



# NOME COORDINATED TRANSPORTATION PLAN 2012



Vocational Rehabilitation  
Education, Employment & Training

## TABLE OF CONTENTS

### INTRODUCTION

#### 1.0 COMMUNITY BACKGROUND

History .....	4
Location .....	4
Hub Community .....	5
Climate.....	5
Transportation.....	5
Map(s) of Nome .....	6

#### 2.0 COORDINATED SERVICE ELEMENT: Inventory of Resources and Services

Members of Coordination Work Group .....	8
Description of Current Service .....	8
Annual Trips .....	10
Operating Data .....	10
Current Vehicle Inventory .....	11
Barriers to Providing Transportation .....	11

#### 3.0 NEEDS ASSESSMENT:

Table 1: Nome's Demographics .....	12
Table 2: Disabilities by Age and Type .....	12
Table 3: Household Income in 1999 .....	13
Table 4: Household by Type.....	13
Table 5: Poverty Guideline .....	13

#### 4.0 GAPS IN SERVICE..... 14

#### 5.0 STRATEGIES TO ADDRESS IDENTIFIED NEEDS

2012 Prioritized Strategies & Goals .....	15
2012 Project List for Implementation by Priority .....	16

#### REFERENCES ..... 16

- Appendix A Notice(s) of Public Meeting
- Appendix B Signature Page of Public Meeting Participants
- Appendix C Nome City Council Resolution
- Appendix D Signature Page of Participating Agencies
- Appendix E Certification of Required Elements Checklist

## INTRODUCTION

Individuals with limited incomes, elders, and people with disabilities often rely on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to and from work, medical appointments, essential errands, or to simply attend social or cultural events. Board members of Arctic Access, Inc., who live in Nome and use motorized wheelchairs for mobility, expressed concern and interest in the City of Nome having more affordable, spontaneous and safe public transportation that's accessible to all. The intent of this Coordinated Transportation Plan is to document:

- the characteristics of Nome,
- interviews of existing transportation providers and consumers of services,
- listings of the unmet transportation needs as stated by service providers and the general public,
- any duplications in human service agency and public transportation service, and
- the identified, evaluated and prioritized transportation strategies for addressing the current and future needs in Nome.

This document is intended to assist transportation stakeholders and providers to fulfill the requirements for the United We Ride initiative and the Federal Transit Administration's (FTA) Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

This Plan documents the comprehensive efforts of community outreach that have been conducted to date in an effort to encourage participation from all of the local stakeholders in Nome that represent the targeted populations. Outreach efforts are based on the personal contact that works best in rural Alaska as well as best practices from coordination efforts across the country and strategies suggested by the national United We Ride initiative in human service transportation. The goal is to improve human service and public transportation for older adults, individuals with disabilities of all ages, and people with lower incomes through coordinated transportation.

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The following three federal funding grants are allocated as part of SAFETEA-LU. They are: Transportation for Elderly Persons and Persons with Disabilities (Section 5310); Job Access and Reverse Commute (Section 5316); and The New Freedom Initiative (Section 5317). These three grants require participation in the Community Coordinated Transportation Plan in order to be considered for funding.

Each of these federal funding grants require a match from local, state, or any non-U.S. DOT source. The Alaska Mental Health Trust Authority is an example of a state funding source that could be used as matching funds for any of the SAFETEA-LU

programs. Other potential local sources include but are not limited to human service agencies, native corporations, tribal entities, United Way, colleges or universities, government, or private businesses. In an effort to expedite this long awaited service in Nome, no additional funds were obtained to develop this community plan in hopes of documenting the needs in time to apply for State of Alaska Capital funding for vehicle(s) and Purchase of Services funding within this current funding cycle, applications due in Juneau by 11:59 PM, January 31, 2012.

## 1.0 COMMUNITY BACKGROUND

### History

The Alaska Native Peoples of the Nome area have lived on the Seward Peninsula since time immemorial as an identifiable culture for at least 4,000 to 6,000 years; the earliest documented evidence of human habitation dates back 10,000 years. Settlements concentrate along the coast and river system, as the sea was and is the principal focus of human activities.



*A narrow-gauge railroad and telephone line from Nome to Anvil Creek was built in 1900.*

In 1898, the "Three Lucky Swedes," Jafet Lindberg, Erik Lindblom and John Brynteson, discovered gold on tiny Anvil Creek. News reached the gold fields of the Klondike that winter, and by 1899 most of the gold-bearing creeks had been staked. When gold was discovered in the beach sands of Nome, the real

stampede was on. Thousands descended upon the Nome beaches during the spring of 1900 as soon as steamships from the ports of Seattle and San Francisco could reach the north through the ice to this treeless location. Tents soon covered the landscape, and buildings of finished board lumber began going up as early as 1899 as soon as ships reached Nome from the states with supplies. A narrow-gauge railroad and telephone line from Nome to Anvil Creek was built in 1900. Once the largest city in Alaska, estimates of Nome's population reached as high as 20,000 but the highest recorded population in 1900 was 12,488. The City of Nome was formed in 1901. By 1902 the more easily reached claims were exhausted and large mining companies with better equipment took over the mining operations. Nome's gold fields have yielded \$136 million.

### Location

Nome was built along the Bering Sea on the south coast of the Seward Peninsula, facing Norton Sound. It lies 539 air miles northwest of Anchorage, today a 75-minute flight. It lies 102 miles south of the Arctic Circle and 161 miles east of Russia. It lies at approximately 64.501110 North Latitude and -165.406390 West Longitude. Nome encompasses 12.5 sq. miles of land and 9.1 sq. miles of water.

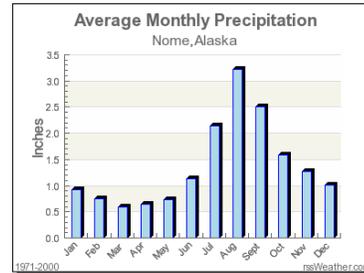
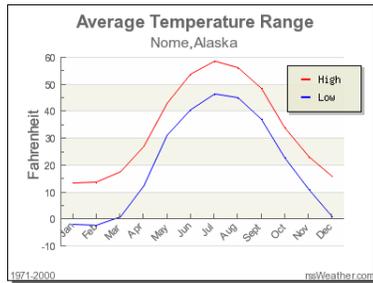


## Hub Community

Nome is considered the major transportation and commercial hub community for the 16 communities that are inhabited today in the Bering Strait Region. Nome provides key health and social services as well as material resources for the region. The unique cultures and languages represented have experienced considerable changes but continue to thrive and develop today. The population of Nome reflects the many heritages of the surrounding region including Inupiat Eskimos, Central Yupik, St. Lawrence Island Yupik, American Indian and non-Natives.

## Climate

January temperatures range from -3 to 11 °F; July temperatures are typically 44 to 65 °F. Average annual precipitation is 18 inches, with 56 inches of snowfall.



<http://www.rssweather.com/climate/Alaska/Nome/>

## Transportation

Although Nome is not connected to any major city in Alaska by road, there is no other place in rural Alaska with a road system like Nome. Three gravel highways, each around 75 miles long, wind through a wilderness of tundra, mountains, coastal, rivers and some valleys littered with abandoned gold dredges and railroads. Heading west 72 miles from Nome, you'll come to the tiny community of Teller, accessible by road to Nome only in the summer, with less than 300 people. A precarious route across a river takes you into Council where 30-40 families reside during the summer months; very few families live here year-round as this road also closes in the fall for the entire winter. Pilgrim Hot Springs is another wilderness favorite with much potential for future development. A fleet of about 60 rental vehicles are available through Stampede Ventures at Aurora Inn owned and operated by Bering Straits Development Corporation, a subsidiary of Bering Straits Native Corporation.

Residents from the out-lying communities in the Bering Strait Region may arrive in Nome via small air carriers, snowgos in winter from the closer communities, and some boats travel the distance once the ice has gone out.

Nome is served by barge once a month from June to August when the Bering Sea is not frozen. Freight typically consists of fuel, building and construction materials, heavy equipment and vehicles, grocery items, and fishing supplies. Until very recently, the Northwest Passage was usually too "locked up" in ice for cruise ships or private vessels to navigate these waters. With changes in the world's climate, the ice has been receding, enabling vessels to travel through this passage more

frequently. There are a variety of companies that offer trips through the Bering Sea and some through the Northwest Passage.

Birding has become a popular tourist attraction as has the Iditarod Sled Dog Race bringing many in through the two Alaska State-owned airports. The Nome Airport has two paved runways; one is 6,001' long and 150' wide, and the other is 5,576' by 150' wide. Scheduled jet flights are available in from and out to Kotzebue and Anchorage, as well as charter and helicopter services. The city field offers a 1,950' long by 110' wide gravel airstrip. There are various passenger carriers flying daily routes to and from each of the villages in the Bering Straits Region. No flights to the villages are accessible which may result in a \$10,000 medivac instead.

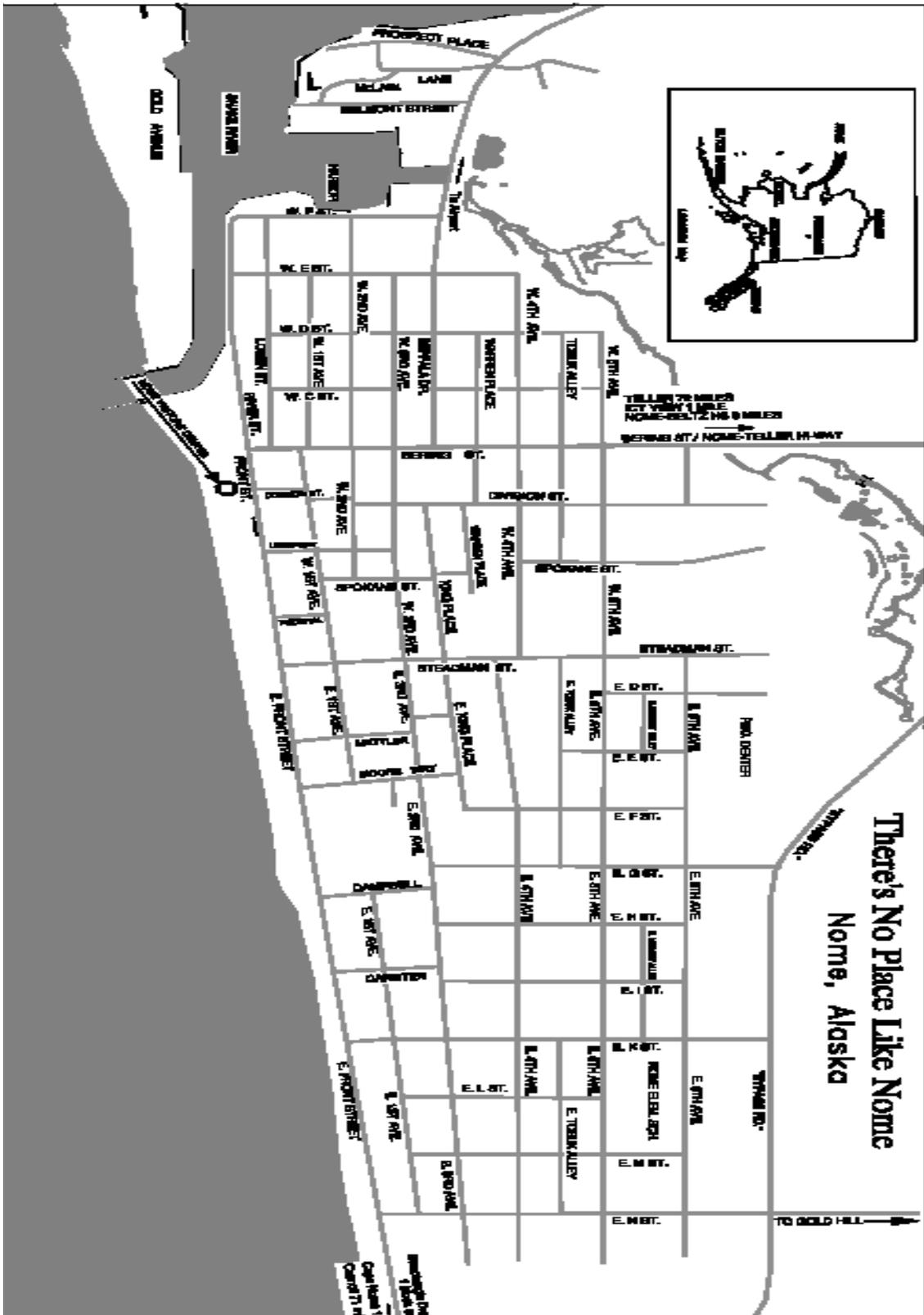
The Master Plan for the Nome airport is in review; there are no approved, funded or scheduled Airport Improvement Plans (AIPs) at this time. A current project entails bringing minimum safety area at end of runways to FAA standards.

### MAP(S) OF COMMUNITY

This map, obtained from the Norton Sound Health Corporation website, [www.nortonsoundhealth.org](http://www.nortonsoundhealth.org), provides a perspective of Nome's location as the Hub Community of the smaller communities in the Bering Strait Region, which is also referred to as the Nome Census Region.



The map on the following page of Nome townsite proper, provided by the City of Nome, does not include the outlying subdivisions or high school one to five miles out of town. "There's No Place Like Nome" tour map is a good map of the downtown streets.



## **2.0 COORDINATED SERVICE ELEMENT: INVENTORY OF RESOURCES AND SERVICES**

### **Members of Coordination Group:**

#### ***Equal Transportation Access Work Group***

#### **Kawerak, Inc.,**

Dawn Salesky, Vice President, Education, Employment & Training Div.;  
Sara Lizak, Program Director, Tribal Vocational Rehabilitation;

#### **Norton Sound Regional Health Corporation,**

Marilyn Kazoona-Ireland, Manager, Rainbow Services;  
Nichole Pomrenke, Care Coordinator, Rainbow Services;  
Christine Schultz, Social Work Director;  
Toni Ellingsworth, Activities Director, Quyanna Care;  
Lauren Lockhart, Director of Physical Therapy;  
Sheri Anderson, Patient Advocate;

#### **Nome Community Center, Inc.**

Norma Niclas, Director, XYZ Sr. Center;  
Mariann Gumaer, Care Coordinator;

#### **Arctic Access, Inc.,**

Ruth Johnson-Butts, Board Member, Advocate;  
Tuesona Tungwenuk, Board Member, Advocate, KNOM Volunteer;  
Audrey Aanes, Acting Director/Program Director;

#### **E-Z Cab, Steve Longley, Owner/Operator;**

#### **Checker Cab, Rodney Jones, Owner/Operator;**

#### **Go Cab, Ken Walsh, Owner/Operator;**

### **Description of Current Service:**

The entrepreneurial taxi companies of Nome provide the greatest amount of transportation services to the general public. Taxis operate on what could be fondly referred to as a shuttle, 'jitney' or shared ride approach similar to taxi service in other rural Alaskan communities such as Kotzebue and Bethel where they pick up people, ideally as the calls come in, and drop off on the way to the next calls. Spot a taxi at the airport, and jump in before it fills to capacity! Some taxis have radios and some operate on cell phones with forwarding capability. The drivers have been known to provide assistance with luggage and shopping bags. With the high cost of fuel and maintenance in rural Alaska, taxi rates are typically \$4 for in-town rides and \$6 for out of town, e.g. airport; Beltz High School; Panorama, Icy View, or Willow Ridge Subdivisions; Dexter and Anvil Mtn. Housing, Anvil Mtn. Correctional Center, etc. Elders and youngsters are charged \$1 less, real young ones may ride free.

Other health and service programs do provide specialized transportation assistance to address specific needs and populations. All of these programs report getting requests for additional needs beyond their funding guidelines or availability.

The XYZ Senior Center wheelchair accessible van, owned by Nome Community Center, Inc., is used daily, five days a week, to pick up and deliver 30+ elders and people with disabilities to the senior center for lunch and a fewer number for

breakfast and Adult Day Care programs three days a week. This van is used extensively for special elder discount shopping days, one day each at Hanson's and the AC Stores. It is also used for special outings such as berry picking in late summer, craft sales, Elder and Youth Conference with dance performances and potlucks.

Service Provider	Beneficiaries	Type Service	Compensation
XYZ Senior Center /Nome Community Center, Inc.	Elders & people with disabilities	<ul style="list-style-type: none"> <li>•Door-to-door</li> <li>•Wheelchair access</li> <li>•Sr. Ctr. lunches</li> <li>•Adult Day Care</li> <li>•Shopping</li> <li>•Special outings</li> <li>•Ltd Special requests</li> </ul>	Nutrition & Transportation Services Grant, State DHSS

The Kawerak Vocational Rehabilitation (KVR) accessible van was purchased with end-of-year Federal 121 TVR Program funds to be used for Kawerak VR consumers and driven by Kawerak employees only. KVR consumers would have first priority, on first-come first-served basis, often for job searches, job-site interviews, or job coaching. KVR consumers may also obtain taxi vouchers from KVR for full payment towards a work and/or appointment related ride if they can access the regular taxicabs. For other uses of the Kawerak van, KVR would need to be checked with first a couple days to a week ahead of time. They do, at times, get special requests from the Norton Sound Hospital to pick up patients at the airport coming in from outlying villages who may need wheelchair access, but many times a Kawerak employee is not available to drive the van and there is no other transportation available to them.

Service Provider	Beneficiaries	Type Service	Compensation
Kawerak, Inc.	Tribal Voc. Rehab. consumers and other Kawerak program participants	<ul style="list-style-type: none"> <li>• Wheelchair access</li> <li>• Work/job related</li> <li>• Ltd special requests</li> </ul>	Federal 121 TVR

The Rainbow Services van is operated by the program for people experiencing Developmental Disabilities (DD) under the auspices of Norton Sound Health Corporation (NSHC). This van can be requested by a DD client the same day in the summer months but is not wheelchair accessible. As stated by the Program Director, "The families of the DD clients needing wheelchair access served by Rainbow Services have their own vans."

The Quyanna Care wheelchair accessible van, operated for the NSHC Nursing Home residents, is used for community activities such as transportation to the Senior Center for lunches or special activities, trips to Teller or berry picking in the summer, etc. This vehicle is sometimes requested for hospital pickups from the airport.

Nome Coordinated Transportation Plan

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The NSHC vehicle used by the Patient Driver has no lift or wheelchair access and is used for NSHC patient appointments and trips to and from the airport. The driver operates on a daily basis on schedule as well as on call. Ambulances are operated by the Nome Volunteer Ambulance Service and are restricted in their use for emergencies.

Service Provider	Beneficiaries	Type Service	Compensation
Rainbow Services/ NSH Corp.	DD Waiver and Grant recipients	<ul style="list-style-type: none"> <li>•Door-to-door</li> <li>•Special outings</li> <li>•Work/job related</li> </ul>	Medicaid Waivers
Quyanna Care Ctr. (QCC)/NSH Corp.	Quyanna Care residents	<ul style="list-style-type: none"> <li>•Accessible</li> <li>•Sr. Center lunch</li> <li>•Special outings</li> </ul>	Medicaid General Relief Private Insurance
Patient Driver/ NSH Corp.	NSHC patients	<ul style="list-style-type: none"> <li>•Door-to-door</li> <li>•Patient appts.</li> <li>•To/from airport</li> </ul>	IHS Medicaid General Relief

**Annual Trips, Estimated Distribution, Current Service:**

Destination	Sr. Center Van	Kawerak Van	QCC Van	Rainbow Services Van
Home	624 trips/yr.	- 0 -	- 0 -	52 trips/yr.
Senior Center	520 trips/yr.	- 0 -	32 trips/yr.	5 trips/yr.
Grocery Store	104 trips/yr.	- 0 -	12 trips/yr.	156 trips/yr.
Medical	156 trips/yr.	- 0 -	52 trips/yr.	52 trips/yr.
Airport	24 trips/yr.	- 0 -	5 trips/yr.	52 trips/yr.
Personal	<b>N/A</b>	- 0 -	12 trips/yr.	- 0 -
Work Related	- 0 -	156 trips/yr.	- 0 -	52 trips/yr.
Home Meals Delivered	2800 trips/yr.	- 0 -	- 0 -	- 0 -

**Operating Data:**

	Sr. Center Van	Kawerak Van	QCC Van	Rainbow Services Van
Days/Week	5/wk.	5/wk.	2/wk. winter 5/wk. summer	5/wk.
Operating Hours	TWTh 9 - 3:30 MF 10 - 3:30	8am - 4:30pm	1:30 - 4	8-4:30
Fee Charged	- 0 -	- 0 -	inclusive	- 0 -
Annual Miles	6,500 mi.	1,000 mi.	2,080 winter 5,200 summer	N/A
Annual Hrs	1,586 hrs.	156 hrs.	650 hrs.	N/A
Annual Passenger Trips	N/A	312	N/A	N/A

Nome Coordinated Transportation Plan

**Current Vehicle Inventory:**

Year, Make, Model	Vehicle Type	Status	Condition	Seating/ Wheelchair	Owner of Vehicle
2004 Ford MD	Van w/ Lift	5 days/wk	Good	12 seats / 2 wheelchairs	Nome Community Center (NCC)
2007 Chrysler Town & Country	Rear Manual Access Entry	5 days/wk	Good	6 seats with driver / 1 wheelchair	Kawerak, Inc.
Dodge	Van	Summer use	Fair	8 seats No wheelchair access	NSHC Rainbow Services
2000 Ford	Van w/ Lift	Full time	Very Good	4 seats, 3 folding / Up to 7 wheelchairs	NSHC Quyanna Care Center
2006 Ford Endeavour	SUV	Full time	Good	6 seats/ No w/c access	NSHC
2007 Ford E150	Van	Full time	Very Good	2 front seats 3 middle seats 3 back seats	Steve Longley, E-Z Cab
2000 Ford E150	Van	Parked	Fair	7 seats	Steve Longley, E-Z Cab
2001 Ford E150	Van	Parked	Good	7 seats	Steve Longley, E-Z Cab
2002 Ford E150	Van	Sub Vehicle	Good	6 passengers	Steve Longley, E-Z Cab
2003 Ford Explorer	Van	Engine Died	Fair	4 passengers	Steve Longley, E-Z Cab
2009 Ford E250	Van	7 days/wk 24 hrs/day	70,000 miles	9 passenger	Rodney Jones, Checker Cab
2008 Ford E250	Van	Full time	300,000+ miles	9 passenger	Rodney Jones, Checker Cab
2007 Ford E250	Van (2)	Full time	300,000+ miles	9 passenger	Rodney Jones, Checker Cab
2006 Ford E250	Van	Full time	300,000+ miles	9 passenger	Rodney Jones, Checker Cab
2004 Ford E250	Van	Part time	300,000+ miles; Good	9 passenger	Rodney Jones, Checker Cab
2000 Astro	Van	On-Call	Good	7 seats	Ken Waltz, Go Cab
2009 International	Crew Bus	Parked	Excellent	30 seats	Inuit Services, Bering Strait Development Corp
School Bus (3)	1 - Lift Bus 2 - Buses	N/A	N/A	N/A	Morgan Enterprises

**Barriers to Providing Transportation:**

- No wheelchair accessible taxi service available in Nome.
- Human service operated accessible vehicles have specific and limited funding sources along with required Policies and Procedures for use.
- Taxi fare could run as high as \$12 round trip to out-lying subdivisions, work sites and to the airport.
- General public not aware of available resources or who to contact, e.g. accessible school bus will provide ride back to town from games and events.
- Frequent storms and heavy snows limit taxi service without four-wheel drive.
- No Nome bus service with scheduled routes to distant subdivisions & work sites.

- Small rural planes are not accessible for people with mobility limitations coming in from surrounding villages resulting in no transportation out of their community or a high-cost medical evacuation (medivac).

### 3.0 NEEDS ASSESSMENT

**Table 1: Community Demographics - Nome, 2000**

	<b>Nome</b>
<b>2000 Population</b>	3,505
<i>2010 State Demographer population</i>	3,598
<b>Population 65 and over</b>	219
<b>Percent Population 65 and older</b>	6.2%
<b>Per Capita Income</b>	\$23,402
<b>Median Family Income</b>	\$68,809
<b>Median Household Income</b>	\$59,402
<b>Persons in Poverty</b>	212
<b>Percent Below Poverty</b>	6.3%

Source: 2000 US Census Bureau Data, except where noted.  
[http://www.commerce.state.ak.us/dca/commdb/CF\\_BLOCK.htm](http://www.commerce.state.ak.us/dca/commdb/CF_BLOCK.htm), as accessed 2000.  
 2010 State Demographer population

**Table 2: Disabilities by Age and Type, 2000**

	<b>Nome</b>
<b>Total disabilities tallied:</b>	<b>824</b>
<b><i>Total disabilities tallied for people 5 to 15 years:</i></b>	<b>44</b>
Sensory disability	8
Physical disability	8
Mental disability	23
Self-care disability	5
<b><i>Total disabilities tallied for people 16 to 64 years:</i></b>	<b>543</b>
Sensory disability	49
Physical disability	89
Mental disability	56
Self-care disability	17
Go-outside-home disability	149
Employment disability	183
<b><i>Total disabilities tallied for people 65 years and over:</i></b>	<b>237</b>
Sensory disability	75
Physical disability	71
Mental disability	21
Self-care disability	24
Go-outside-home disability	46

Source: U.S. Census Bureau Census 2000.  
<http://146.63.75.50/research/cgin/cenmaps/statemap.htm>

**Table 3: Household Income in 1999**

	<b>Nome</b>
<b>Total:</b>	<b>1,193</b>
Less than \$10,000	74
\$10,000 to \$14,999	54
\$15,000 to \$24,999	99
\$25,000 to \$34,999	78
\$35,000 to \$49,999	170
\$50,000 to \$74,999	287
\$75,000 to \$99,999	192
\$100,000 to \$149,999	176
\$150,000 to \$199,999	45
\$200,000 or more	18

Source: U.S. Census Bureau Census 2000.

**Table 4: Household by Type, 2000**

	<b>Nome</b>
<b>Total Households</b>	<b>1184</b>
<b>Households with individuals 65 years and over</b>	143
<b>Percent Households with individuals 65 years and older</b>	12.1%
<b>Average household size</b>	2.79
<b>Average family size</b>	3.45

Source: U.S. Census Bureau Census 2000.

<http://aspe.hhs.gov/poverty/figures-fed-reg.shtml>.

**Table 5: Poverty Guidelines**

**U.S. Department of HSS, 2011**

**HUD, 2012**

<b>Size of Family Unit</b>	<b>48 Contiguous States and D.C.</b>	<b>Alaska</b>	<b>Nome Census Area*</b>
1	\$10,890	\$13,600	\$25,050
2	14,710	18,380	28,600
3	18,530	23,160	32,200
4	22,350	27,940	35,750
5	26,170	32,720	38,650
6	29,990	37,500	41,500
7	33,810	42,280	44,350
8	37,630	47,060	47,200
For each additional person, add	3,820	4,780	

Sources: *Federal Register*, Vol. 76, No. 13, January 20, 2011, pp. 3637-3638

\*<http://www.huduser.org/portal/datasets/il/il2012/2012summary.odn>

*There is a need for more affordable, flexible and safe public transportation that's accessible to all!*

#### **4.0 GAPS IN SERVICE**

- Need for more affordable, flexible, and safe public transportation that's accessible to all, e.g. no wheelchair accessible taxi service in Nome.
- No escort services or funding for own caregiver to accompany rider.
- Caregivers may need to pay bulk of salary for taxi (\$12 round trip) to go to the home of the consumer of chore or attendant care services.
- Equitable, available transportation to/from airport for AK Air night flight #153.
- For people who need transportation assistance, no services for evenings or weekends to attend concerts, presentations, airport or for personal matters.
- Limited affordable transportation to fish camps or berry picking.
- A population of 5,545 was recorded in the 14 villages in the Nome Census Region in the 2010 Census. Over 1,000 of these people were identified as experiencing a disability, many are elders and many more qualify as low income. Many of these people could travel to and/or through the Nome airport or Nome community for business, medical or personal reasons and want or require assistive transportation services.
- Lower priced homes in Belmont Point, Anvil Mountain and Icy View but \$6 cost for taxi to and from town; \$5 for elders/kids. Limits housing options.
- Expensive for elders and families to go out to Beltz high school for games and events.
- Out of town fare to go out to Anvil Mtn. Correctional Center (AMCC) to visit a relative is prohibitive.
- No lower cost options for employees or those released from AMCC.
- Vehicle needed for non-native population.
- May also want to go to P.O., bank, Convention Center, church, sporting events, NW Campus.
- Cabs may be late or inconsistent for new employees who have to be on time and can't afford their own vehicle. "Could be in cab for an hour before you're dropped off."
- No transportation options for low income kids who miss school bus.
- No car seats or seat belts for children and infants in taxis.
- High cost for employees going in town or out of town (e.g. airport, AMCC) for work.
- More complex transportation problem to also drop off kids at school before work.
- If it's storming or too much snow, some cabs won't go out to subdivisions.
- Difficult to get accessible transportation for the Elders and Youth Conference due to more people needing assistance to more evening and weekend activities.
- Difficult for elders from villages and Nome as well as ladies with newborn to get up into taxi vans or NSHC patient vehicle.
- New hospital will be 3/4 mile further (approximately 7 blocks) and more difficult to get to from center of town. No residential areas around new hospital.

## 5.0 STRATEGIES TO ADDRESS IDENTIFIED NEEDS

The following strategies were identified via public input and by the Nome Equal Transportation Access Work Group via phone conversations and face-to-face meeting on December 7, 2011, in an effort to improve human service and public transportation for elder adults, individuals with disabilities of all ages, and people with lower incomes. The State informed Arctic Access, as Lead Agency, that funding for a Mobility Manager would not be available for any new requests for FY13. As time allows, the feasibility of alternate or Start-Up funding will be pursued to staff this project.

2012 Prioritized Strategies & Goals		
#	Strategy	Goals/Tasks
1)	Sustainability of existing services and current progress on Nome Coordinated Plan.	1.1 Continue Equal Transportation Access Work Group. 1.2 Add City and DOT participants to Work Group to promote greater curb access and bus stop shelters. 1.3 Identify local funding and resource opportunities. 1.4 Develop transit-related MOAs. 1.5 Continue existing human service transportation options. 1.6 Develop rider screening form.
2)	Establish an accessible cab service	2.1 Develop proposal for wheelchair accessible taxi. 2.2 Purchase vehicle and arrange for barge shipment. 2.3 Solicit proposals from existing Nome cab companies for lease, operation and maintenance of accessible taxi. 2.4 Train drivers in regard to priority use and procedures assuring safety of customers. 2.5 Assure completion of ridership data and reports.
3)	Develop a low-cost voucher system	3.1 Research existing voucher programs in Alaska, e.g. Valdez. 3.2 Identify process for applying for and issuing vouchers. 3.3 Develop proposal for low-cost voucher program.
4)	Enhance transportation services with scheduled, low- cost transit to/from out-lying subdivisions and work sites.	4.1 Survey number of potential users of scheduled route bus service and cost they'd be able/willing to pay. 4.2 Research availability of local bus and/or purchase of bus for scheduled route service. 4.3 Pursue transit funding.
5)	Develop resources & processes to further address the gaps and needs in transportation services in Nome.	5.1 Update Nome Strategies and Projects Yearly. 5.2 Maintain list of tasks to be completed and/or job description for project temp staff and/or Mobility Manager. 5.3 Research & obtain funding to activate & staff transit projects. 5.4 Advertise for, screen, interview and train local staff or Mobility Manager.

<b>2012 Project List for Implementation by Priority</b>		
<b>#</b>	<b>Project Description</b>	<b>Strategy #</b>
<b>1</b>	Capital purchase of wheelchair accessible vehicle to accommodate rider using large motorized wheelchair plus a care provider.	2.1, 2.2
<b>2</b>	Purchase of Service funding for low-cost voucher program.	3.3
<b>3</b>	Start Up Funding.	1.3, 5.3
<b>4</b>	Capital purchase of 30 passenger bus for scheduled route service.	4.2

## **REFERENCES**

<http://www.visitnomealaska.com/nome-history-culture.html>

© 2001 Carrie M. McLain Memorial Museum, Box 53, Nome AK 99762  
(907)443-6630, [museum@ci.nome.ak.us](mailto:museum@ci.nome.ak.us)

<http://www.kawerak.org>

<http://www.alaskatrekker.com/nome.htm>

<http://www.crowley.com/>

[http://alaska.org/nome/nome-road-trip.htm#nome\\_teller\\_road](http://alaska.org/nome/nome-road-trip.htm#nome_teller_road)

[http://www.commerce.state.ak.us/dca/commdb/CF\\_CIS.htm](http://www.commerce.state.ak.us/dca/commdb/CF_CIS.htm)

<http://maps.google.com/maps?q=64.505176,-165.421143&hl=en&ll=64.505176,-165.421143&spn=0.035688,0.09819&sll=64.505176,-165.421143&sspn=0.071376,0.196381&vpsrc=6&t=h&z=13>