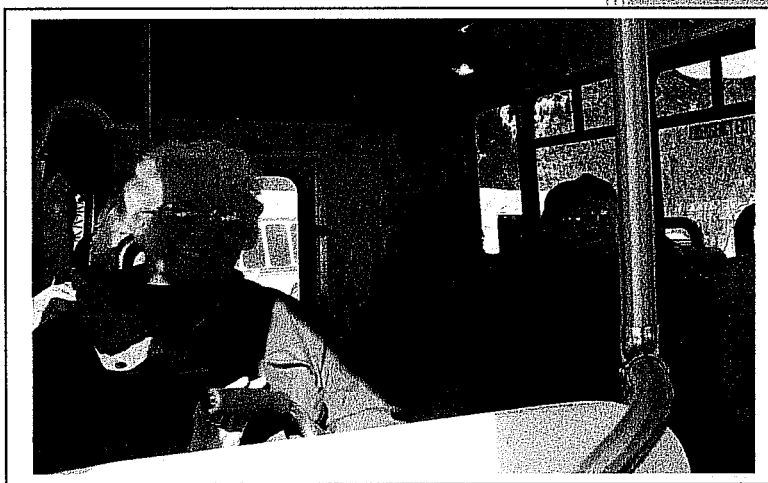


Haines Borough Coordinated Transportation Plan



**2010
Edition**

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1.0 INTENT AND PURPOSE OF PLAN

The intent of this plan is to document evaluation of existing transportation providers and the unmet transportation needs/duplications in human service agency and public transportation service. 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).

Three federal programs are allocated as part of SAFETEA-LU: 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 grant programs require participation in the Community Coordinated Transportation Plan in order to be considered for funding.

Each of these federal funding grants requires 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, United Way, colleges or universities, government, or private businesses.

This plan is intended for use by:

1. Community Advocates for improved access to transportation services for disabled, elderly and low income people, including
 - Southeast Senior Services, Inc./ Catholic Community Services, Inc.
 - Southeast Alaska Independent Living, Inc.
 - REACH Community Services
 - Cornerstone Home Health Services
 - Southeast Alaska Regional Health Consortium
 - Safe Routes to Schools Task Force; and
2. Transportation businesses and services willing to work cooperatively to increase ridership and revenue (see Haines Borough Human Service Transportation Inventory); and
3. Government and agents wanting to grow or enhance community transportation services while managing efficient resource use and positive community qualities:
 - Haines Borough Energy & Sustainability Commission
 - Haines Borough School District
 - Chilkoot Indian Association
 - Chilkat Indian Village
 - State of Alaska, Division of Public Health

Reference to the Plan is required of any organization, entity or government seeking financial support from the Alaska Department of Transportation and Public Facilities (DOTPF) for a transportation program. More importantly, to be eligible for state and federal grants a project must be derived from the Plan. It is therefore in the

interest of all who are affected by transportation issues in Haines and Klukwan to participate in describing the plan's issues and goals. Contact the Office of the Manager to convene a meeting and begin a discussion if you do not find the solutions here.

2.0 COMMUNITY GEOGRAPHY and GROUND TRANSIT PROFILE

2.1 Road Maps and Traffic Maps of Haines Borough: Appendix A.

2.2 Geography, Routes and Neighborhoods

Haines Borough and Klukwan transportation issues are most sharply defined by geography and land use patterns. Two major river valleys, the Chilkat and Chilkoot feed into the Lynn Canal on either side of a peninsula. The majority population lives in the Haines Townsite on the peninsula.

The Haines Cutoff Highway starts in Haines and travels northwest up the Chilkat River Valley 22 miles to Klukwan where it diverges to the Klehini River Valley and continues north another 18 miles to the Canadian Border. Land holding patterns generate consistent residential community development along the highway, and marketing strategies implemented by the University of Alaska have encouraged the growth of communities along feeder roads. Chilkat Lake Road is such a road that supports two distinct residential neighborhoods (25 households). Mosquito Lake (221 households) and Klukwan (44 households) are communities on feeder roads of the Haines Highway; both communities have a school and at least one retail outlet; Klukwan supports a clinic, tribal government offices and cultural tourism facilities.

The Haines Cutoff Highway provides vehicular access to the Alaska Highway. It is an inconvenient and expensive route out of the area and does not provide access to southeast Alaskan communities except to Skagway, 15 miles distant by water, and 400 miles distant by road.

Marine access is preferred for visitors and residents. The state operates and maintains a marine terminal in Lutak Inlet, 3.5 miles distant from the community core, and this is where the state's fleet of ferries loads and disgorges passengers, vehicles and freight vans. The Haines Small Boat Harbor is at the community waterfront, and it is the terminus for smaller commercial day passage. Private firms offering marine passage for people, vehicles and freight include Silver Eagle Transport, Alaska Fjordland Express, Haines/Skagway Fast Ferry and Alaska Marine Lines/Lynden Transport.

Mud Bay Road continues eight miles to the south of Haines and supports a distinct residential community (66 households).

Lutak Road supports a fourth distinct residential community (39 households) and recreational attraction eight miles north of Haines Townsite. Our service area supports in excess of 70 miles of collector and arterial roads, with vehicle traffic moving in and out of a hub on three distinct spokes.

2.3 Traffic Patterns and Destinations

Haines is the terminus of the Haines Cut-off Highway, a spur of the Alaska-Canada Highway. 18,680 vehicles crossed the border station and came into Haines during the 12 month period October 2006 Through September 2007¹; 17,960² departed.

2007 Average Daily Traffic Counts (ADTC) on roads feeding the Haines Highway are remarkable for the population level. Clearly, the Haines Townsite is the commercial hub for the borough; residents travel daily to access goods, services, travel connections outside the community and camaraderie. Conversely, residents of the townsite travel outward for recreation opportunities, employment and travel outside the community. The 2007 ADTCs on Haines Highway³ feeders are:

Mosquito Lake Road:	186
Porcupine Road:	225
Klukwan Road:	99
Airport Road:	569
Lutak Road:	829
Mud Bay Road:	1241
Sawmill Road	950

The most common local destinations for people with disabilities and the elderly are the Haines Senior Center, SEARHC clinic, Lynn Canal Counseling, the Haines Borough Swimming Pool, the Haines Borough Public Library, the airport and the ferry terminal. Haines Assisted Living located in central Haines in 2009 with eight apartments; an additional wing with five apartments is scheduled to open in 2011. Additional destinations for the public generally are grocery stores, hardware stores, the US post office, fuel stations and the bank. 2007 ADTC's on major local streets and avenues:

3 rd Avenue JCT w/Haines Highway	477
2 nd Avenue Beginning	888
Front Street JCT w/Main St.	1089
Main Street	1467
Beach Rd JCT w/Mud Bay Road	1324
Mud Bay Rd. JCY w/Small Tracts Rd.	869
Small Tracts Road	570

Many elderly people, people with disabilities and people in need of medical attention not available in the service area travel outside the community by air and marine routes.

¹ Dalton Cache US Border station agent

² Pleasant Camp, B.C. station agent

³ All ADTC data from Dept. of Transportation @ www.dot.state.ak.us/stwdplng/highwaydata/pub/traffic

Summer cruise ships docking at the waterfront Portage Cove Dock bring over 64,000 visitors a year to the community. The dock is approximately ½ mile from the downtown core, and the community operates a shuttle bus for visitors only between the dock and downtown retail outlets.

The State of Alaska realigned and resurfaced the Lutak Road from the intersection of Front Street to the ferry terminal in 2009 and is scheduled to complete the connection to Union Street in 2010. Planning for refurbishing the Haines Highway MP 3.5 to 25.3 began in 2004; construction is anticipated in 2012.

2.4 Housing Notes (within the townsite core)

Haines is a growing attraction for the aging population. New construction of second homes for retired couples is on the rise; 8% of total borough real property values are currently exempt from taxation under the mandated waiver for home values over \$150,000. Haines Senior Citizens Inc. operates Haines Senior Village, a complex designed for elderly people living independently. Tlingit Haida Central Council operates an independent senior housing facility. Haines Assisted Living, Inc. operates a facility on Union Street in the downtown core. It currently supporting eight apartments; five more are planned.

Thirty-two units of subsidized housing is available at Dusty Trails Apartments for low-income people; occupancy is high. Dusty Trails is marketed nationally and attracts new residents to the community.

Chilkoot Indian Association has subdivided approximately 15 acres of core community property and begun construction of four (4) four-plexes. The residential community plans for twenty-one (21) developable lots.

3.0 PLAN HISTORY: STAKEHOLDERS & PROCESS

The call for action to create the Haines Coordinated Transportation Plan was made by Larry Bussone, NTS Regional Coordinator, Catholic Community Services, the parent organization for Southeast Senior Services (SESS). SESS began providing door-to-door transportation to the seniors (persons 60 years of age and older) of Haines and Klukwan in 1976 as part of the Haines Senior Center Program. In 2005 the Senior Center expanded its transportation program with support from DOTPF to persons with disabilities of all ages. In 2006 SAFETEA-LU effectively required all programs subsidized with federal funds to be derived from a coordinated community transportation plan.

The first meeting of stakeholders was attended December 19, 2006, in the Haines Borough Assembly Chambers by representatives of the Haines Borough; the Haines Senior Center and Southeast Alaska Senior Services; Haines Public Health; REACH, Inc.; Southeast Alaska Regional Health Consortium (SEARHC); and Chilkoot Indian Association, a tribal entity. The group identified the need for a task force, the lead team, the limits of the service area, and additional community stakeholders. Transportation issues have been addressed subsequently by those in attendance at meetings noticed by email, telephone and bulletin board. The Task Force is identified at Appendix B.

Meetings of the Task Force and Borough Assembly plan adoption dates:

- January 26, 2007 - Community Transportation Association of America *United We Ride* Ambassador Dave Cyra facilitated the meeting. State Department of Transportation planners Nancy Webb and Janelle White attended and advised.
- May 31, 2007 and June 5, 2007 – Worksessions to clarify goals and strategies.
- June 12, 2007 – Plan adopted by Haines Borough Assembly
- September 18, 2008 - Annual Review, 2008 Edition
- September 23, 2008 – Adopted by Haines Borough Assembly
- August 18, 2009 - Plan review.
- December 18, 2009 – work session to assess current services and needs, focusing on gaps in service.

Task Force/Stakeholder Representatives participating in one or more public meetings:

Alaska Dept. of Health & Social Services, Public Health: Monica Acton,
Public Health Nurse

Catholic Community Services/SESS: Larry Bussone; Marianne Mills; Marsha Partlow, Manager, SESS Transportation

Chilkat Indian Village: Kimberly Strong, Tribal President

Chilkat Valley News: Tom Morphet, Editor; Matt Hawthorne, Reporter

Chilkoot Indian Association: Greg Stuckey, Ex. Director; Scott Hansen,
Transportation Director

Citizen Advocates: Versia Beleski, Betty & Charles DeWitt, Helen Fenn, Liz Fisher, Mimi Gregg, June Haas, Georgia Haisler, Nicki Hopper, Belle Laing, Bob Lix, Sally Lix, Doris Peck, Mary Price, Marianne Rasmusson, Helen Tengs, Doris Ward, Irene Ward, Jack Wenner

Chatham School District: Kimberly Strong, Village Representative

Cornerstone Home Health: Diana Griffiths

Haines Area Transportation Sharing (HATS): Tim Shields, Volunteer

Haines Assisted Living, Inc.: Vince Hansen, Ex. Director

Haines Borough: Tom Bolen, Manager

Haines Borough Planning Commission: Kathleen Mencke, Commissioner

Haines Borough Energy & Sustainability Commission: Stephanie Scott, Ex. Director

Haines Borough Schools: Leigh Horner, SRTS Representative

Haines Senior Center: Floy McDowell, Manager; Leslie Whittington, Manager; Crystal Verhamme, Manager

Haines Senior Village: Anne Hanssen, Manager; Bud Barber

Haines Taxi Service: Carl Dixon, Owner

Lynn Canal Conservation: Nancy Berland, Ex. Director

Lynn Canal Counseling: Sharon Ford, Director

Northland Excursions: Adam Patterson, Owner

REACH, Inc.: Suzanne Vuillet-Smith, Case Manager

RurAL CAP Head Start: Judy Goenett, Ex. Director

Southeast Alaska Regional Health Consortium (SEARHC): Marcia Scott, Clinic Manager; Jan Hotze,

Silver Eagle: Bruce Gilbert

Southeast Independent Living, Inc.: Sierra Kaden Jimenez, Ex. Director

Southeast Roadbuilders: Roger Schnabel, President; Ralph Swinton, Officer

4.0 COORDINATED SERVICE ELEMENT: INVENTORY OF RESOURCES AND SERVICES

The status of operating human service transportation in the Haines Borough and Klukwan is as follows:

Service Provider	Beneficiaries	Type Service	Compensated
4.1 Southeast Senior Services/Catholic Community services	<ul style="list-style-type: none"> • Persons 60+ years, • Persons with disabilities • Mental Health beneficiaries 	Door-to-door/on call service	DOTPF 5310-AMHTA-JARC Grant; Title III Older American Act; Medicaid; rider donations; contracted services.
4.2 Haines Borough	Cruise ship visitors	Scheduled route, seasonal	Haines Borough
4.3 Haines Borough School District	Enrolled students	Scheduled route (3)	State Pupil Transportation
4.4 Chatham School District	Enrolled students	Scheduled route (1)	State Pupil Transportation Aid and Chilkat Indian Village
4.5 RurAL CAP	Enrolled students	Scheduled route	State supported client transportation
4.6 REACH	Clients	Door-to-door/by appointment	Medicaid
4.7 Various Tour Companies [See Community Transport Inventory]	Clients	Client transport	Included with tour purchase

Inventory of Available Resources and Services

4.1 Southeast Senior Services/Catholic Community services dba Haines Senior Center

Seniors at least 60 years old and any Haines citizen with a chronic or temporary physical or mental disability are eligible to use the services provided by Haines Senior Center. They may reserve rides Monday through Thursday from 8:30 am to 3:30 pm. No

restrictions or priorities are formally set for use of this service, though the availability of funding restricts the scope of the program.

Primary service is restricted to hours of Senior Center nutrition program operation. However with DOT Purchase of Services (POS) program funding, enhanced rides to community events and for medical purposes can be arranged, depending on availability of a driver. All requests for this service have been honored.

Through the DOT Purchase of Service Grant, enhanced service is also provided. This allows for rides outside the regular program hours and can be requested by either seniors or individuals with disabilities. It can be used for evening and weekend events within the community, for medical purposes, or any event that is not available during regular program hours such as rides to the post office or grocery store. All enhanced rides require a \$1.00 one-way trip fare.

Existing funding sources for the Haines Senior Center transit services include the Haines Borough, State Title 3 Grant Program, AKDOT&PF, Medicaid Waiver Reimbursements, local fundraising and donations. The program is operated by Southeast Senior Services, a subagent of Catholic Community Services, Inc., a Juneau-based.

Arrangements for transportation services are usually scheduled at least 24 hours in advance. Same day service is provided when space allows. All enhanced or POS rides must be scheduled at least 48 hours in advance.

Riders are screened to assure they meet the criteria for service. Riders over 60 complete a *Southeast Senior Service Participation Form*. All others must be either referred by an agency such as Lynn Canal Counseling, or SEARHC. If the ride is a self referral, the rider must provide a note from a doctor or clinic indicating why the rider needs the ride.

Estimated FY 09 Annual Trip Destination Distribution, Current Service:

Home:	3,180	100.0%
Senior Center:	1,113	35.0%
Grocery Store:	795	25.0%
Medical Facilities:	477	15.0%
Ferry:	16	.5 %
Airport:	16	.5 %
Personal:	763	24.0 %

Homemaker Services: The van is also used to provide a category of service we call "home maker." This service delivers hot meals prepared by the Senior Center nutrition program, prescription drugs, picks up mail, etc.

Enhanced Ride Services: includes chartered trips to the Haines Fair, community dinners, evening pain clinics, basket ball games, and social events designed especially for senior citizens.

Operating Data:

Primary and Homemaker Service: Monday through Thursday, 8:30 am – 3:30 pm
 Enhanced Rides: Upon request, as practical
 Fee Charged: \$1.00 for enhanced and purchase of service rides. Free Will for all else.
 Annual Vehicle Miles: 15,000 (estimate)
 Annual Vehicle Hours: 5,200 in FY 09, but 6,000+ projected for FY10
 Annual Passenger Trips: 3, 180 one-way trips.
 Cost Per Ride (FY10): \$26.54

4.2 Haines Borough Shuttle

From late May through late September the Haines Borough contracts transit services for shuttling visitors between the cruise ship dock in Portage Cove and designated stops in the downtown core. The service is “consistent and continuous” on days a cruise ship is scheduled in port – 33 days in 2009.

The service is not available to residents. The service is free to visitors. The service is funded by the Haines Borough (Sales Tax Revenue) and cost \$60 per hour of service. The 2009 contract was estimated at 379 hours and \$22,740.

4.3 Haines Borough School District

State law mandates that school districts provide transportation for all students residing 1.5 miles or more from a school facility. Sixty-seven (67) students qualify for student transportation. Due to unsafe routes to school, an additional average of fourteen (14) students residing less than 1.5 miles from the Haines Borough School are allowed to ride the route to school. The Haines Borough School District contracts for pupil transportation services. The FY2010 contract is held by Southeast Roadbuilders, Inc. The service is available 173 days of the year. Services are restricted to students. The service is free to students.

Three routes are served:

Route	Total Miles/Day	Average # rides/day
Highway	181	28
Mosquito Lake	84	9
Mud Bay/Piedad	72	33
Totals	337	70

4.4 Chatham School District

The Chatham School District currently provides rides for 4 students between Haines and Klukwan. Students rendezvous at the Haines Fire Hall and are driven 22 miles to Klukwan school. The route is 44 miles.

4.5 RurAL Cap: NA

4.6 REACH, Inc.

REACH provides services to people with disabilities. The nonprofit agency acquired a van for the exclusive use of its clients in December 2009. Use of the van is scheduled by staff based upon the availability of program funds for the individual; priorities are set by staff assessment of need. Clients do not pay. Service is not restricted due to physical or time constraints; it is available to clients 24 hours per day, seven days per week, upon call by the client. Most transportation routes are run for personal errands and medical appointments. Additionally, the van is used for staff-scheduled outdoor recreation activities.

Operating Data:

Available Service: 24 hrs/day, 7 days/week

Fee Charged: None

Annual Vehicle Miles: 700 (estimate)

Annual Vehicle Hours: NA

Annual Passenger Trips: NA

4.7 Private Touring Companies

The tourism industry in Haines supports a plethora of buses, vans and classic vehicles engaged in transporting ticketed clients throughout the borough. These vehicles are used in private-sector transit and operate seasonally in service to their clients:

1. Air Excursions
2. Mountain Flying Service
3. Private Touring Companies
 - a. Alaska Cross Country Guiding and Rafting
 - b. Alaska Mountain Guides
 - c. Alaska Nature Tours
 - d. Captain's Choice
 - e. Chilkat Guides
 - f. Chilkat River Adventures
 - g. Chilkoot Lake Tours
 - h. Keet Gooshi Tours
 - i. Rainbow Glacier Tours
 - j. Takshanuk Mountain Trail

The inventory of vehicles currently in use or potentially available for public transportation is included as **Appendix C. Human Service Transportation Inventory**

5.0 NEEDS ASSESSMENT

This section provides an overview of Haines Borough and Klukwan demographics.

Table 2: Community Demographics - CommunityName, 2000

	Haines Borough	Klukwan	Total Area Population
2000 Population	2392	139	2531
<i>2007 State Demographer population estimate¹</i>	2310	102	2412
Population 65 and over	250	9	259
Percent Population 65 and older	10.4	6.5	
Per Capita Income	\$22,090	\$11,612	
Median Family Income	\$40,772	\$30,714	
Median Household Income	\$50,580	\$31,563	
Persons in Poverty	254	2	
Percent Below Poverty	10.7	1.5	

Source: 2000 US Census Bureau Data, except where noted.

¹ Alaska Department of Commerce, Community and Economic Development Community Database Website: http://www.commerce.state.ak.us/dca/commdb/CF_BLOCK.htm, as accessed 03/09/10.

² 2007 State Demographer population estimate

Detailed Demographics by Group Type

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 each community.

Table 3: Disabilities by Age and Type, 2000

	Haines City	Klukwan	Total
Total disabilities tallied:	538	61	599
for people 5 to 15 years:	35	3	38
Sensory disability	0	0	0
Physical disability	5	0	5
Mental disability	25	3	28
Self-care disability	5	0	5
for people 16 to 64 years:	275	38	313
Sensory disability	29	11	40
Physical disability	88	9	97
Mental disability	32	5	37
Self-care disability	21	1	22
Go-outside-home disability	28	4	32
Employment disability	77	8	85
for people 65 years and over:	228	20	248
Sensory disability	48	4	52
Physical disability	73	4	77
Mental disability	32	4	36
Self-care disability	26	1	27
Go-outside-home disability	49	7	56

Source: U.S. Census Bureau Census 2000.

Table 4: Household Income, 1999

	Haines Borough	Klukwan	Total
Total:			
Less than \$10,000	61		61
\$10,000 to \$14,999	82	6	88
\$15,000 to \$24,999	154	10	164
\$25,000 to \$34,999	137	9	146
\$35,000 to \$49,999	147	11	158
\$50,000 to \$74,999	208	2	210
\$75,000 to \$99,999	102		102
\$100,000 to \$149,999	54		54
\$150,000 to \$199,999	20	2	22
\$200,000 or more	20		20

Source: U.S. Census Bureau Census 2000.

Table 5: Household by Type, 2000

	Haines Borough	Klukwan	Total
Total Households	991	44	1035
Households with individuals 65 years and over	184	8	192
Percent Households with individuals 65 years and older	18.5	18	
Average household size	2.41	3.16	
Average family size	2.94	3.75	

Source: U.S. Census Bureau Census 2000.

Table 6: U.S. Department of Health and Human Services Poverty Guidelines, 2008

Size of Family Unit	USDH&HS Poverty threshold: Alaska	# Individuals Below Poverty Haines Borough, 1999	# Individuals Below Poverty Klukwan, 1999
1	\$13,000	254	2
2	17,500	# Families Below Poverty Haines Borough, 1999	# Families Below Poverty Klukwan, 1999
3	22,000	49	-0-
4	26,500		
5	31,000		
6	35,500		
7	40,000		
8	44,500		

Source: *Federal Register*, Vol. 73, No. 15, January 23, 2008, pp. 3971–3972

6.0 GAPS IN SERVICE

6.1 Introduction: Our Challenge

The federal government's goal for SAFETEA-LU and its three allocations⁴ is to improve human service and public transportation for seniors, individuals with disabilities of all ages, and people with lower incomes through coordinated transportation services. The level and diversity of public participation in the Task Force meetings illustrates the need for improved transportation services for all populations, not just those targeted by federal government programs. People who do not qualify for subsidized transportation spend a disproportionate amount of income on fuel and maintenance of personal vehicles. "The cost of fuel makes all of us low-income."⁵

Task force meetings also illuminate how the Haines community is challenged to manage resources to ensure that individual transportation needs are met efficiently within the context of shared community values. Our plan is not just about ensuring that people have transportation services; our plan also seeks to uphold community values in providing transportation services. For example: the community is concerned with the sustainable use of resources, as evidenced by maintaining the Energy and Sustainability Commission,⁶ and so, our plan addresses transforming inefficient transportation methods to serve new populations. We care about the health of our people and the quality of life in our communities. Consistency demands that we design and implement a human service transportation program that is attractive and responsive to general public needs *and* accessible to the elderly, disabled and low income employed populations.

Our plan acknowledges that each ride provided by a service program impacts the individual, the family and the community. Therefore, our plan distinguishes needs/issues to be addressed in existing programs targeting elderly, disabled and low income populations, and needs/issues to be addressed in providing public transportation programs generally.

6.2 Gaps in Existing Qualified Program Service

Identifying gaps in service is an exercise in imagining what would happen if the current service did not exist. Gaps in transportation service in our service area are pervasive, as the only populations currently being served in the Haines Borough are students, the elderly and disabled. The gap is clear enough:

Community members who need transportation, who are not students traveling to and from school, who are not qualified to receive services from Haines Senior

⁴ Transportation for Elderly Persons and Persons with Disabilities (Section 5310); Job Access and Reverse Commute (Section 5316); and The New Freedom Initiative (Section 5317)

⁵ Stephanie Scott, Task Force Meeting, Haines, 8/18/09

⁶ The Commission was appointed July 22, 2008. Commissioners are: Andy Hedden, Danny Gonce, Scott Hansen, Gary Lidholm, Daniel Wackerman, Leonard Dubber, Melissa Aronson and Frank Holmes. Assembly Member Steve Vick is the Assembly Liason. The purpose of the Commission and its outlined tasks are described in HB Resolution 08-06-123, adopted June 10, 2008.

Center or REACH, who cannot afford to hire a private carrier or maintain a private vehicle, who do not have friends or family who will transport them in their private vehicle, are simply not transported.

The Haines area has not been able to support a private-for profit transportation service for a significant span of time. The need for transportation services between the airport and downtown and between the ferry terminal and downtown is well documented, but the demand is not large enough to support a business year-round. The lack of a public transportation system is frustrating to residents and visitors alike; the community has a regional reputation for low/no service.

Gaps in existing qualified program service:

1. Need: Independent fund or allocation for SESS transportation services

Discussion: Haines Senior Center transportation services are dependent on the SESS nutritional program. Seniors and disabled people qualified for service continue to need transport services when the nutritional program is discontinued for lack of funds. This has occurred, and people have been unable to schedule transportation to and from medical and mental health appointments, personal errands and community events when the nutritional program is discontinued.

2. Need: Additional funding for SESS

Discussion: Haines Senior Center transportation services are not available when funds are not available through SESS to schedule a driver. There are exceptions when planning has resulted in off-hour transportation, but generally, there is no service after operating hours or weekends.

3. Need: Document need for service in unserved areas of borough

Discussion: Transportation services are not available to residents who live a greater distance from the population centers due to cost:benefit of operating the van. The current Haines Senior Center program provides services to qualified residents of Klukwan, but does not provide services to residents along Mosquito Lake Road or other feeder roads on the Haines Highway, Mud Bay or Lutak Road. Consider organizing sub-areas.

4. Need: Explore opportunities for coordination of services /shared resources

Discussion: REACH, Inc. transportation service was initiated December, 2009, and significant data for the program is not yet developed. REACH staff provides services for clients 1:1 on a customized basis. Staff schedules van use as needed; the van is idle when not in use. Alaska Dept. of Health and Social Services, Division of Health vehicles sits idle except for administrative errands.

5. Need: Explore pay-per-ride option for non-program participants

Discussion: Community members who do not qualify for enhanced rides, transportation assistance or other benefits are willing to pay, but are not invited or allowed to utilize the service. There are no provisions for people who can drive themselves most of the time but have trouble driving in bad weather. Need for affordable ground transportation route to/from the ferry terminal and the airport.

6. Need: Transportation services relating to medical needs

Discussion: When an ambulance transports a patient, especially at night, family members need transportation services. School students eligible for pupil transportation

need service from the school facility to medical appointments. There is a need to include Fire Department and Emergency Medical Technician participation in future Task Force work.

7. Need: Program Advocacy/Advertisement

Discussion: General knowledge of subsidized program service is inadequate. The lack of programs and knowing how to access transportation is a barrier to getting services. The internet could be better used to organize and coordinate rides among community people.

8. Need: Explore benefits of initiating *Job Access and Reverse Commute (Section 5316) Program*:

Discussion: Employment is often not attractive if private transportation costs between the core community and outlying areas (Klukwan, Mosquito Lake, Covenant Life Center, Mud Bay, etc.) must be considered. There is no subsidized transportation service program for the low-income employed.

6.3 Additional Assessment of Transportation Needs/Issues outside the scope of existing service/programs

1. Need: reduce congestion in downtown core.

Discussion: The 2005 Average Daily Traffic Count (ADTC) at the intersection of Main Street and Second Avenue, was 2,668. Most stakeholders agree that the downtown area can be made more attractive to walkers. It can also be made more attractive for vehicles if there were fewer of them.

2. Need: non-vehicular walkways and sidewalks in community core

Discussion: Haines Senior Village, Deishu Senior Housing, the Haines Senior Center and Haines Assisted Living are important residential and social facilities for the elderly and people with mobility impairments. All are located conveniently near the post office, grocery stores, library, mental health services, SEARHC health clinic and the bank. The lack of continuous, connected and safe walking routes deters people from walking, a choice for their health and lower traffic congestion in the area.

3. Need: safe bikeways and pedestrian trails along arterial and collector roads.

Discussion: Pedestrians and cyclists need greater assurance of safety to exercise choice for independence and health in transportation alternatives. **Safe Routes to Schools Program** offers the community opportunity to design and construct infrastructure within a two mile radius of the Haines Borough school facility.

4. Need: reduce fossil fuel use and emissions in the service area.

Discussion: The Haines Borough Transportation Task Force identified the sensibility of maintaining good air quality in Haines, "The Alaska of Your Dreams." The Energy and Sustainability Commission, working from the base established by the Energy Task Force is tasked with strategizing how the community can reduce its dependency on oil products.

5. Need: Utilization of existing resources to provide efficient community transportation service and cost savings to state and federal programs

Discussion: Vehicles designed for human service transportation in the service area are programmed to run underutilized daily:

- a. Haines Borough School District operates three routes totaling 337 miles/day for 172 days/year [58,000 miles annually] on the public road system. Labor costs for these routes are \$69,250 annually, and fuel in 2007/8 cost \$41,900. The capacity of this program is 150 passengers daily; the actual number of persons served is 45. This publicly-funded program is operating at 30% capacity.

Chatham School District operates the same daily school bus route along the Haines Highway as the Haines Borough School District, but in the opposite direction. This route is threatened by financial challenges facing the Chatham District. The Chilkat Indian Village has historically assisted the state-funded district to operate the program.

Coordination is needed, possibly at the level of the Department of Education, to determine whether efficiencies in pupil transportation can be realized through collaboration between the two school districts.

Stakeholders also identified the inefficiencies caused by the legal barriers to public use of school transportation facilities. For example, a student may board a bus carrying 30% capacity and ride to school for 20 miles, while the bus is followed to town by a private car carrying the student's parent. How could the community's transportation needs be served by the school bus contractor? Should the community abandon the pupil transport system and replace it with a public transportation system that incorporates a student voucher system?

- b. State agencies including the Department of Natural Resources, Divisions of Parks and Forestry, and the Department of Health & Social Services, Division of Public Health maintain vehicles in Haines. Several of these registered vehicles sit idle – for example, the odometer on the 2004 Ford Explorer assigned to Public Health registers 2,650 miles. Such vehicles could be assigned more strategically.
- c. The Human Service Transport Inventory appended to this Plan identifies more than 40 vans and buses operated in the service area by private companies for the benefit of their clients, tourists. The seating capacity for these vehicles is in excess of 1,500 persons. Most of these vehicles are parked, not in use, approximately 7 months of the year.

6. Need: assistance, discretionary contacts and confidentiality for safe riding.

Discussion: In 2007 the Haines Borough witnessed 10 incidences of DWI and 3 incidences of reckless endangerment on local roads. In 2007 the Haines Borough witnessed 22 incidences of assault/domestic violence, 20 incidences of assault/non-family, 15 incidences of domestic dispute.

How many unintentional crimes, how many dangerous drivers would be averted from the roads, how many families saved disruption and turmoil if there were a

confidential contact or financial subsidy for transportation to and from home? Access to transportation in this form is crime prevention.

7. Need: Professional experience in program implementation

Discussion: The requirement for a Coordinated Transportation Plan has made the community more aware of existing programs, needed planning and coordination efforts. The work cannot be done by volunteers.

8. Need: Profitable Taxi/Shuttle Service

Discussion: The history of private taxi/shuttle service is troubled. Yet, there are community benefits to having such a service available. A profitable personal transportation service (taxi or shuttle service) may be possible if its business plan included interface or collaboration with federally-subsidized transportation programs.

7.0 STRATEGIES: ADDRESS THE IDENTIFIED NEEDS AND GAPS IN SERVICE

7.1 Maintain support for SESS/CSS Haines Senior Center's subsidized human service transportation programs.

- a. Explore the introduction of Flexible Transit Services
- b. Explore possibility of "Tripper" services

7.2. Sustain the Transportation Task Force to

- a. maintain and advocate for the Coordinated Transportation Plan;
- b. maintain Human Service Transport Inventory;
- c. recommend implementation of program strategies to the Borough Assembly;
- d. coordinate and collaborate with the *Haines Borough Energy & Sustainability Commission* and the *Planning Commission* on transportation issues; and
- e. research program funding sources for implementation of strategies to meet goals.

7.3. Hire a Mobility Manager.

Task the Mobility Manager with researching and managing local mobility issues. Specifically, identify needs in under-served populations; research potential for coordinated services among existing programs and facilitate where beneficial; research the potential for implementing additional mobility strategies:

- a. carpooling
- b. volunteer driver programs
- c. taxi subsidy programs
- d. technical tools to support live dispatch: internet, software, GPS
- e. cost: benefits of a community bus route

7.4. Coordinate and Consolidate Transportation Services and Resources

- a. Contract with Agency Operators
- b. Contract with Common Service Providers
- c. Share Resources
1. Research how the Alaska Department of Education's Pupil Transportation Program might be amended to increase public transportation service and decrease transportation service duplication in the community and statewide.
2. Explore feasibility of "growing" a transportation

7.5. Partner with Chilkoot Indian Association and Chilkat Indian Village in development of transportation plans and programs.

7.6. Work with DOT&PF SRTS to realize nonmotorized vehicle pathways and sheltered bike racks in downtown core; advocate for pedestrian walkways and bike trails along arterial roads; and recommend projects and policy to decrease vehicle congestion in downtown area.

8.0 PRIORITY OF PROJECTS

The Transportation Task Force has identified three projects to undertake in the first project year (FY2011). The results of the first project are expected to clarify the need for and help to define subsequent projects.

8.1 Research Mobility Management Issues

Responsible Agency: Chilkoot Indian Association

Chilkoot Indian Association Human Services Project: Mobility Management was funded by the FY 2011 Alaska Community Transit Program. The program start date is July 2010. The Mobility Manager is tasked with identifying potential transportation users, determining the level of interest in a coordinated community transportation system, and proposing recommendations. The project will communicate with all existing services to determine the level of interest in a coordinated transportation plan for Haines.

8.2 Advocate Safe Routes to Schools

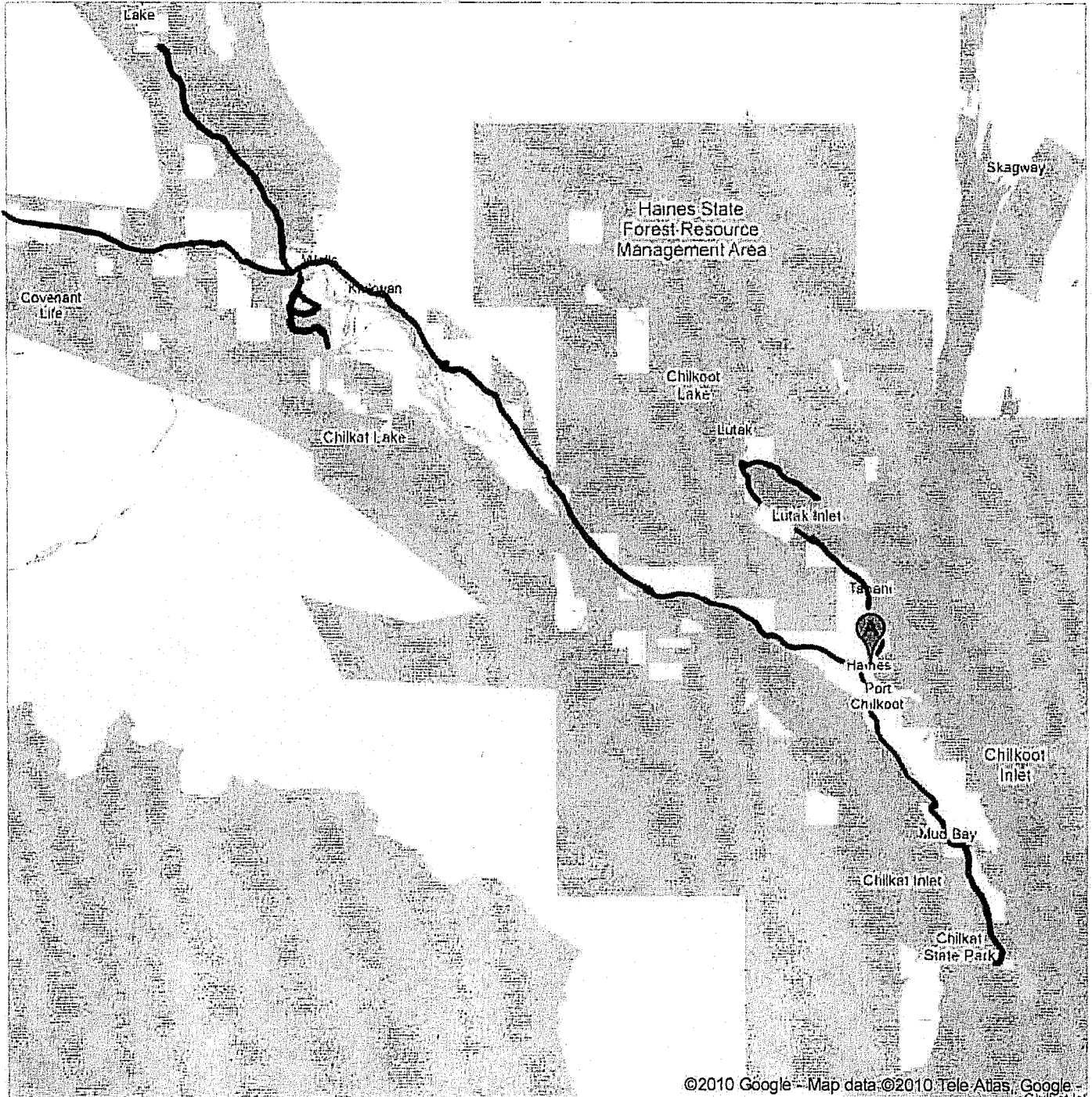
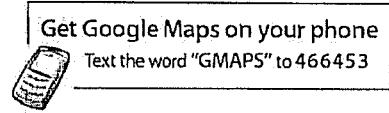
Responsible Agency: Haines Borough

Collaborate with **Safe Routes to Schools Task Force** and DOT&PF to identify student routes to school and describe need for traffic control and infrastructure within the school project area. Apply for funding from the DOT&PF's program for construction funds.

8.3 Increase ridership in FY 11 (July 1, 2010 to June 30, 2011) by 25%.

Responsible Agency: Southeast Senior Services, Inc.

1) Run a series of monthly local newspaper articles with a story and photo of passengers who are using the van service; 2) Run weekly radio announcements encouraging use of the service; 3) Post flyers around Haines and Klukwan in areas that seniors frequent such as apartment complexes; and 4) Site Manager will contact partners quarterly by phone to discuss client needs for rides.



Debra Schnabel

Distribution List Name: TransportationTaskForce

Members:

Advocate, Mike Denker	blankdenker@aptalaska.net
Advocate, Tim Shields	herpetologic@gmail.com
CCS/SESS, Marsha Partlow	marsha.partlow@ccsjuneau.org
Chilkat Indian Village, Joanne Spud	jespud@yahoo.com
Chilkat Indian Village, John Brower	jbrower@chilkatindianvillage.org
Chilkat Indian Village, Kimberly Strong	kastrong@aptalaska.net
Chilkat Indian Village, Larry Sweet	sweetnes@aptalaska.net
Chilkoot Indian Association, Scott Hansen	shansen@chilkoot-nsn.gov
Cornerstone Home Health, Bev McClaughlin	chhcare@aptalaska.net
Haines Assisted Living, Vince Hansen	halincn@aptalaska.net
Haines Borough Mayor Jan Hill	jhill@haines.ak.us
Haines Senior Center, Leslie Whittington	law_10_27@yahoo.com
Haines Senior Village, Ann Hanssen	ahanssen@aptalaska.net
HNS BORO Energy Sustainability, Stephanie Scott	sscott@aptalaska.net
Lynn Canal Conservation, Nancy Berland	lcc11@aptalaska.net
Public Health, Monica Acton	monica_acton@health.state.ak.us
REACH, Suzanne Smith	hnsreach@aptalaska.net
Safe Routes to Schools, Leigh Horner	lhorner@hbsd.net
SAIL, Sierra Jimenez	mizjimenez@gmail.com
SEARHC, Jan Hotze	jan.hotze@searhc.org
SEARHC, Marcia Scott	marcia.scott@searhc.org
Southeast Roadbuilders, Inc., Roger Schnabel	roger@seroad.com

Locally Developed Coordination Plan Meeting Participant List

Plan Area (community):	HAINES BOROUGH
Date of Meeting(s):	AUGUST 18, 2009
Coordination Plan Contact Name(s):	Debra Schnabel

NAME	ORGANIZATION NAME	ADDRESS AND PHONE NUMBER	E-MAIL ADDRESS
Marsha Partlow	CCS ✓	419 6th St Juneau 99801	marshapartlow@ccsjuneau.org
Adam Patterson	✓ Northland Excursions	449 FARRD. 766-3411	Adam@northlandexcursions.com
Leigh Horner	✓ Haines Borough School	766-6700	lhorner@hbsd.net
Tom Morphet	✓ Chulitna Valley	aws 766-2685	tommorphet@hotmail.com
Stephanie Scott	✓ HBESC	Box 431 Haines, AK 766-2718	sscott@aptalaska.net
Nancy Berland	LCC	Box 964 766-2295	lcc11@aptalaska.net
Sharon Ford	✓ Lynn Canal Council	PO Box 75 766-2137	LCC5@aptalaska.net
Tom Bolan	✓ Haines Board	766-2231 #29	tbolan@haines.ak.us
Leslie H. Whittington	Senior Center	Box 801 766-2383	Law_10_27@yahoo.com
Suzanne Villet-Snoble	REACH Inc	Box 1784 766-3457	hnsreed@aptalaska.net
DOIS WARD	✓ senior	Box 14/766-2206	DWARD@APTALASKA.NET
NICKI HOPPER	senior	Box 145 766-2249	
Vernia Baleski	✓ senior	BX 71	
Helen B. Tenge	✓ senior	Box 148 Juneau	
Vine Hansen	✓ Haines Assisted Living	Box 96 Haines	halinc@aptalaska.net

Locally Developed Coordination Plan Meeting Participant List

Plan Area (community):	Haines Borough and Klukwan
Date of Meeting(s):	December 15, 2009
Coordination Plan Contact Name(s):	Debra Schnabel

NAME	ORGANIZATION NAME	ADDRESS AND PHONE NUMBER	E-MAIL ADDRESS
Sierra Jimenez	SAIL	PO Box 183 766-3297	SierraKaden@Sailinc.org
Marianne Mills	SESS	419 Sixth Juneau 99801 733-0226	marianne.mills@ccsjurteku.org
Marsha Partlow	SESS	" "	marsha.partlow@ccsjurteku.org
Leslie A. Whittington	HNS Senior Center SESS	Box 809 HNS AK 99827	Law.10.27@yahoo.com
Christal Verhamme	Senior Center	patrolloas	christal44@live.com
Scott Hansen	CIA	490	shansen@chilkoot-nsh.gov
Bob Lix		766-2955 pg 825	
Sally Lix	Senior Center	same	sl14@aptalaska.net
Suzanne Willet-Simble	REACH	Box 1484 766-7457	hnsreach@aptalaska.net
Ralph Swinton	SE Road Builders	Box 1129 766-2833	
Kimberley Strong	CIV	Box 210	
Jan Hill	Haines Borough	Box 541	janhill@aptalaska.net
ANNE HANSEN	SENIOR VILLAGE	BOX 1173	ahanssen@aptalaska.net
Matt Hawthorne	CNN		cnn@chilkootvalleynews.com
JACK WENNER	SENIOR CENTER	P.O. Box 1614 766-3566	
Bud DARRIN	SENIOR VILLAGE	Box 1009 766 3610	BudDARRIN@YAHOO
Diana Griffiths	Cornerstone Home Health	Box 1074 766-3964	dgriffiths@aptalaska.net

<u>Owner</u>	<u>Make</u>	<u>Year</u>	<u>Model</u>	<u>VIN#</u>	<u>Capacity</u>	<u>Availability</u>
AK, Division of Public Health	Ford	2004	Explorer		5	NA
AK Cross Country Guiding	Ford	1996	Clubwagon	1FBJS31G6THA22297	15	NA
	Ford	1987	NA	1FBJS31H4HHC08792	NA	NA
AK Mountain Guides	Ford	1993	Van	1FBJS31G6PHB65496	15	NA
	Int'l	1988	Bus	1HVLNZRM5JH593876	22	NA
	Int'l	1988	Bus	1HVLNZRMOJH593865	22	NA
	Int'l	1982	Bus	1T7C4D489C1923801	58	NA
	Dodge	1988	Van	2B5WB31W2JK171091	15	NA
	Dodge	2000	3500 Van	2B5WB3520YK159357	15	NA
	Chevrolet	1993	Suburban	1GN GK26K5PJ365864	6	NA
	Ford	1993	Van	1FBJS31G8RHA27879	15	NA
	Ford	1995	Van	1FBJS31G45HA37105	15	NA
	Toyota	2008	Sienna	5TDZK23C78S191752	7	NA
Alaska Nature Tours	Chevrolet	1974	Bus	F23460	40	NA
	Ford	1991	Metrotrans	1FDKE37G7MHA94783	24	NA
	Ford	1991	Metrotrans	1FDKE37G3MHA94781	24	NA
	Ford		E-350	1FB553119XHB43607	15	NA
	Chevrolet	1976	Bus	F32092	40	NA
Captain's Choice Motel	Oshkosh	1991	Van	4CDK46E22M2103990	14	NA
	Chevrolet	2003	Van	IGNFL19X83B112225	7	NA
	Chevrolet	1999	Bus	1GDJG31F2W1040180	NA	NA
Catham School District	Chevrolet	1982	Bus	NA	13	Scheduled
Chilkat Guides	BlueBird	1981	Bus	1BAB1CCA5BF051225	56	NA
	BlueBird	1995	Bus	1BAAKCSA4SF065711	52	NA
	BlueBird	1998	Bus	1BAAHCSA8WFO78269	52	NA
	Int'l	1990	Bus	1HVBAZBMXLH256520	24	NA
	BlueBird	1991	Bus	1BAAGCSASMF039770	44	NA
	GMC	1985	Bus	1GD6P1B9FVS18573	24	NA
	BlueBird	1991	Bus	1BAAGCSAXMF039747	44	NA
	BlueBird	1991	Bus	1BAAKCSA9ME042864	48	NA
Chilkat River Adventures	BlueBird	1991	CabOver	1BAAKCSA3MF046893	52	NA
	BlueBird	1990	CabOver	1BABMC7A9LF035709	58	NA
	Thomas	1993	Bus	IT79R4B20P1118916	50	NA
Chilkoot Lake Tours	Int'l	1986	Bus	1HNLNHGL2GHA58099	39	NA
	Int'l	1984	Bus	1HLVNHEM4EHA56764	44	NA
	Ford	1985	Van	1FBHE21G6FHA81810	12	NA
	GMC	1985	Bus	2EDHG31MOF4518863	15	NA
Haines Borough	Chevrolet	1999	Van 3500	1090549	15	Dedicated
Keet Gooshi Tours	Ford	1992	Clubwagon	1FBJS31H6NHA49723	15	NA
	Ford	1993	Clubwagon	1FBJS31H8PHA76778	15	NA
Klukwan Indian Village	GMC	1999	Bus	1GDJG31F4W1039144	26	NA
Mountain Flying Service	Dodge	1994	Van	2B5WB35ZIRK549823	12	NA
Rainbow Glacier Adventures	Ford	1993	Van	1FDJS34H7PHB15654	10	NA
	Ford	1989	Clubwagon	1FBJS31H3KHA21227	12	NA
	Ford	1996	Clubwagon	1FBJS31H5THB12758	12	NA
	Ford	1990	Bus	1FDKE30GGLHA32493	24	NA
	Ford	1993	Van	1FBJ531Y1PHA62348	15	NA
	Europa	1998		4T32F13CXWU035035	7	NA
REACH	Ford	1989	Van	NA	4	By Appt. 24/7
	"	"	Wheel Chair Accessible:		2	By Appt. 24/7
RurAL Cap	Bluebird		Bus	NA		Dedicated

Haines Borough Human Service Transportation Inventory

3/25/2010

SE AK Backcountry Adventures	GMC	1985	Bus	1GDL6T1V1GV5423570	40	NA
	Ford	2001	Van	1FBSS31L91HA8152	11	NA
Southeast Senior Services	Ford	2007	Cutaway	IFDWE35S27DB03975	8	M-F 8:30-3:30
	"	"	Wheel Chair Accessible:		2	"
SESS, Leased	Ford	2004	Cutaway		8	M-F 8:30-3:30
	"	"	Wheel Chair Accessible:		2	"
SouthEast Roadbuilders, Inc.	BlueBird	2001	Bus	1GDL7T1C6YJ521700	65	Dedicated
	BlueBird	2001	Bus	1GDL7T1C6YJ521913	65	Dedicated
	BlueBird	2001	Bus	1GDL7T1C6YJ521783	36	Dedicated
	Int'l	1989	Bus	1HVLNZRM1KH607211	65	Dedicated
Takshanuk Mountain Trail	Int'l	1995	Bus-380	1HVBBABL35H636149	36	NA
	Ford	1997	Van - B8F	1FDWB80C4VVA04622	28	NA
	Chevrolet	2004	Van	1GAHG39U141166042	<u>15</u>	NA
TOTAL # SEATS					1551	
MARINE VESSELS:						
Klukwan, Inc.	Marine Ve:	2001	Catamaran	1110737	65	NA
Fjordland	Marine Ve:	2001	Catamaran	1108376	50	NA
Silver Eagle	Marine Ve:	1995	Catamaran		50	NA

Haines Borough Human Service Transportation Inventory

3/25/2010

<u>Owner</u>	<u>Make</u>	<u>Year</u>	<u>Model</u>	<u>VIN#</u>	<u>Capacity</u>	<u>Availability</u>
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AK Cross Country Guiding	Ford	1996	Clubwagon	1FBJS31G6THA22297	15	NA
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AK Mountain Guides	Ford	1993	Van	1FBJS31G6PHB65496	15	NA
	Int'l	1988	Bus	1HVLNZRM5JH593876	22	NA
	Int'l	1988	Bus	1HVLNZRMOJH593865	22	NA
	Int'l	1982	Bus	1T7C4D489C1923801	58	NA
	Dodge	1988	Van	2B5WB31W2JK171091	15	NA
	Dodge	2000	3500 Van	2B5WB3520YK159357	15	NA
	Chevrolet	1993	Suburban	1GNGK26K5PJ365864	6	NA
	Ford	1993	Van	1FBJS31G8RHA27879	15	NA
	Ford	1995	Van	1FBJS31G45HA37105	15	NA
	Toyota	2008	Sienna	5TDZK23C78S191752	7	NA
Alaska Nature Tours	Chevrolet	1974	Bus	F23460	40	NA
	Ford	1991	Metrotrans	1FDKE37G7MHA94783	24	NA
	Ford	1991	Metrotrans	1FDKE37G3MHA94781	24	NA
	Ford		E-350	1FB553119XHB43607	15	NA
	Chevrolet	1976	Bus	F32092	40	NA
Captain's Choice Motel	Oshkosh	1991	Van	4CDK46E22M2103990	14	NA
	Chevrolet	2003	Van	IGNFL19X83B112225	7	NA
	Chevrolet	1999	Bus	1GDJG31F2W1040180	NA	NA
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Chilkat Guides	BlueBird	1981	Bus	1BAB1CCA5BF051225	56	NA
	BlueBird	1995	Bus	1BAAKCSA4SF065711	52	NA
	BlueBird	1998	Bus	1BAAHCSA8WFO78269	52	NA
	Int'l	1990	Bus	1HVBAZBMXLH256520	24	NA
	BlueBird	1991	Bus	1BAAGCSASMF039770	44	NA
	GMC	1985	Bus	1GD6P1B9FVS18573	24	NA
	BlueBird	1991	Bus	1BAAGCSAXMF039747	44	NA
	BlueBird	1991	Bus	1BAAKCSA9ME042864	48	NA
Chilkat River Adventures	BlueBird	1991	CabOver	1BAAKCSA3MF046893	52	NA
	BlueBird	1990	CabOver	1BABMC7A9LF035709	58	NA
	Thomas	1993	Bus	IT79R4B20P1118916	50	NA
Chilkoot Lake Tours	Int'l	1986	Bus	1HNLNHGL2GHA58099	39	NA
	Int'l	1984	Bus	1HLVNHEM4EHA56764	44	NA
	Ford	1985	Van	1FBHE21G6FHA81810	12	NA
	GMC	1985	Bus	2EDHG31MOF4518863	15	NA
Haines Borough	Chevrolet	1999	Van 3500	1090549	15	Dedicated
Keet Gooshi Tours	Ford	1992	Clubwagon	1FBJS31H6NHA49723	15	NA
	Ford	1993	Clubwagon	1FBJS31H8PHA76778	15	NA
Klukwan Indian Village	GMC	1999	Bus	1GDJG31F4W1039144	26	NA
Mountain Flying Service	Dodge	1994	Van	2B5WB35ZIRK549823	12	NA
Rainbow Glacier Adventures	Ford	1993	Van	1FDJS34H7PHB15654	10	NA
	Ford	1989	Clubwagon	1FBJS31H3KHA21227	12	NA
	Ford	1996	Clubwagon	1FBJS31H5THB12758	12	NA
	Ford	1990	Bus	1FDKE30GGLHA32493	24	NA
	Ford	1993	Van	1FBJ531Y1PHA62348	15	NA
	Europa	1998		4T32F13CXWU035035	7	NA
REACH	Ford	1989	Van	NA	4	By Appt. 24/7
	"	"	Wheel Chair Accessible:		2	By Appt. 24/7
RurAL Cap	Bluebird		Bus	NA		Dedicated

Appendix C

Haines Borough Human Service Transportation Inventory

3/25/2010

SE AK Backcountry Adventures	GMC	1985	Bus	1GDL6T1V1GV5423570	40	NA
	Ford	2001	Van	1FBSS31L91HA8152	11	NA
Southeast Senior Services	Ford	2007	Cutaway	1FDWE35S27DB03975	8	M-F 8:30-3:30
	"	"	Wheel Chair Accessible:		2	"
SESS, Leased	Ford	2004	Cutaway		8	M-F 8:30-3:30
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	BlueBird	2001	Bus	1GDL7T1C6YJ521913	65	Dedicated
	BlueBird	2001	Bus	1GDL7T1C6YJ521783	36	Dedicated
	Int'l	1989	Bus	1HVLNZRM1KH607211	65	Dedicated
Takshanuk Mountain Trail	Int'l	1995	Bus-380	1HVBBABL35H636149	36	NA
	Ford	1997	Van - B8F	1FDWB80C4VVA04622	28	NA
	Chevrolet	2004	Van	1GAHG39U141166042	15	NA
TOTAL # SEATS					1551	
MARINE VESSELS:						
Klukwan, Inc.	Marine Ves	2001	Catamaran	1110737	65	NA
Fjordland	Marine Ves	2001	Catamaran	1108376	50	NA
Silver Eagle	Marine Ves	1995	Catamaran		50	NA

CONFIDENTIAL



VISITOR

ADA # _____

IDN: _____

**HAINES DISABLED UNDER 60
PARTICIPANT REGISTRATION FORM**

SITE: _____ DATE: ____/____/____

NAME (Last, First, Middle Initial): _____

PHYSICAL ADDRESS: _____

MAILING ADDRESS: _____

CITY, STATE: _____ ZIP: _____

PHONE NUMBER: ____/____/____

BIRTHDATE: ____/____/____ SEX: MALE _____ FEMALE _____

******* OUR FUNDING SOURCES REQUIRE THE FOLLOWING INFORMATION *******

NATIONAL ORIGIN: (Circle) 1=Black/African American 2=Hispanic Origin 3=American Indian/Native Alaskan
4=Native Hawaiian/Other Pacific Islander 5=Asian 6=Caucasian/Non-Minority 7=Other

DO YOU LIVE ALONE? YES _____ NO _____

DO YOU HAVE DIABETES? YES _____ NO _____

IS YOUR INCOME ABOVE (\$1,064-1 person) or (\$1,427-Couple) PER MONTH (Not including Permanent Fund Dividend)? YES _____ NO _____

DO YOU HAVE A DISABILITY? YES _____ NO _____

SOCIAL SECURITY NUMBER: _____ (LAST 4 DIGITS ONLY)

SPOUSE'S NAME: _____

EMERGENCY CONTACT: _____ TELEPHONE #: _____

Special Notes: _____

SERVICES RECEIVED:

Transportation

Shopping Assistance

The participant uses a: wheelchair _____ walker _____ or cane _____

Referred by: _____

For Project Use only:



Class: C S V DE MV Status: O N I R M D V MV NR _____ ADL _____ IADL _____

Check here if the client has formally authorized release of information **Appendix D**

**Alaska Department of Transportation and Public Facilities
State Transit Office**

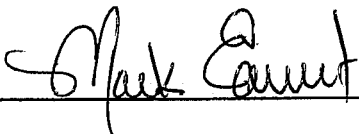
**PO Box 112500
Juneau, AK 99811**

Certification of Required Elements Checklist

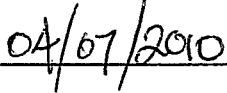
Please check off the following items to certify each has been completed.

Element	Yes	No
Notice of Public Meeting		
Resolution from local government		
Meeting Invitation to community agencies and public (see suggested list in Circular 5310, Chapter 5)		

I certify the above items have been completed during the process of creating/updating our community coordinated transportation plan.



Signature of Lead Agency



Date



**In response to the Federal *United We Ride* Initiative to
Decrease duplication and Increase Service,
Haines Borough hereby notices**

**Public Meeting
Of the
Haines Borough Transportation Task Force**

**Purpose: to conduct an annual review of the
Haines Borough Coordinated Transportation Plan and
prioritize a list of projects for implementation.**

**Tuesday, August 18
12:30 pm**

Haines Senior Citizens Center

**Any person wanting to participate in the meetings
to learn more about coordinated transportation services in the Borough,
to amend the plan,
confirm the plan's stated priorities and discuss strategies for
coordinated transportation services in the Haines Borough,
or wanting to be heard on any matter of the plan
is welcome to attend.**

**The 2008 edition of the Haines Borough Coordinated Transportation Plan is
available for review at the office of the Clerk, Haines Borough Administrative
Building.**

Posted August 13

Appendix E(2)

Community Coordinated Transportation Plan

**Public Meeting with the
Transportation Task Force**

Tuesday, August 18, 2009 12:30 pm
Haines Senior Citizen's Center

Agenda

1. Welcome and Agenda Review
2. Introductions
3. Process Review
 - a. Timeline for State grant applications
 - b. Timeline for update of Transportation Plan
 - c. Interface with Safe Routes to Schools
 - d. Tribal Transportation Opportunities
4. Review 2008 Assessment of Needs/issues: are there gaps in service for the
 - a. elderly,
 - b. people with disabilities or low-income people with work-related transportation needs?
 - c. students with disabilities or low income students with education-related transportation needs?
5. Discussion of Strategies to address transportation needs/issues
6. Develop a list of prioritized projects for implementation, based on the strategies outlined in the plan.
 - a. Planning grant
 - b. Mobility Manager to coordinate services
7. Adjourn

Debra Schnabel

From: Debra Schnabel [dschnabel@haines.ak.us]

Sent: Tuesday, December 08, 2009 11:42 AM

To: 'Ann Hanssen'; 'Bev McClaughlin'; 'Jan Hill'; 'Jan Hotze'; 'Joanne Spud'; 'John Brower'; 'Kimberly Strong'; 'Larry Sweet'; 'Leigh Horner'; 'Leslie Whittington'; 'Marcia Scott'; 'Marsha Partlow'; 'Mike Denker'; 'Monica Acton'; 'Nancy Berland'; 'Roger Schnabel'; 'Scott Hansen'; 'Sierra Kaden'; 'Stephanie Scott'; 'Suzanne Smith'; 'Tim Shields'; 'Vince Hansen'

Subject: Meeting: Tuesday, December 15 @ 3:00 pm

Meeting Place: Assembly Chambers, Haines Borough

A Meeting of the Haines Borough Transportation Task Force will discuss developments in transit issues, notably:

1. Chilkoot Indian Association has been awarded a grant to develop a Mobility Management Program beginning July, 2010; and
2. Southeast Senior Services has procured a second van for use in Haines; and
3. The Haines Borough Coordinated Transportation Plan must be updated by March 22, 2010.

Please plan to attend the meeting. Marianne Mills and Marsha Partlow of Southeast Senior Services will be in Haines to learn more about our community needs and contribute their understanding and knowledge to development of our plan. The Haines Borough will appreciate your participation.

Thanks!

Debra Schnabel

Community Coordinated Transportation Plan

**Public Meeting with the
Transportation Task Force**

Tuesday, December 15, 2009 3:00 pm
Haines Borough Assembly Chambers

Agenda

1. Welcome and Agenda Review
2. Introductions
3. Report on Mobility Management
4. Business: Coordinated Transportation Plan Update
 - a. Timeline for update
 - b. Assessment of Services (current Providers)
 - c. Assessment of Needs (gaps in service)
 1. elderly
 2. adults with disabilities or low-income people with work-related transportation needs?
 3. students with disabilities or low income students with education-related transportation needs?
5. Discussion of Strategies to address transportation needs/issues
6. Adjourn

HAINES BOROUGH
RESOLUTION No. 10-03-188 **Adopted**

**A RESOLUTION OF THE BOROUGH ASSEMBLY SUPPORTING THE HAINES
BOROUGH COORDINATED TRANSPORTATION PLAN 2010 EDITION.**

WHEREAS, Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives; and

WHEREAS, SAFETEA-LU projects funded by Federal Transit Administration human services transportation programs:

- Elderly and persons with Disabilities (Section 5310),
- Job Access and Reverse Commute (JARC, Section 5316), and
- New Freedom (Section 5317)

must be derived from a "locally developed, coordinated public transit-human services transportation plan;" and

WHEREAS, the Elderly and persons with Disabilities program provides 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, the JARC program provides capital and operating funding for services to improve access to jobs for low income persons; and

WHEREAS, the New Freedom program provides capital and operating funding for transit and paratransit services and improvements for persons with disabilities that are new and go beyond those required by the American with Disabilities Act; 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 purchase of services, capital and coordinated transportation system planning; and

WHEREAS, a local committee with representation from public, private and nonprofit transportation providers and human service agencies including Alaska Dept. of Health & Social Services, Public Health; Catholic Community Services/SESS; Chilkat Indian Village; Chilkat Valley News; Chilkootee Indian Association; Chatham School District ; Cornerstone Home Health; Haines Assisted Living, Inc.; Haines Borough; Haines Borough Energy & Sustainability Commission; Haines Borough Schools; Haines Senior Center; Haines Senior Village; Lynn Canal Conservation; Lynn Canal Counseling; Northland Excursions; REACH, Inc; RurAL CAP Head Start; Southeast Alaska Regional Health Consortium ; Southeast Independent Living, Inc.; and Southeast Roadbuilders, Inc., met on August 18, 2009, and December 15, 2009; and

WHEREAS, the local committee reviewed and recommended through consensus a Coordination Plan to be submitted to the State of Alaska Department of Transportation and Public Facilities.

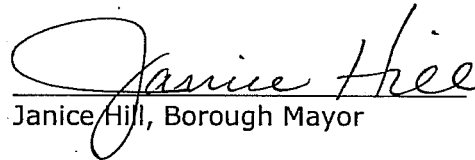
NOW, THEREFORE, BE IT RESOLVED BY THE HAINES BOROUGH ASSEMBLY

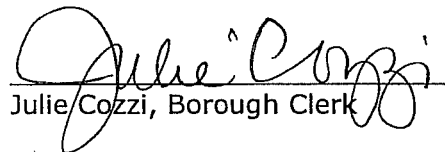
SECTION 1. That the HAINES BOROUGH ASSEMBLY supports the local committee's Coordinated Plan.

SECTION 2. That this resolution takes effect immediately upon its adoption

Adopted by a duly-constituted quorum of the Haines Borough Assembly on this 30th day of March, 2010.

Attest:


Janice Hill, Borough Mayor


Julie Cozzi, Borough Clerk



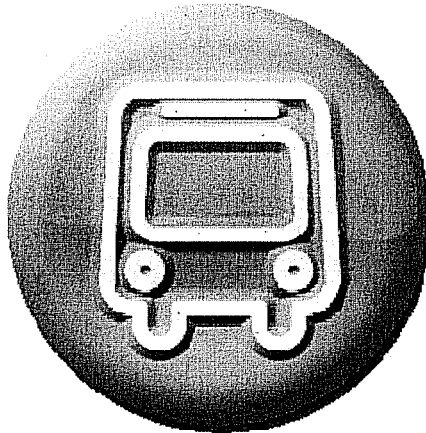
**HAINES BOROUGH, ALASKA
PUBLIC NOTICE**

**2010 Haines Coordinated
Transportation Plan**

Tuesday, March 30, 2010, 6:30pm

The assembly will consider Resolution 10-03-188
to support the Plan

**The public is welcome to attend the assembly meeting
to comment on the Plan.**



The Plan is available on the Borough's website: www.hainesborough.us or
contact the Borough Clerk at 907-766-2231 ext.31 or jcozzi@haines.ak.us.