this plan is to document the efforts of our community to coordinate transportation for our residents, especially the elderly and individuals with a disability. In order to be eligible for Federal Transit Administration (FTA) or Alaska Mental Health Trust funds through the Alaska DOT&PF Alaska Community Transit office (ACT), projects must be derived from a locally developed coordinated plan. These funding sources focus on the transportation needs of disadvantaged persons and those with special transportation needs that cannot be met through traditional personal automobile or public transportation means. The coordinated plan identifies existing transportation providers, unmet transportation needs and duplications in human service and public transit service. The plan also identifies goals and strategies to decrease duplication, address the gaps in service, and provide better transportation options for our community.

There is no general public transportation service provider within the Skagway Borough. However, year-round, Southeast Senior Services provides door-to-door transportation services to anyone over the age of 60 and any person with a disability regardless of age. The Borough does provide a seasonal transportation service during the months of May through September.

One of the main goals of this plan is to facilitate discussion among the various stakeholders on ways to meet the transportation needs of the community and deliver services effectively. For some residents, the service provided by Southeast Senior Services is their only link to work, shopping, health care facilities and other necessary services.

Public outreach for this plan included a public meeting, discussion of community transportation needs, gaps in services, and recommendations for a project priority list.

II. Community Information

A) Location

The Municipality and Borough of Skagway is a first-class borough on the Alaska Panhandle. It is 90 miles northeast of Juneau at the northernmost end of Lynn Canal, at the narrow glaciated valley at the head of Taiya Inlet. It is 108 road miles south of Whitehorse and is just west of the Canadian border and British Columbia.

Skagway is accessible by road via the Klondike Highway, which provides a connection through British Columbia and the Yukon Territory, Canada, to the lower 48 states or north to Interior Alaska.

Skagway is accessed by air, road and water services. The state owns a paved runway and Skagway receives regular state ferry and barge services. A breakwater, ferry terminal, small boat harbor, boat launch and boat haul-out are available, as well as three deep-draft docks for cruise and cargo ship berthing, cargo loading and storage. Freight arrives by barge, ferry and truck.

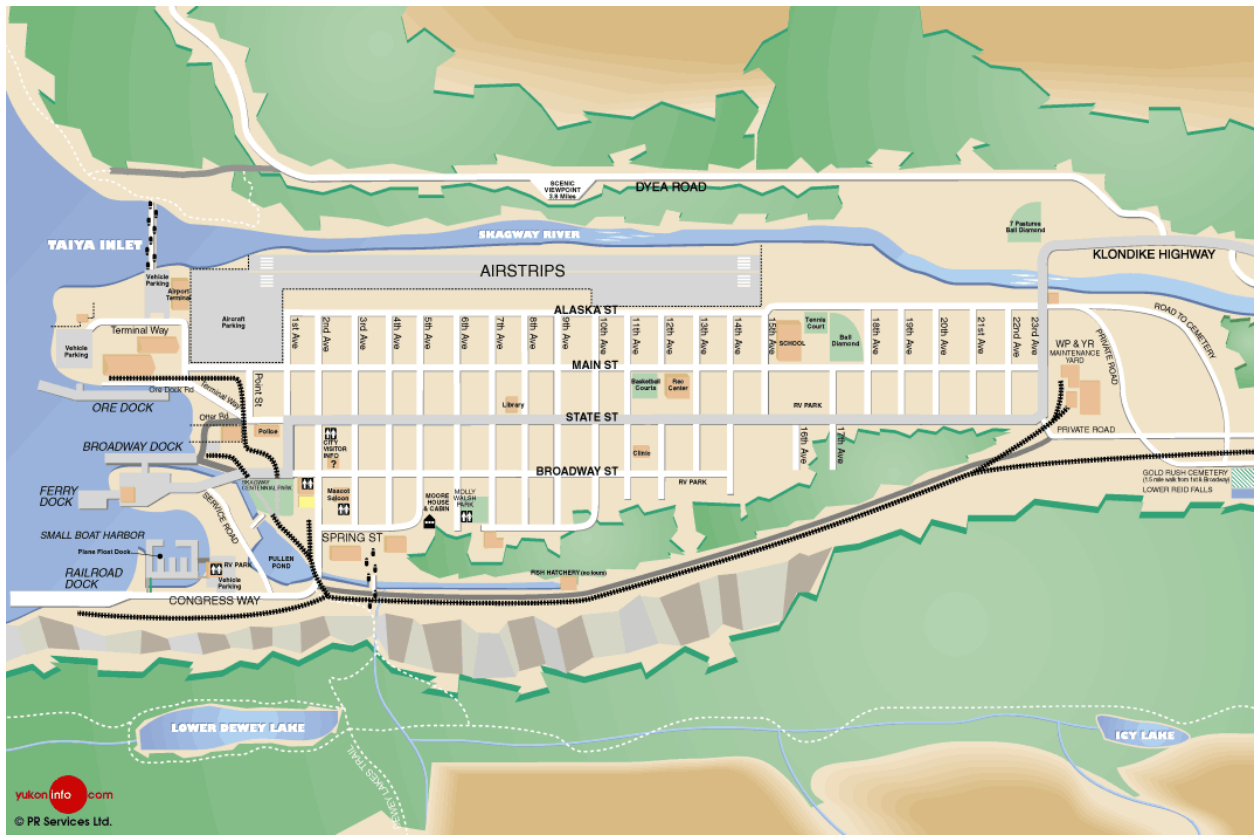
Skagway is an important port of call for the Alaska Marine Highway and serves as the northern terminus of the important and heavily used Lynn Canal corridor. The port of Skagway is a popular stop for cruise ships and the tourist industry is a big part of the business in Skagway.

Skagway falls within the southeast maritime climate zone, characterized by cool summers, mild winters and heavy rain throughout the year. Skagway has an average summer temperature of 63.9 degrees Fahrenheit and an average winter temperature of 26.2 degrees Fahrenheit. The average annual rain fall is 26.15 inches and the average snow fall is 49.2 inches. The average number of precipitation days is 133.

B) Population

Population of Service Area: 1,088 (2016)

C) Map of Community



III. Assessment of Available Resources & Services

A) Coordination Working Group

A public meeting was held on November 13, 2017 at the Skagway Senior Center for citizens interested in transportation to discuss existing transportation conditions and needs in Skagway.

Catholic Community Service/Southeast Senior Services

Tim Salter, Site Manager, Skagway Senior Center, Southeast Senior Services

Gail Fenumiai, NTS Regional Coordinator, Southeast Senior Services

Nikki Cochran, Staff, Skagway Senior Center, Southeast Senior Services

Mike Baish, Skagway Senior Citizen

Ginny Cochran, Skagway Senior Citizen

Karen Anderson, Skagway Senior Citizen

Coordination would not be possible without a group effort. Our community has come together to pool our resources and work as a team to provide enhanced mobility for our seniors and individuals with disabilities.

B) Current Transportation Options

Skagway is connected to the road system via the Klondike Highway, which provides a connection through British Columbia and the Yukon Territory, Canada, to the lower 48 or north to Interior Alaska. Skagway's only connection to other communities in Southeast Alaska is by the Alaska Marine Highway or air. The nearest Alaska community connected by the road system is Tok, Alaska. Anchorage is 550 miles from Skagway.

Skagway is an important port of call for the Alaska Marine Highway and serves as the northern terminus of the important and heavily used Lynn Canal corridor. Skagway has ferry service several times each week and vehicles can be transported via the ferry. Skagway has year round weekly barge service.

Skagway has an airport that is accessible by small aircraft. The State of Alaska owns the runway and is responsible for runway maintenance. The runway dimensions are 75' by 3,550'. Planes fly to and from communities throughout Southeast Alaska and sometimes Canada. The airport is in town and easily accessible.

Community members travel to and from Skagway by either ferry, plane or car to a variety of locations in There is no river in the Skagway Borough that can be used for transportation.

C) Inventory of Available Resources and Services

Below is a listing of the agency vehicles available and current transportation services within the community.

Vehicle Inventory:

Year	Make, Model	Status	Condition	Seating	Wheelchair Y/N	Owner of Vehicle
1995	Ford	Full-time	Fair	10	Y	CCS/SESS

Services Inventory:

Agency	Clients	Operating Days	Operating Hours	Annual Vehicle Miles*	Annual Passenger Trips*	Destinations
CCS/SESS	Seniors	M-S	8am – 6pm	1,600	840	Senior Center, grocery store, pharmacy, doctor, airport, ferry, post office
Skagway Borough	Tourists	M-S	7am – 9pm	Unknown	Unknown	Local seasonal transit system May 1 through October 1

*Estimated or actual

IV. Assessment of Transportation Needs

A) Demographics

FTA defines a “coordinated public transit-human service transportation plan” as a plan that “identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that 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 Skagway.

Table 1

Community Demographics	
2010 Population	968
Population 65 and over	88
Percent Population 65 and older	9.1%
Per Capita Income	38,696
Median Family Income	80,694
Median Household Income	69,318
Persons in Poverty	N/A
Percent Below Poverty	4.4%

Source: U.S. Census Bureau Census 2010.

Table 2

Commuting to Work	
Workers 16 years and over	646
Car, truck, van – drove alone	277
Car, truck, van – carpooled	49
Public transportation (excluding taxi)	3
Walked	244
Other means	40
Worked at home	33

Source: U.S. Census Bureau Census 2010.

Table 3

Household Income	
Total:	406
Less than \$10,000	3
\$10,000 to \$14,999	13
\$15,000 to \$19,999	21
\$20,000 to \$34,999	22
\$35,000 to \$49,999	43
\$50,000 to \$74,999	127
\$75,000 to \$99,999	61
\$125,000 to \$149,999	87
\$150,000 to \$199,999	18
\$200,000 or more	11

Source: U.S. Census Bureau Census 2010.

Table 4

Household by Type	
Total Households	406
Households with individuals 65 years and over	25
Percent Households with individuals 65 years and older	6.2
Average household size	2.15
Average family size	2.81

Source: U.S. Census Bureau Census 2010.

Table 5: 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
For each additional person, add	\$4,160	\$5,200	\$4,780

Source: Federal Register, Vol. 80, No. 14, January 22, 2015, pp. 3236-3237

B) Gaps in Service

Transportation provided by Southeast Senior Services (SESS) operates seven days a week on an as-needed basis. Wheelchair accessible transportation is available through this service to any individual age 60 and older and to any person with a disability. All riders are allowed to have an escort accompany them. The driver also provides door-to-door service for all riders and offers assistance with bags when needed. Transportation is available by SESS to any location within the Skagway city limits. As long as the SESS vehicle is available (not in the shop for maintenance or repairs), the transportation demands of seniors and people with disabilities are being met.

Skagway's Municipal & Regional Transit (SMART) provides seasonal transportation from May 1 to October 1 from 7am to 9pm. The SMART buses are equipped with wheelchair lifts.

V. Goals & Strategies

GOAL 1:	Maintain existing transportation services for seniors in a safe and reliable vehicle.			
	STRATEGY	ACTION	PROGRESS	NOTES
1.1:	Apply for funding to purchase one ADA accessible van	Southeast Senior Services to submit grant application to the State of Alaska Community Transit Program	Pending grant award	
1.2:				
1.3:				

GOAL 2:				
	STRATEGY	ACTION	PROGRESS	NOTES
2.1:				
2.2:				
2.3:				

VI. Priority of Projects

Prioritize the projects the community would like to accomplish in the next 5 years based on the strategies listed above. This list will become a standalone document that must be updated and approved every grant cycle, this will allow the community to change the project list without updating the entire plan. Keep in mind the project list must always be tied to the strategies listed above.

Priority	Project	Goal, Strategy
1	Purchase replacement vehicle to be run by Catholic Community Service/Southeast Senior Services agency	1.1

VIII. Appendix

TO BE ATTACHED UPON SUBMISSION TO THE STATE:

- a. Public Notice of events/meetings
- b. Participant Lists & Signatures
- c. Local Resolution Approval