

January | 2013

**PUBLIC TRANSIT – HUMAN SERVICES  
COMMUNITY COORDINATED TRANSPORTATION PLAN**

Petersburg Borough

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## INTRODUCTION

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).

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 the study area that represent the targeted populations. Outreach efforts are based on best practices from coordination efforts across the country as well as 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.

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 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.

### 1.0 COMMUNITY BACKGROUND



On January 3, 2013, the City of Petersburg dissolved in favor of formation of the Petersburg Borough. The Petersburg Borough is located in central Southeast Alaska. The population center for the borough is located on the northwest end of Mitkof Island, where the Wrangell Narrows meet Frederick Sound. It lies midway between Juneau and Ketchikan, about 120 miles from either community. It lies at approximately 56.812500 North Latitude and -132.955560

West Longitude. (Sec. 27, T058S, R079E, Copper River Meridian.)

## ***Climate***

Mild winters, cool summers, and year-round rainfall characterize Petersburg's climate. Average summer temperatures range from 46 to 56 degrees F. Annual precipitation averages 106 inches, with 97 inches of snow.

## ***History***

Tlingit Indians from Kake utilized the north end of Mitkof Island as a summer fish camp. Some reportedly began living year-round at the site, including John Lot. Petersburg was named after Peter Buschmann, a Norwegian immigrant and a pioneer in the cannery business, who arrived in the late 1890s. He built the Icy Strait Packing Company cannery, a sawmill, and a dock by 1900. His family's homesteads grew into this community, populated largely by people of Scandinavian origin. In 1910, a city was formed, and by 1920 600 people lived in Petersburg year-round. During this time, fresh salmon and halibut were packed in glacier ice for shipment. Alaska's first shrimp processor, Alaska Glacier Seafoods, was founded here in 1916. A cold storage plant was built in 1926. The cannery has operated continuously and is now known as Petersburg Fisheries, a subsidiary of Icicle Seafoods, Inc. Across the narrows is the town of Kupreanof, which was once busy with fur farms, a boat repair yard, and a sawmill. Petersburg has developed into one of Alaska's major fishing communities.

The City of Kupreanof within the Petersburg Borough was homesteaded around the turn of the century, when it was known as West Petersburg. The first business in Kupreanof was a small sawmill started in 1911 by the Knudsen brothers. In its early years, the mill produced barrels for the salted fish that were shipped out of Petersburg. The Yukon Fur Farm began raising foxes in the early 1920s but shortly shifted to mink. It became the first mink farm in Alaska. During the 1920s, over 100 people resided in West Petersburg. In addition to the sawmill and commercial fishing operations, residents had a small store, a gaff hook factory, and several mink ranches. During the 1930s and 40s, a small ship repair facility, an outboard motor shop, commercial logging, a clam cannery, and a barrel-maker were operating. Although the Knudsen Mill and the Yukon Fur Farm continued into the 1960s, the economics of living on the island became more difficult. The population fell from 60 in 1950 to 26 in 1960. The population has since remained stable. Kupreanof was named after the island when it incorporated as a second-class city in 1975.

## ***Economy***

Since its beginning, Petersburg's economy has been based on commercial fishing and timber harvests. Petersburg is currently one of the top-ranking ports in the U.S. for the quality and value of fish landed. In 2011, 737 residents held commercial fishing permits. Several processors operate cold storage, canneries, and custom packing services. The Southern Southeast Regional Aquaculture Association runs the Crystal Lake Hatchery, which contributes to the local salmon resource. Residents include salmon, halibut, shrimp, and crab in their diet. Petersburg is the supply and service center for smaller communities. Independent sportsmen and tourists utilize the local charter boats and lodges, but there is no deep-water dock suitable for cruise ships.

The majority of Kupreanof's working residents are self-employed. Some commute by boat to jobs in Petersburg. Subsistence and recreational uses of resources around Kupreanof supplement household incomes; deer, salmon, halibut, shrimp, and crab are favorites. The city has no full time staff, few services, and no public utilities.

### ***Transportation***

Petersburg is accessed by air and water. It is on the mainline state ferry route. The state-owned James A. Johnson Airport has a 6000' long and 150' wide runway for scheduled jet service. Lloyd R. Roundtree Seaplane Base (on the Wrangell Narrows) allows for float plane services. Harbor facilities include a petroleum wharf, barge terminals, three boat harbors with moorage for 700 boats, a boat launch, and a boat haul-out. Freight arrives by barge, ferry, or cargo plane. There is no deep-water dock for large ships (such as cruise ships); passengers are lightered to shore.

The Mitkof Island road system extends approximately 32 miles from north to south, while the City of Kupreanof prohibits roads within their boundaries and residents rely on a trail to access the state dock. There is extensive US Forest Road system on both Mitkof and Kupreanof Islands, but most lead either to recreation sites or timber harvest areas.

The Alaska Marine Highway System serves Petersburg with year round weekly trips between Petersburg and Prince Rupert, BC, and Petersburg and Bellingham, WA. During the summer months, there are additional trips and weekly fast ferry service between Petersburg and Juneau. The AMHS can accommodate vehicles, small boats on trailers, and recreational motor homes.



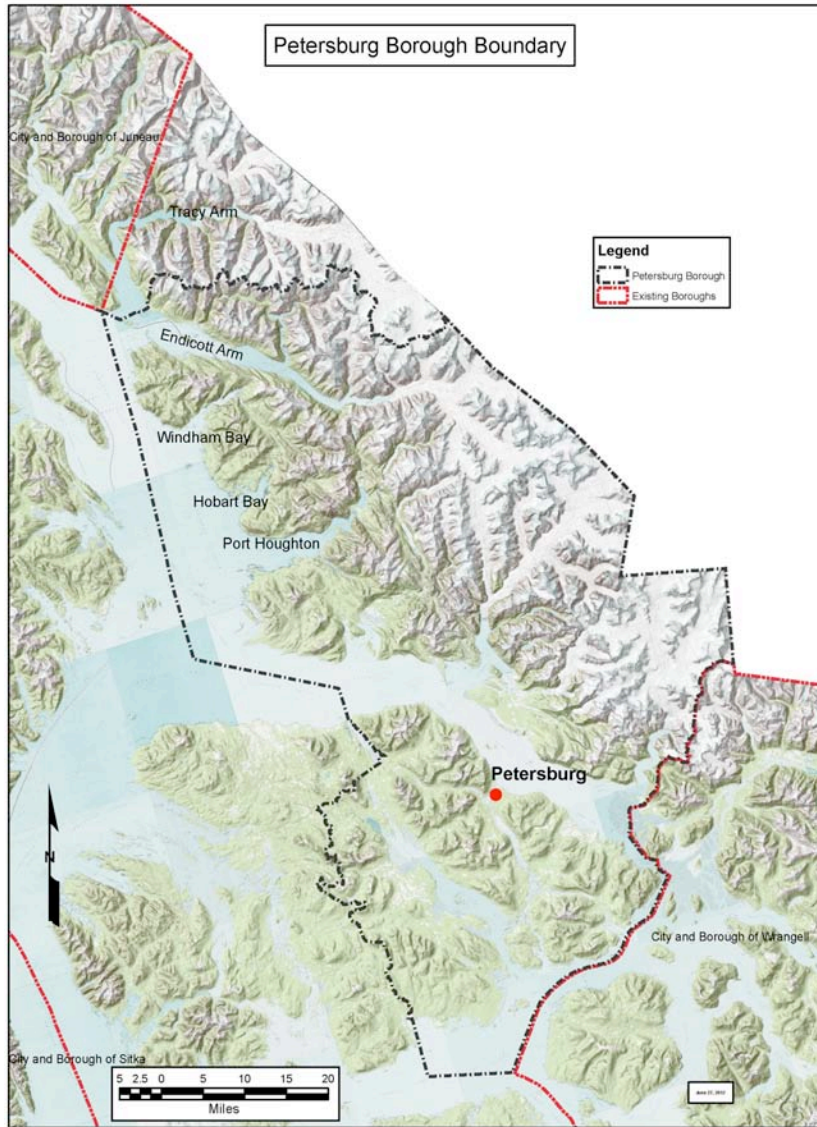
James A. Johnson Airport is located on Mitkof Island and owned and operated by the Sate of Alaska. It receives twice daily jet service from Alaska Airlines as well as charter air service from Nordic Air and Pacific Wings. Alaska Airlines offers flights to Juneau and connecting service to Anchorage and the rest of Alaska, as well as, a southbound flight to Seattle.

Emergency vehicles include fire trucks (8), police cars, and ambulances (2). Non-emergency vehicles include a community van, school buses (3), taxis, and numerous borough and federal/state government vehicles.

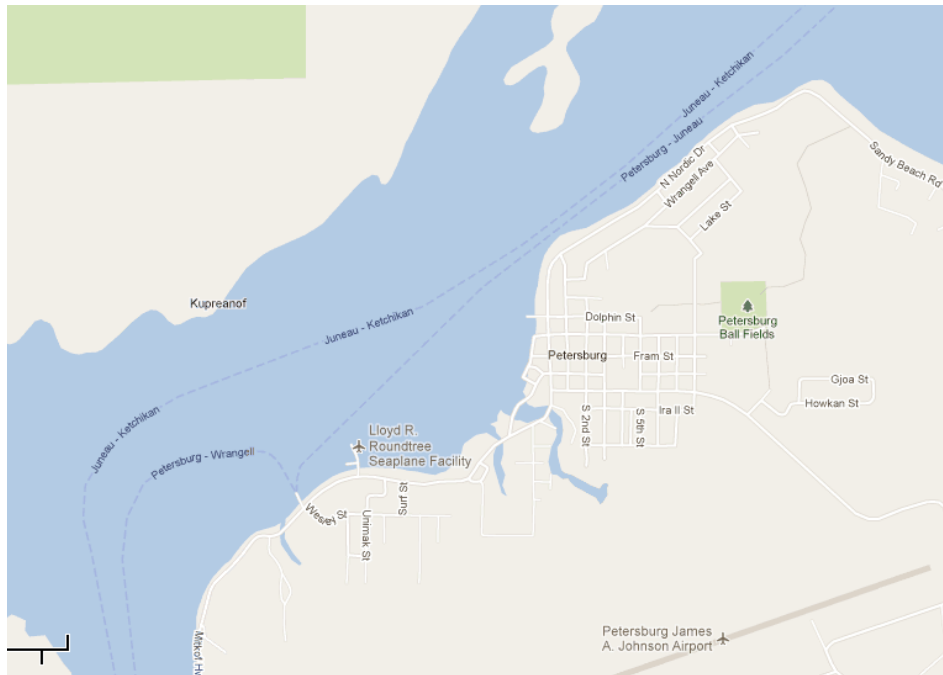
Small boats are the primary means of transportation to and from the City of Kupreanof. Boat travel to Petersburg provides connection to that city's transportation services, including jet flights and the state ferry. Float planes can land at the government dock, but it is not a designated seaplane dock. There are no harbor facilities. Trails exist throughout the city.

# Maps

## Boundaries of the Petersburg Borough



## Petersburg Borough population center:



## 2.0 INVENTORY OF RESOURCES AND SERVICES

Currently, there is no public transit system operating in Petersburg. The primary mode of transportation for the general public is a privately owned vehicle. Petersburg residents who either cannot afford a vehicle or cannot drive must rely on friends and families with vehicles for transportation, use for-hire taxicabs, or walk/bike.

### ***Key Agency Stakeholders Interviewed***

- City of Petersburg, AK (since then the city has dissolved in favor of the Petersburg Borough)
- Cornerstone Home Health
- Mountain View Manor & Elderly Housing (Petersburg Borough)
- Petersburg Economic Development Council
- Petersburg Indian Association
- Petersburg Mental Health Services
- Petersburg Medical Center (Petersburg Borough)
- Petersburg School District (Petersburg Borough)
- REACH, Inc.
- Salvation Army
- W.A.V.E. (Working Against Violence for Everyone)

## ***Summary of Transportation Services***

Following is a list of agencies, both public and private, and local businesses that provide some form of transportation service. Transportation providers are located on Mitkof Island.

### **City Cab**

City Cab is a for-profit taxicab company operating in Petersburg, Alaska. Transportation is available to anyone who can pay, and get in and out of the vehicle. The company owns a hatchback sedan.

### **Hammer & Wikan**

Hammer & Wikan is a locally owned grocery store located about .5 miles outside of the downtown area, adjacent to the Senior Housing facility. They operate a courtesy van during regular store hours and will transport customers to and from the store. A minimum purchase of \$25 is required. The van is not ADA compliant.

### **Head Start**

Pre-school program for income-qualified students ages 3-5. Head Start has one mini school bus used to transport students. Head Start staff person drives the school bus.

### **Mountain View Manor Food Service**

Food Service is a 501(c)(3) organization separate from Mountain View Manor Elderly Housing. They provide dinner for seniors on Mondays, Wednesdays, and Fridays at Mountain View Manor Elderly Housing. They also provide transportation for seniors to Mountain View Manor for meals and deliver meals to seniors at their home. They do not have their own vehicle and borrow the Elderly Housing's van. They do have a part-time driver. Funding is a combination of in-kind donations from local government, private donations, and Older Americans Act funding.

### **Petersburg Borough - Mountain View Manor Elderly Housing and Assisted Living**

The City of Petersburg owns and operates Mountain View Manor Elderly Housing, a 24 unit low-income HUD subsidized housing facility for independent 62+-year-old or disabled residents. The Mountain View Manor Assisted Living facility has 8 rooms reserved for 55+-year-old individuals and a 12 unit Assisted Living Home. Assisted Living accepts self-pay and Medicaid waiver. Currently, the facility is housing 50 residents.

Elderly Housing and Assisted Living have one 11-passenger van without a wheelchair lift or ramp. The van has scheduled outings three days a week for all residents and provides transportation for Assisted Living residents to medical appointments and non-emergency hospital visits. Facility staff drives the van as there is no dedicated driver. The van also serves the senior food service meal-on-wheels program and rides for seniors for meals in addition to its agency needs. Funding is a combination of local government, Medicaid Waiver reimbursements, small user fee, and rents paid by housing residents.

In an effort to make the van more accessible to its residents, Elderly Housing/Assisted Living has made some modifications such as widening the running board and installing a grab bar. The van is scheduled to be replaced in 2019, but there will not be sufficient funds in the motor pool vehicle replacement fund to purchase a van with a wheelchair lift.



### **Petersburg Borough - Petersburg Medical Center**

Petersburg Medical Center is a 12-bed, critical access hospital that includes long term care and skilled nursing care swing beds, a 24-hour a day emergency department, a four physician clinic and a 15-bed long term care unit.



The Medical Center operates a 9-passenger van with a wheelchair lift (one seat was removed to improve wheelchair access). The van can accommodate 4 wheelchairs and is used by residents of long-term care primarily for social outings twice per week. There are a total of five trained drivers for the van, including some medical center staff and a couple of volunteers. The Medical Center schedules driver training as needed. The City of Petersburg maintains and insures the vehicle, but is reimbursed by the

medical center under an existing MOU. Funding for operation and maintenance of the van is from Medical Center revenue.

The van is used primarily on Mondays and Fridays for social and recreational outings for Long-Term Care residents and to transport residents to social events, and dental appointments.

### **Petersburg Borough - Parks and Recreation**

The Parks and Recreation Department operates the community gym and aquatic center. They offer numerous classes/workshops, camps, organize Fourth of July events, running/biking events, and other activities. They operate an older 15 passenger van to transport participants to activities and events. The van is also frequently used by the school district to transport students to sporting events.

### **Petersburg Borough - Petersburg School District**

The Petersburg City Schools provides for 500 students in three schools. The District contracts with Stikine Bus Services to provide transportation to students in grades K-12. Transportation includes 2 65-passenger school buses and one backup bus. One bus has a wheelchair lift. The buses operate twice a day on a fixed route. Funding for school transportation is from Alaska Department of Education.

### **Petersburg Mental Health Services**

Petersburg Mental Health Services is a 501(c)(3) nonprofit organization located in Petersburg, Alaska. It provides comprehensive behavioral health services: psychotherapy (individual, couples, family, group), substance abuse treatment, case management, emergency services, psychosocial rehabilitation, vocational rehabilitation, and prevention.

Clients are provided with transportation primarily through local for-hire taxicabs and private staff vehicles. The agency has one vehicle in poor condition that is used infrequently. Funding for transportation is part of agency budget and comes from local government donations and private donations. The agency vehicle is an older compact car; it is not ADA compliant. PMHS organizes community events for seniors and have discovered

that transporting seniors to these events is a challenge because there are insufficient ADA compliant vehicles available. A recent event required transporting seniors from long-term care to the social hall at Mountain View Manor. The facility is .5 miles away but transportation portion of the event took over an hour each way with multiple trips made by the Medical Center van. PMHS staff also noted their clients living at Elderly Housing have limited transportation options.

### **Salvation Army**

The Salvation Army is an international nonprofit organization with a community center located in Petersburg, Alaska. The Salvation Army provides a variety of services primarily to low-income residents including distribution of USDA food commodities. The Salvation Army has one 7-passenger mini van. It has no lift or ramp. The van is used primarily by the staff and occasionally to transport a church member to Sunday services. Staff says they have not been approached to provide additional transportation services, but they would be open to providing volunteer driving services if there was a way to coordinate scheduling and dispatching. Funding is from local donations and the Salvation Army.

### **Other Agencies:**

These agencies either do not provide transportation for their clients or rely on personal vehicles and taxicabs.

### **Cornerstone Home Care, Inc.**

Cornerstone Home Care is a private family owned business based in Juneau, Alaska. They have a Petersburg-based office and provide in-home services to help people remain in their homes and communities.

Cornerstone clients rely on family and staff vehicles for transportation. Transportation is reimbursed through Medicaid reimbursement waivers.



### **R.E.A.C.H., Inc.**

REACH Inc is a nonprofit organization based in Juneau, Alaska, but has a care coordinator working in Petersburg. REACH offers programs that provide housing, independent living, respite for caregivers, grants, job coaching and skill development, employment, developmental screenings and assessments, education, information and referrals to children and adults with developmental delays or disabilities in Petersburg.

REACH clients are offered no transportation services and clients rely primarily on family. They indicated there is a need for their clients to access reliable affordable transportation to attend community events, for employment opportunities, medical and social service appointments, and shopping.

### **Petersburg Children's Center**

The Petersburg Children's Center is a 501(c)(3) nonprofit organization providing child care and afterschool program for children ages 6 weeks to 12 years. The Children's Center does not provide transportation.

### Petersburg Indian Association

PIA is a federally recognized tribe based in Petersburg, Alaska. The tribe has an active Roads Program, but does not provide transportation services at this time. They may consider developing a transit plan in the future.

### Working Against Violence for Everyone (WAVE)

A 501(c)(3) non-profit group based in Petersburg, Alaska. The organization has one part time staff and volunteers assists and advocates for people who are experiencing domestic violence in their lives.

WAVE provides transportation to clients to attend medical appointments, social services, and, grocery shopping. WAVE pays for-hire taxicabs or uses staff/volunteer vehicles and drivers. Occasionally WAVE has provided funds for clients to travel via the Alaska Marine Highway System to Ketchikan or Juneau to secure safe, affordable housing in those communities. Funding for transportation comes from private donations and small grants.

**Table 1. Summary of Transportation Providers**

Year, Make, Model	Vehicle Type	Status	Condition	Seating/ Wheelchair	Owner of Vehicle
N/A	Sedan/Hatchback	Full-time	Excellent	6 passengers/no wheelchair	City Cab
2004, Ford, E-350	Passenger Van	Part-time	Good	15 passengers/ no wheelchair	Petersburg Borough (Mountain View Manor)
2002, Ford, Econoline	Passenger Van	Part-time	Good	9 passengers/2 wheelchairs	Petersburg Borough (Medical Center)
n/a	School Bus (3)	Part-time	Excellent	65 passengers per bus/1 bus is wheelchair accessible	Stikine Bus Services (contract to Petersburg School District)
n/a	Mini-van	Part-time	Fair	7 passengers/ no wheelchair	Salvation Army
n/a	Car	Infrequent	Poor	4 passengers/ no wheelchair	Petersburg Mental Health Services
n/a	Mini school bus	Part-time	Good	20 children/no wheelchair	Head Start
1996, Ford, Club Wagon	Passenger Van	Part-time	Fair	15 passengers/ no wheelchair	Petersburg Borough (Parks and Recreation)

**Table 2. Vehicle Utilization Chart**

**Vehicle Inventory**

Owner	Year, Make, Model	Eligibility	Capacity/ w/wheelchair	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
				24 Hours	24 Hours	24 Hours	24 Hours	24 Hours	24 Hours	24 Hours	
City Cab	Hatchback sedan	Private Hire	6 passengers/ 0 wheelchairs	24 Hours	24 Hours	24 Hours	24 Hours	24 Hours	24 Hours	24 Hours	
Hammer & Wilkan	Standard van	H&W Shopper	15 passengers/ 0 wheelchairs	Store Hours: Mon. - Sat., 7 am - 7 pm; Sun., 8 am - 7 pm							
Head Start Program	mini-school bus	Students	20 passengers/ 0 wheelchairs	Closed	8 am - 3 pm	8 am - 3 pm	8 am - 3 pm	8 am - 3 pm	8 am - 3 pm	Closed	
Medical Center (Petersburg Borough)	2002, Ford, Econoline	Long-term Care residents + seniors/disabled	9 passengers/ 2 wheelchairs	As needed.	Scheduled outing.		As needed.		Scheduled outing.	As needed.	
Mountain View Manor (Petersburg Borough)	2004, Ford, E-350	Residents/Senior Meals	15 passengers/ 0 wheelchairs	Currently used 7 days a week to transport assisted living residents, 3 days a week for AM scheduled trips, and 3 days a week for evening senior meals delivery and transportation for seniors from home to dining hall.							
Parks and Recreation (Petersburg Borough)	1996, Ford, Club Wagon	Activity participants/Students	15 passengers/ 0 wheelchairs	As needed.							
Petersburg Mental Health Services		Clients Only	4 passengers/ 0 wheelchairs	Closed	As needed.						
Salvation Army	2008 Minivan	Attending Church service	7 passengers/ 0 wheelchairs	11 am - 1 pm	As needed.						
Stikine Services	School Bus	Students	65 passengers/ 0 wheelchairs		7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm		
Stikine Services	School Bus	Students	65 passengers/ 0 wheelchairs	Closed	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	Closed	
Stikine Services	School Bus	Students	65 passengers/ 1 wheelchair		7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	7 am - 5 pm	

### 3.0 NEEDS ASSESSMENT

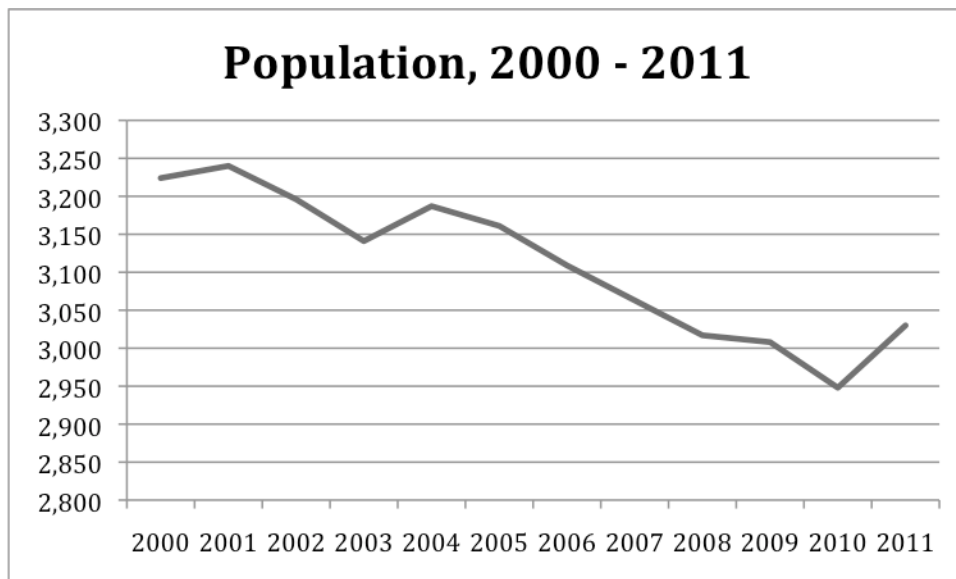
This section provides an overview of the former City of Petersburg’s demographics. At this time, it is not possible to select a summary of the Petersburg Borough’s demographics from US Census Data.

**Table 3. Community Demographics, 2010**

	<b>City of Petersburg, Alaska</b>
<b>2010 Population</b>	2,948
<i>2015 State Demographer population estimate<sup>1</sup></i>	
<b>Population 65 and over</b>	347
<b>Percent Population 65 and older</b>	11.8%
<b>Per Capita Income</b>	\$31,496
<b>Median Family Income</b>	\$77,382
<b>Median Household Income</b>	\$64,323
<b>Persons in Poverty</b>	261
<b>Percent Below Poverty</b>	8.9%

Source: 2010 US Census Bureau Data, except where noted.

**Table 4. Population Trend**



Source: Alaska Department of Labor, 2012.

While there has been an overall population decline, the number of residents over the age of 65 has increased from 283 in 2000 to 347 in 2010. The percentage of seniors 65 or over in the population has increased from 8.8% in 2000 to 11.8% of the total population in 2010.

### ***Individuals with Disabilities***

The Census Bureau collects data on disability primarily through the American Community Survey (ACS) and the Survey of Income and Program Participation (SIPP). The definitions of disability are not always alike so caution should be taken when making comparisons across surveys. Generally, the SIPP estimates of disability prevalence are broader and encompass a greater number of activities on which disability status is assessed.

The ACS has a more narrow definition but is capable of producing estimates for states, counties, and metropolitan areas. Because the ACS has replaced the decennial long-form as the source for small area statistics, there is no disability data in the 2010 Census. Unfortunately, the ACS estimates do not include estimates for individuals with disabilities so the most recent data available for the City of Petersburg is from the 2000 census. See Table 5.

**Table 5. Disabilities by Age and Type for the civilian non-institutionalized population, City of Petersburg, Alaska, 2000**

	<b>Petersburg, Alaska</b>	<b>% Of Population</b>
<b>Total population 5 years and over</b>	<b>3,026</b>	
<b>Total disabilities tallied:</b>	<b>398</b>	<b>13.2%</b>
<b><i>Total disabilities tallied for people 5 to 15 years:</i></b>	<b>19</b>	<b>3.0%</b>
Sensory disability	0	
Physical disability	3	
Mental disability	16	
Self-care disability	0	
<b><i>Total disabilities tallied for people 16 to 64 years:</i></b>	<b>264</b>	<b>12.5%</b>
Sensory disability	51	
Physical disability	112	
Mental disability	30	
Self-care disability	10	

Go-outside-home disability	48	
Employment disability	138	
<b>Total disabilities tallied for people 65 years and over:</b>	<b>115</b>	<b>40.4%</b>
Sensory disability	35	
Physical disability	68	
Mental disability	41	
Self-care disability	26	
Go-outside-home disability	85	

Source: U.S. Census Bureau 2000.

## ***Economic Profile***

### **Household Income**

Table 6 shows household incomes for 2011 in Petersburg. The greatest number of households fell into the income bracket of \$100,000 to \$149,000. With the second largest number of households falling in the \$50,000 to \$74,999 bracket. A total of 226 households or over 17% of all households earned less than \$25,000 per year.

**Table 6. Household Income in 2011**

	<b>Petersburg, Alaska</b>
<b>Total:</b>	
Less than \$10,000	8
\$10,000 to \$14,999	68
\$15,000 to \$24,999	150
\$25,000 to \$34,999	81
\$35,000 to \$49,999	168
\$50,000 to \$74,999	205
\$75,000 to \$99,999	196
\$100,000 to \$149,999	314
\$150,000 to \$199,999	58

\$200,000 or more	30
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Source: US Census Bureau

### **Zero-Vehicle Households**

According to US Census Data, there were a total of 80 out of a total of 1,278 (6.2%) occupied housing units in Petersburg with no vehicle. The discrepancy in number of households is due to the type of census data being used. The zero vehicle household data is from the American Community Survey. The ACS is derived from estimates based on a limited survey sample within a community.

**Table 7. Household by Type, 2010**

	<b>Petersburg, Alaska</b>
<b>Total Households</b>	<b>1,356</b>
<b>Households with individuals 65 years and over</b>	269
<b>Percent Households with individuals 65 years and older</b>	19.8
<b>Average household size</b>	2.32
<b>Average family size</b>	2.9

Source: 2010 US Census Bureau Data.

**Table 8. US Department of Health and Human Services Poverty Guidelines, 2012**

<b>Size of Family Unit</b>	<b>Alaska</b>
1	\$13,970
2	18,920
3	23,870
4	28,820
5	33,770
6	38,720
7	43,670



8	486,20
For each additional person, add	4,950

Source: US Department of Health and Human Services, 2012  
<http://aspe.hhs.gov/poverty/12poverty.shtml>

## 4.0 KEY FINDINGS: SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

### Accessible Transportation Issues

- Seniors and disabled individuals living at home have limited access to public transportation services.
- Residents of Elderly Housing and Assisted Living have difficulty boarding and disembarking the facility’s existing van. It does not have a wheelchair lift or ramp.
- During bad weather, transportation challenges are more acute for seniors and disabled individuals.

### Limited Hours and Days of Service

- Scheduled service from Elderly Housing/Assisted Living is limited in duration and destination.
- No dedicated transportation staff at either Medical Center or Mountain View Manor. Very few volunteer drivers for Medical Center van.
- Seniors and disabled individuals living at home must coordinate their own volunteer driver to use the Medical Center van. (Medical Center maintains a list.)
- Most human service agencies believe they are not eligible to use the Medical Center van.

### Cost of Transportation

- No reduced-cost public transportation options for low-income, senior, or disabled residents living on their own.
- Some Human Services Agencies relying on small grants and private donations to cover client transportation costs.
- Concern from agencies that relying on Medicaid waiver reimbursement or other passenger specific funding will overwhelm them with paperwork.

## **Training**

- While training is available locally, there is no regularly scheduled class to certify Medical Center van drivers.
- Human Service Agency staffs are providing transportation without any training.

## **Coordination and Outreach**

- There is no local lead agency to coordinate transportation services, screen clients, or provide information to targeted populations.
- There is no local lead agency providing information to local human resource agencies about available transportation options for their clients or possible funding sources.
- There is no local lead agency to recruit, train, coordinate, and dispatch volunteer and agency drivers.

## **5.0 Goals and Strategies**

### **Goal 1. Ensure existing transportation services for seniors and disabled individuals are safe and accessible.**

#### **Strategy:**

- Maintain existing services for senior and disabled individuals by continuing to maintain vehicles and plan for replacement through the Borough's Motor Pool Vehicle Replacement Fund.
- Replace existing passenger van at Mountain View Manor Elderly Housing and Assisted Living with an ADA compliant four-wheel drive van as soon as possible.
- Establish passenger assistance training opportunities for Human Service Agency professionals, especially those currently transporting seniors and disabled individuals.
- Evaluate need for 4-wheel drive when replacing ADA van at the Medical Center.

### **Goal 2. Improve coordination and communication between existing transportation providers and human services agencies.**

#### **Strategy:**

- Human service agencies and other care providers need to know how they can access the Medical Center van for their clients and family members.
- Develop common screening form for riders to determine who needs services, what types of service are needed, and who can provide services. See sample in Appendix B.

- Encourage human service agencies to convene annually to keep current on available resources and opportunities.

**Goal 3. Expand existing services so all seniors and disabled individuals have safe reliable transportation to medical appointments, especially during winter months.**

**Strategy:**

- Explore possibility of including a stop at the Medical Center as part of its scheduled outings from Mt. View Manor to accommodate medical appointments, especially during the winter months.
- Explore whether a voucher program could be implemented to provide transportation for seniors and disabled individuals through commercial taxi for patients who do not require ADA compliant vehicle.
- Existing transportation providers should explore the possibility of scheduling volunteer drivers or hiring a paid part-time driver who can provide demand responsive (i.e. door-to-door service) on days when van is not normally scheduled for use.

**Goal 4. Improve awareness of community transportation issues especially as related to seniors, disabled, and low-income residents.**

**Strategy:**

- Include transportation issue to Community Needs Health Assessment being undertaken by Petersburg Medical Center.
- Publicize need for additional volunteer drivers for medical center van.

**6.0 Priority Projects for 2013 - 2018**

The projects to be considered for implementation in 2013 (January 2013 through June 2015) are the first two listed below in order of priority. The remaining is a priority project the community would like to accomplish in the next 5 years. All projects are related to a strategy. This list will become a standalone document that must be updated and approved every grant cycle. This will allow the community to change the project list without updating the entire plan.

**2013 Priorities:**

**1. Replace Mountain View Manor van**

**Overview:** Residents of Mountain View Manor, especially those in Assisted Living, are having difficulty entering/exiting the existing van. Replace existing passenger van at Mountain View Manor Elderly Housing and Assisted Living with an ADA compliant four-wheel drive van as soon as possible.

**Applicant:** Shelyn Bell, Mountain View Manor, Petersburg Borough

**Clients Served by Project:** Primarily seniors and disabled residents of Mountain View

Manor.

**Priorities for Implementation:**

1. Obtain a new cost estimate for an ADA van.
2. Secure matching funds: The Petersburg Borough Motor Pool Replacement Fund must approve purchase/replacement of all vehicles and recommend use of the vehicle replacement fund. If approved by the Motor Pool Committee, Mountain View Manor can apply approximately \$20,000 as a cash match towards purchase of a replacement van.
3. Develop and submit grant application for 5310 funds: Mountain View Manor staff will obtain grant writing assistance from the economic development council to prepare an application.
4. Plan for ongoing maintenance. Mountain View Manor already operates a van. They will continue to use the Borough's motor pool services for vehicle maintenance and upkeep.

**2. Increase number of volunteer drivers.**

**Overview:** Additional drivers are needed for the Medical Center van to be able to expand existing transportation to seniors and disabled for medical appointments and other errands.

**Responsible Parties:** Patty Biggers, Petersburg Medical Center (Petersburg Borough)

**Client Served by Project:** Seniors/disabled individuals on Mitkof Island.

**Priorities for Implementation:**

1. Determine whether Borough's insurance policy requires volunteer drivers to also be official hospital volunteers (hospital volunteers must undergo background checks, fingerprinting, etc.)
2. Publicize the need for additional drivers through local media outlets.
3. Organize a training course for new volunteers.
4. Publicize availability of van for seniors/disabled population.

**2014 Priorities:**

**3. Provide passenger assistance training**

**Overview:** Various human service agency staff and volunteers are providing transportation services to our senior and disabled population without adequate training.

**Responsible Parties:** Shelyn Bell, Mountain View Manor

**Clients Served by Project:** Senior/disabled individuals served by agencies

**Funding Sources:** Mountain View Manor, RTAP

**Possible Obstacles:** Limited staff time

**Priorities for Implementation:**

1. Determine scope of training needed.
2. Determine whether existing staff can provide training.

4. Explore funding sources for taxi voucher program for routine medical appointments for seniors and disabled individuals.

Responsible Parties: Participating agencies

Funding Sources: Elks Club, Moose Club, 5310 Program

Possible Obstacles: Limited staff time and funding.

5. Convene annual meeting for health service agencies to network and stay current on resources and offerings.

Responsible Parties: Participating agencies

Funding Sources:

Possible Obstacles: Limited staff time to organize, resistance from agency leaders

## 7.0 References

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US Department of Health and Human Services. 2012 Poverty Guidelines for Alaska. <http://aspe.hhs.gov/poverty/12poverty.shtml>. Accessed December 2012.

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Woodyard, Elizabeth, Mamie Nilsen, and Patricia Biggers. Petersburg Medical Center Transportation Services. Pers. Comm. on December 28, 2012.

## **APPENDIX A PUBLIC MEETING**

### ***Public Notice***

#### **CITY OF PETERSBURG**

#### **Public Meeting on Senior Citizen Transportation**

The City of Petersburg will host a public meeting for all interested persons to discuss the transportation needs of our senior citizens. At this gathering, we will evaluate our current transportation assets; discuss what improvements need to be made; and consider funding options and availability. This is an open forum where everyone is invited to share their ideas.

The meeting will be held at the Mt. View Manor Social Hall on Tuesday, December 11 at 12:30 p.m.

Pilot (fyi)

KRSA & KFSK: Please announce asap

# **PUBLIC MEETING ABOUT TRANSPORTATION**

1. What do we have now?
2. What do we need to meet the transportation needs of seniors and disabled individuals?
3. Ways we can fill the gaps

## **WHERE:**

\*Mt. View Manor Social Hall

## **WHEN:**

\*Tuesday, December 11, 2012 12:30-1:30

## **WHO SHOULD COME?**

**YOU!!!** Everyone is invited and everyone's ideas are needed. Please come!



***Invitees Mailing List***

Petersburg Medical Center  
Attn: Patty Biggers  
PO Box 589  
Petersburg, AK 99833

Grant Trask (Volunteer Driver)  
PO Box 1333  
Petersburg, AK 99833

Hoopie Davidson (School Bus  
Driver/Trainer)  
PO Box 1336  
Petersburg, AK 99833

City of Petersburg  
Attn: Steve Giesbrecht, City Manager  
PO Box 329  
Petersburg, AK 99833

Petersburg Mental Health  
PO Box 1309  
Petersburg, AK 99833

REACH  
Attn: Megan Litster  
PO Box 2012  
Petersburg, AK 99833

Petersburg Economic Development  
Council  
PO Box 750  
Petersburg, AK 99833

Petersburg City Council  
Attn: Mark Jensen, Mayor  
PO Box 329  
Petersburg, AK 99833

Midnight Rides  
PO Box 842  
Petersburg, AK 99833

Metro Cab  
PO Box 1805  
Petersburg, AK 99833

Viking Cab  
PO Box 2106  
Petersburg, AK 99833

Cornerstone Home Healthcare  
Attn: Lu Bertagnoli  
PO Box 481  
Petersburg, AK 99833

Mountain View Manor Elderly Housing &  
Assisted Living  
Attn: Shelyn Bell  
PO Box  
Petersburg, AK 99833

## ***Public Meeting Minutes***

### **Public Meeting Minutes – Coordinated Transportation Plan**

**December 11, 2012 at 12:30 pm**

#### **Mountain View Manor Elderly Housing Social Hall**

##### **Attendees:**

Shelyn Bell, Mountain View Manor/Assisted Living Director

Liz Cabrera, Petersburg Economic Development Council

Stephen Giesbrecht, City Manager

Megan Litster, Care Coordinator, REACH, Inc.

Michelle Lopez, Assistant, Mountain View Manor/Assisted Living

Mickey Rover, Resident, Elderly Housing

DJ Roundtree, Resident, Assisted Living

Nancy Strand, Petersburg City Council

Grant Trask, Public

Chad Wright, Petersburg Mental Health Services

##### **Notes:**

Liz Cabrera with Petersburg Economic Development Council explained the goal of the meeting was to hear about transportation needs in the community. While any transportation issue could be raised, they would especially like to hear from targeted populations, such as seniors, individuals with disabilities, and low-income residents.

Shelyn Bell, Director of Mt. View Manor, explained they have an acute need at Assisted Living. Their existing van was purchased prior to the construction of the Assisted Living facility and inadequate for those residents. The existing van is not ADA compliant and most residents cannot navigate the narrow space in the van, or make their way to the seats. She noted ridership is down because many residents are too embarrassed to go through the whole process of getting into the van. After an accident where an elderly gentleman had fallen backward while attempting to step into the van, they expanded the running board and added a grab bar. This helped a little, but didn't change the challenges in navigating the seats. Michelle Lopez stated that between Elderly Housing and Assisted Living, the facilities

have 50 residents and can accommodate up to 80 residents. A van with a wheelchair lift would significantly improve residents' quality of life.

DJ Roundtree, a senior resident of Assisted Living, stated that it is about impossible for some residents to get into the current van. The van cannot accommodate wheelchairs or walkers, and the person is left without anything to hold onto as they step into the van. They need one person dedicated to standing behind them so they do not fall out backwards. There was also a need for the transportation provider to be trained to deal with mobility issues and assist as needed. She indicated she trusted her current care providers because they knew what they were doing.

Steve Giesbrecht asked how do seniors who live on their own access transportation. The response was either through family or taxis. Grant Trask mentioned the Medical Center van that is used primarily by long-term care residents. This van could be used by others in the community but public may not be aware that it is available. Mr. Trask stated there needed to be better information about existing transportation. Other attendees felt that the public was discouraged from using the van and that is why they do not take advantage of it. Mr. Trask stated that seven volunteer drivers were trained, but now there is only one volunteer driver. Training takes about four hours and the volunteer must agree to a background check. Mickey Rover noted background checks discouraged people from volunteering. Ms. Rover also mentioned that her son uses the Care-a-Van in Juneau. That van takes people shopping, to medical appointments, and to community events. They ask for a day or two-advance notice.

There was some discussion about whether there was sufficient demand to have a paid driver. There may be a greater need during the winter when driving conditions are challenging. Mr. Trask noticed a small van during a recent trip to Wrangell that was transporting residents around with a dedicated driver. It could be a good model for us.

Ms. Rover asked whether what options an employee of Cornerstone Home Health had to provide transportation for their client if they did not have a personal vehicle.

Megan Litster, local Care Coordinator with REACH discussed transportation needs of her clients. Currently, REACH does not provide transportation and clients depend on primarily on family members for transportation. There was some discussion of a taxi voucher program, but concern that since many of her clients are young adults that require hand-to-hand service. Most taxi companies do not provide that level of service nor are they equipped with a wheelchair lift. Ms. Litster asked whether Medicaid could pay for client transportation costs. Most thought so, but no one claimed expertise with Medicaid. Ms. Litster has two clients with Medicaid waivers that could use transportation right now.

Chuck Wright representing Petersburg Mental Health Services indicated their agency provides transportation for their clients, but rely on their own personal vehicles or taxis.

Nancy Strand asked whether Assisted Living could afford a new ADA van. Ms. Bell answered that they would be replacing their existing van so the operational costs would

stay the same and they would give their existing van either to Senior Food Services, who currently uses the van to provide transportation to seniors for meals at Mt. View Manor and provide senior meals (meals on wheels), or to some other city department that was in need of a used replacement van. Ms. Cabrera asked whether the van at Elderly Housing/Assisted Living would be fully utilized by residents. Ms. Bell answered yes.

There was additional discussion about whether there could be better coordination with existing transportation assets and whether there was a group who could take that on if it was to involve Medicaid and state grants. It may require an individual just to deal with that amount of paperwork. Mr. Trask reiterated the importance of relying on volunteers to provide some of these services and he believed people would step forward if they knew there was a need in the community.

In general, it was felt the existing van at the medical center could be used to provide services for residents of Long-Term care and to the community at large, while there is a need for an ADA van at the Elderly Housing/Assisted Living for residents of that facility. The community should also explore the possibility of increasing the volunteer driver pool or finding funding for a driver for the Medical Center van.

Meeting adjourned at 2:15 pm.

Other information from people unable to attend the meeting:

Terry Wolf – He is a senior and wife is disabled and in a wheelchair. At the moment he is able to provide transportation for her, but it would be helpful to have someone to call if he needed help such as with snow removal to be able to get their vehicle or perhaps a wheelchair accessible van to transport her to her medical appointments. She has weekly therapy and monthly medical appointments sometimes can be more often, recently it was three times per week. Many social services they have been referred to only provide services to clients in Juneau or Anchorage; there are not many options in Petersburg.

63-year-old woman living at Elderly Housing declined to provide her name. She indicated she has not been able to make her doctor's or physical therapy appointments since snow started falling (a couple of weeks ago). There is no place to walk with snow and she has difficulty seeing on all white surfaces. The elderly housing van has a regularly scheduled trip downtown but it is only for about an hour and the stop is downtown, a couple of blocks from the hospital. Her preference would be to purchase taxi vouchers so she could get around to medical appointments, post office, etc. in the winter. She is Medicaid/Medicare eligible. She stated the needs extend beyond those in wheelchairs.

## Appendix B – Sample Client Screening Form

### RIDER INFORMATION

Name: \_\_\_\_\_

Home Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

### TRANSPORTATION NEEDS:

<input type="checkbox"/> Wheelchair Accessible Transportation	<input type="checkbox"/> Holiday and Weekend Service
<input type="checkbox"/> Door-to-door Service	<input type="checkbox"/> Early Morning/Late Evening Transport
<input type="checkbox"/> Transportation to/from work	<input type="checkbox"/> Transportation to/from Medical Appointments.

Additional needs: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

### OTHER SERVICES:

Do you travel with a personal care assistant? yes \_\_\_ no \_\_\_

Do you have a Medicaid waiver? yes \_\_\_ no \_\_\_

Do you receive transportation services from any agency? yes \_\_\_ no \_\_\_

If yes, which agency and what type of service \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

### FOR AGENCY USE:

ACTION TAKEN \_\_\_\_\_ DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

## Appendix C – Petersburg Borough Resolution

### Petersburg Borough, Petersburg, Alaska RESOLUTION #2013 - 3

#### A RESOLUTION SUPPORTING THE PETERSBURG BOROUGH COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN BE SUBMITTED TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

- WHEREAS,** people with specialized transportation needs have right to mobility. Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and
- WHEREAS,** under SAFETEA-LU projects funded by three Federal Transit Administration (FTA) 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." Alaska Department of Transportation and Public Facilities also includes funds from the Alaska Mental Health Trust in the application process; 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,** 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,** 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, human service agencies including Mountain View Manor Elderly Housing and Assisted Living, Petersburg Mental Health Services, and REACH, Inc. and representatives of the public including individuals with disabilities, older adults and people with low-incomes met on December 11, 2012; 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.
- THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE PETERSBURG BOROUGH:**
- SECTION 1.** The borough assembly supports the local committee's Coordinated Plan.

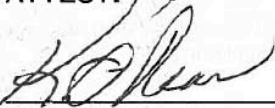
SECTION 2. That this resolution takes effect immediately upon its adoption

Passed and approved by the Petersburg Borough Assembly this Fourth Day of February 2013.



MARK JENSEN, MAYOR

ATTEST:)



Kathy O'Rear, Borough Clerk

## Appendix D – Certification of Required Elements Checklist

### Appendix D – Certification of Required Elements Checklist

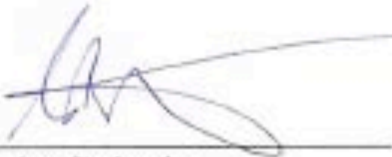
**Alaska Department of Transportation and Public Facilities**  
**State Transit Office**  
PO Box 112500  
Juneau, AK 99811

#### Certification of Required Elements Checklist

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

Element	Yes	No
Notice of Public Meeting	X	
Resolution from local government	X	
Meeting Invitation to community agencies and public	X	

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



Stephen Giesbrecht  
Borough Manager  
Petersburg Borough

2/6/2013  
Date

