

Kodiak

Kodiak Coordinated Public Transit-Human Services Transportation Plan

Senior Citizens of Kodiak, Inc.

2015

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I. Introduction/Executive Summary

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

KATS was originally set up through a pilot project through the Kodiak Island Borough (KIB) in 1997 with funds coming from several sources to establish a public transportation system with minimal service in the middle of the day for social service agencies and their clients. KIB contracted with Laidlaw to operate this pilot project which consisted of one bus doing an express route from Monashka Bay to Women's Bay and another bus running an in town route. In late summer, 1999, the KIB Assembly decided not to continue funding for the pilot project to continue.

Kodiak social service agencies knew the need for transportation for seniors, low income developmentally disabled and other Alaska Mental Health Trust beneficiaries. SCOK having met with each social service agency about a coordinated transit system for their clients and being designated as the lead agency, wrote a grant to the Alaska Department of Transportation (DOT) for funding a coordinated transit system, was awarded that grant and began KATS coordinated service in August, 2000 with one bus being operational five days a week. SCOK contracted with Laidlaw for operations, insurance, fuel, dispatch and a coordinator for the coordinated KATS service. A minimal public service was available in the early morning and late afternoon.

Since 2000, KATS has successfully operated as a coordinated transit system six days a week representing the 15 local non profits that use the system for their clients as well as low income, veterans and welfare to work residents and the public. SCOK continues to contract with now First Student, formerly Laidlaw, to provide the same service as described above. New buses were purchased in 2002, 2007 and 2015 with funding mainly from DOT and other support from Rasmuson Foundation, Kodiak Island Borough and City of Kodiak.

The Kodiak Human Services Coalition, which meets quarterly, oversees KATS with discussion about KATS held at each of their meetings for input on gaps in services, how services could be improved and grant and budget reporting. The SCOK Board of Directors also receives this input on a monthly basis as well as quarterly reports being given to the City of Kodiak and Kodiak Island Borough Assembly. With KATS now having two buses and having completed a Mobility Management Report by RLS in 2012, plans are to expand the public service and to continue to serve residents with the coordinated service seven days a week.

II. COMMUNITY INFORMATION

A) Location

Kodiak is the second largest island in the country and is located 252 miles southwest of Anchorage in the middle of the Gulf of Alaska. The island's population is 13,592 and it has six outlying communities or villages and the country's largest Coast Guard base. All Kodiak communities are accessible only by either boat or plane. The City of Kodiak is the island's hub community with a population of 6,130, 62 miles of roads, and ferry service on the Alaska Marine Highway ships Tustumena and Kennicott. Geographic barriers from each of the island's communities include mountains, lakes, rivers and no roads connecting them. Ferry service is only to Kodiak with some service to Old Harbor, Ouzinkie and Port Lions.

Kodiak is located in a rain forest having an average snowfall of 77 inches and rainfall of 67 inches. Average summer temperature is 55 and winter temperature is 32 with most yearly temperatures between 32 and 65 degrees. Mild temperatures are accounted for by the Japanese current with most winters being mild. Kodiak can be quite windy with the average wind speed at 11 miles per hour. Clear days are rare with only an average of 59 annually; partly cloudy days are 74 days and cloudy days at 232 days.

B) Population

Population of Service Area: Kodiak

Kodiak Island has 13,592 people with most living in the City of Kodiak and on the road system. Residents of the six island villages use the KATS system when they are in town. Most users of KATS reside in the city limits though there are residents outside the city limits in Monashka Bay all the way out to Women's Bay who use the transit system especially the public service. There are no transit services in each of the outlying communities.

C) Map of Community

A map is attached of the transportation area in the Appendix.

III. Assessment of Available Resources & Services

A) Coordination Working Group

The Kodiak community and 15 local non profits have come together to pool our resources and work as a team to provide enhanced mobility for our seniors and individuals with disabilities with KATS since August, 2000. Since that time, Senior Citizens of Kodiak, Inc. (SCOK) has been the lead agency for this coordinated transit system with Pat Branson, SCOK Executive Director, as the contact person and participation from the Kodiak Human Services Coalition. Jonathan Strong has been added to the SCOK employment as the Project Specialist and is assisting with KATS. The Human Service Coalition members include Providence Kodiak island Medical Center, Providence Kodiak island Counseling Center, Providence long term care facility, Island Cove Adult Day Program, Kodiak Senior Center, Hope Resources, Kodiak Women’s Resource & Crisis Center, Kodiak Island Housing Authority, Vocational Rehabilitation, Kodiak College, Kodiak Area Native Association, Alaska Public Housing, Salvation Army, Suun’aq Tribe, WIC, Kodiak Job Service, Threshold Vocational Services, Kodiak Food Bank, Kodiak Baptist Mission, Brother Frances Shelter, The Kodiak Human Services Coalition meet quarterly to discuss social services so they are not duplicated in our community as well as KATS and the needs or issues for the transit system.

B) Current Transportation Options

Kodiak is the second largest island in the country and is situated in the middle of the Gulf of Alaska with accessibility only by the marine highway system or by airplane. The six island villages are only accessible by the same ways. There are only 62 miles of road in the Kodiak urban area with most of the roads inside the city limits. The marine highway system is served by the ferries, Tustumena and Kennicott. The Tusty docks at Pier 1 and the Kennicott at Pier 2, both in the City. Both ferries go from Kodiak to Homer with some stops in Port Lions, Old Harbor and Ouzinkie. Both ferries transport vehicles. Both ferries visit Kodiak about twice a week but with repairs and maintenance, those schedules at times do not hold up nor do stopping in the smaller communities. Barge service is only through Horizon Lines which docks at Pier 3 and which serves the community twice weekly. The airport is owned by the State of Alaska and is located outside the city limits near the Coast Guard base. The Alaska Airlines and Ravn planes mainly fly to and from Anchorage. There are smaller private airlines which fly to the smaller communities on a regular basis. Presently, KATS with their public transit service only takes people to and from the airport to meet the morning and afternoon Alaska Airlines jets. Most Kodiak residents fly to and from Anchorage and catch other airlines to the lower 48. Residents also use the ferry system regularly (but it fills up quickly in the summer) to get to Anchorage for appointments and shopping. Kodiak has rivers but they are not for transportation, only for fishing.

C) Inventory of Available Resources and Services

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

Vehicle Inventory:

Year	Make, Model	Status	Condition	Seating	Wheelchair Y/N	Owner of Vehicle
2015	F550 Ford Aero Elite	Full time	Excellent		Y	SCOK
2011	Ford Bus	Back up presently	Good		Y	SCOK
2010	Ford Flex	Pt hd meal delivery	Good	5	N	SCOK
KANA	2 Minivans	Full time	Good	7	1-Y	KANA
RuralCap Headstart	Bus	Part time	Good	24	Y	RuralCap
Kodiak Island Housing Authority	Bus & 2 cars	Part time	Good	15	Y-bus only	KIHA
23 Taxis	Various	various	various		N	Various
Hope Resources	1 car 1 van	Clients only	Good			Hope Resources
Providence Kodiak Counseling Center	2 sedans, 2 mini vans	Clients only	Good	23	N	PKCC
Providence Kodiak Island Medical Center	1 bus	Long term care residents	Excellent	6	Y	PKIMC

Services Inventory:

Agency	Clients	Operating Days	Operating Hours	Annual Vehicle Miles*	Annual Passenger Trips*	Destinations
SCOK/KATS	AMHTA, seniors, welfare to	M-F Sat. 10-3	8-5	26,000	15,000	Social service agencies, hospital, medical clinics, shopping, work

	work etc.					
SCOK/KATS	public	M_F	6:30-8; 5-6:30	10,200	2000	MonashkaBay-Women's Bay
KANA	KANA beneficiaries	M-F	8:30-4:45			KANA Clinic
HeadStart	Headstart	M-F	Am & pm school hours			Headstart
KIHA	Students	M-F	School pick up			School and home

*Estimated or actual

IV. Assessment of Transportation Needs

A) Demographics

FTA defines a “coordinated public transit-human service transportation plan” as a plan that “identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” The following tables depict detailed demographics of these group types for Kodiak area.

Table 1

Community Demographics	
2010 Population	13,592
Population 65 and over	1915
Percent Population 65 and older	14%
Per Capita Income	\$22,195
Median Family Income	\$58,834
Median Household Income	\$68,718
Persons in Poverty	901
Percent Below Poverty	7%

Source: U.S. Census Bureau Census 2010.

Table 2

Commuting to Work	
Workers 16 years and over	6,632
Car, truck, van – drove alone	4,166
Car, truck, van – carpoled	1,247
Public transportation (excluding taxi)	79
Walked	658
Other means	303
Worked at home	179

Source: U.S. Census Bureau Census 2010.

Table 3

Household Income	
Total:	4,431
Less than \$10,000	159
\$10,000 to \$14,999	212
\$15,000 to \$24,999	459
\$25,000 to \$34,999	485
\$35,000 to \$49,999	643
\$50,000 to \$74,999	961
\$75,000 to \$99,999	653
\$100,000-149,999	613
\$150,000-\$199,999	171
\$200,000 or more	75

Source: U.S. Census Bureau Census 2010.

Table 4

Household by Type	
Total Households	2,039
Households with individuals 65 years and over	403
Percent Households with individuals 65 years and older	20%
Average household size	2.9
Average family size	3.5

Source: U.S. Census Bureau Census 2010.

Table 5: U.S. Department of Health and Human Services Poverty Guidelines, 2015

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

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

B) Gaps in Service

Since its inception in August, 2000, KATS Coordinated and Minimal Public transit system has served Kodiak residents who need transportation the most. i.e AMHT beneficiaries, seniors, low income, veterans, college students etc. Transportation assistance and escort services are available at all times on the coordinated piece of the transit service which goes from 8-5 Monday-Friday and presently 10-3 on Saturday as the coordinated service is door to door service with assistance with luggage, shopping bags etc. to the resident's door. Any AMHT beneficiary or resident affiliated with a local non profit can use the coordinated system any time of the year regardless if they are able to drive or not. Village elders and residents can use KATS when they come to town and the KANA van is not available. With limited funding, KATS coordinated system is very overloaded meeting the needs of those riders and having scheduled weekly stops at the senior center, food bank, Walmart, Safeway while meeting riders' needs for medical, dental, physical therapy and hospital appointments. No Sunday service is available.

The minimal KATS public service is available only Monday-Friday from 6:30am to 8am and then again from 5-6:30 pm. so public riders use is very limited with most transit hours devoted to the coordinated transit piece and those riders who are AMHT and affiliated with a local non profit.

KATS fare is \$2 each way and has been at that same fare price since 2000. The fare is very reasonable and, of course, does not come close to paying for operations match. Nonprofits can purchase bus passes or bus tickets at \$2 a ride for their clients.

SCOK did an extensive survey of the Kodiak community, local businesses and clinics in February, 2015 to find out which gaps in the present public services existed and which expanded service might be requested and where it might go. The survey was conducted to the Human Services Coalition members as well as on line in Survey Monkey and hard copies being delivered to 41 different locations in the community. We received 227 survey responses: 24 from the business community (Chamber members), 85 hard copies and 118 from survey monkey on line.

Summary responses from the business community included: all respondents stated reliable public transit service would benefit their customers and their employees as well as be beneficial to our community; Chamber members wanted the public transit to expand to were downtown, Walmart & Safeway, the new library and Cannery row.

Summary responses from hard copy surveys were: 93 were aware of KATS coordinated system; 60 did not use the public system; those who used the KATS public service used it in the morning and evening; 45 stated they would use KATS mid-day for shopping and appointments and 45 stated they would use KATS after work and in the evenings, 39 stated they would use KATS on the weekends; 71 stated they would use KATS to get to Safeway and Walmart, 43 stated they would the public service for appointments or work and 47 stated they would use KATS to go to the library; 66 stated they would pay \$3 fare for the public service; 71 stated they would use KATS if they could reserve a seat 24 hours in advance; 93 stated they would use KATS public service if there were specific stops in town; public service priorities were shopping, getting to work, medical appointments and to social services.

The survey monkey on line responses were: 78 knew about coordinated KATS service; 56 stated they were interested in using KATS but weren't sure when they would use it and 31 stated they would use the service after work and in the evenings; 50 said they would use the service for shopping to Safeway and Walmart, 39 to the library, 38 to shopping and appointments; 66 stated they would pay \$3 for a ride; 97 said they would use KATS if the system had specific stops; 56 said they would KATS to get to work or to shopping with 40 stating they would KATS to get to hospital and appointments.

In summary, the survey responses in asking about expanded public KATS service were: people were interested in having a public transit system each day and it would be an asset; people were interested in using the public service each day in getting to work, shopping and medical and dental appointments as well as the food bank. Having a regular route with pick up every hour would be beneficial; it is a greatly needed service especially for cannery workers; weekend service would be great especially for church and eating out afterwards.

The Human Service Coalition members were also surveyed in asking for gaps in the coordinated KATS service. Their responses were to: increase service in the evening and Sunday so people could get to and from church, activities and events at the auditorium and to the library. Most members were very satisfied with the present coordinated service and it serving their clients well. They did note that during the weekdays the coordinated system is at time overwhelmed with the number of riders and at times the wait for the door to door service can be long. Kodiak Island Housing Authority requested more service for their residents in Woody Way apartments, for youth and for seniors in the new Near Island apartment complex. KANA requested more service for their beneficiaries.

A survey was also conducted with KATS coordinated riders and those had these responses: most riders use the service to get to Safeway and Walmart and to dental and doctor appointments; most use the service more than 5 days a month; most stated KATS enabled them to live independently and it was a very important service.

V. Goals & Strategies

GOAL 1:		Maintain coordinated KATS service for AMHTA beneficiaries		
	STRATEGY	ACTION	PROGRESS	NOTES
1.1:	Improve hours & days of service	Assess budget to expand daily & Sunday service	Will do by fall, 2015	
1.2:	Human Services Coalition involvement	Meet quarterly to discuss KATS & clients' needs		
1.3:	Plan to purchase another bus in 2017 and every two years	Write capital grant for new bus	2016	

GOAL 2:		Expand public service using 2nd bus		
	STRATEGY	ACTION	PROGRESS	NOTES
2.1:	Improve outreach education marketing plan	Do marketing plan & develop KATS own website	Complete by summer, 2015	
2.2:	Assess budget for expanded public service	Review FY16 budget, fares, local contributions	July, 2105	
2.3:	Conduct survey for public service riders	Do survey in spring, 2016	Spring 2016	

GOAL 3		To improve public awareness		
	STRATEGY	ACTION	PROGRESS	NOTES
3.1:	Create KATS website	Contract to design & implement website	Complete by summer, 2015	
3.2	Develop marketing materials	Design & print materials	Complete by summer, 2015	
3.3	Hold public meetings	Invite & advertise	Fall, 2015	
3.4	Create big annual KATS event	Fundraiser	2016	

VI. Priority of Projects

Priority	Project	Goal, Strategy
1	Expand coordinated and public KATS service	1.1
2.	Develop marketing, outreach education & website for expanded service	3.1 3.2 3.3 3.4
3.	Purchase new bus 2017 and every two years	1.3
4.	Continue to survey riders, community & businesses	2.3

VII. Appendix

Exhibit II.14 Major Trip Generators Kodiak, Alaska

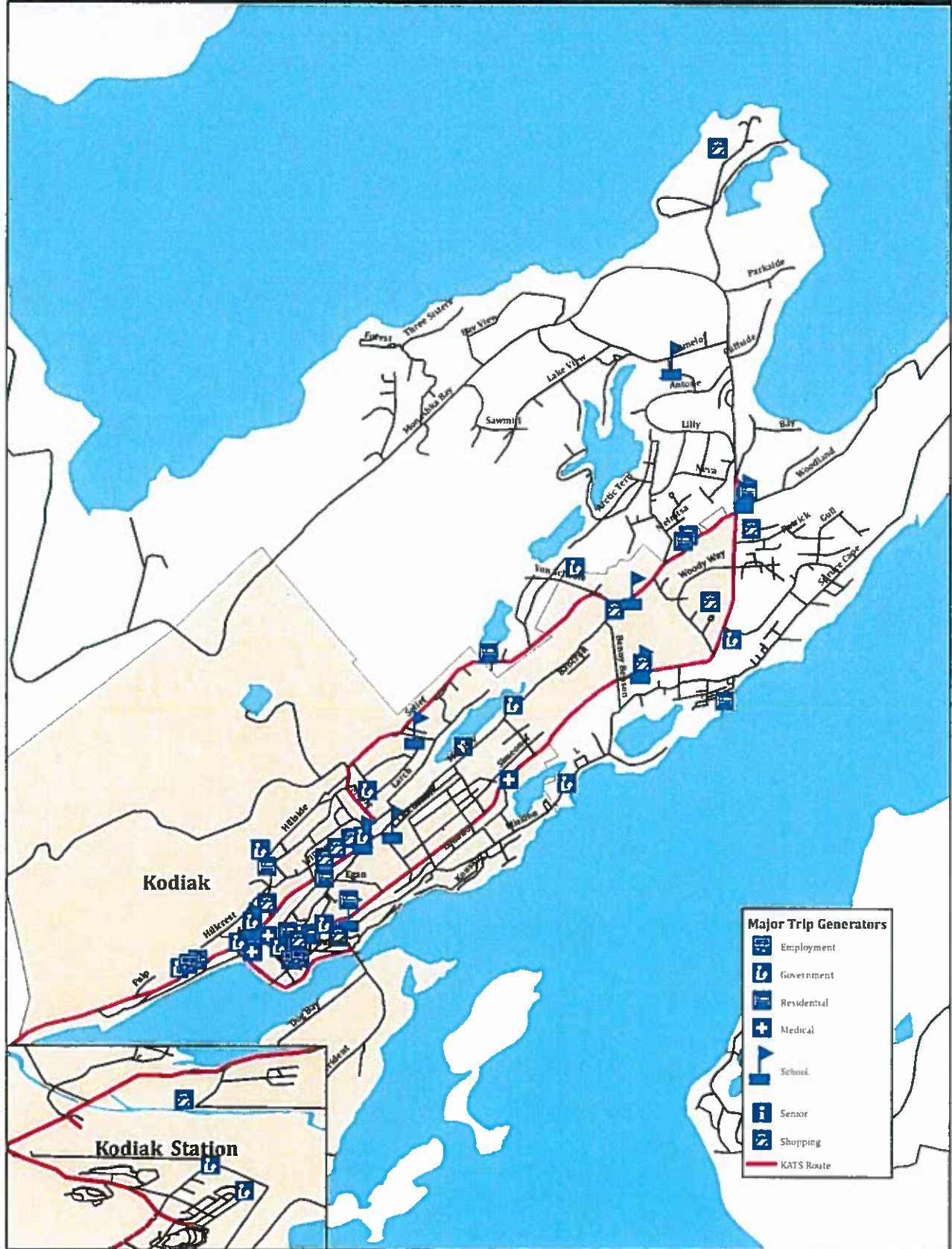
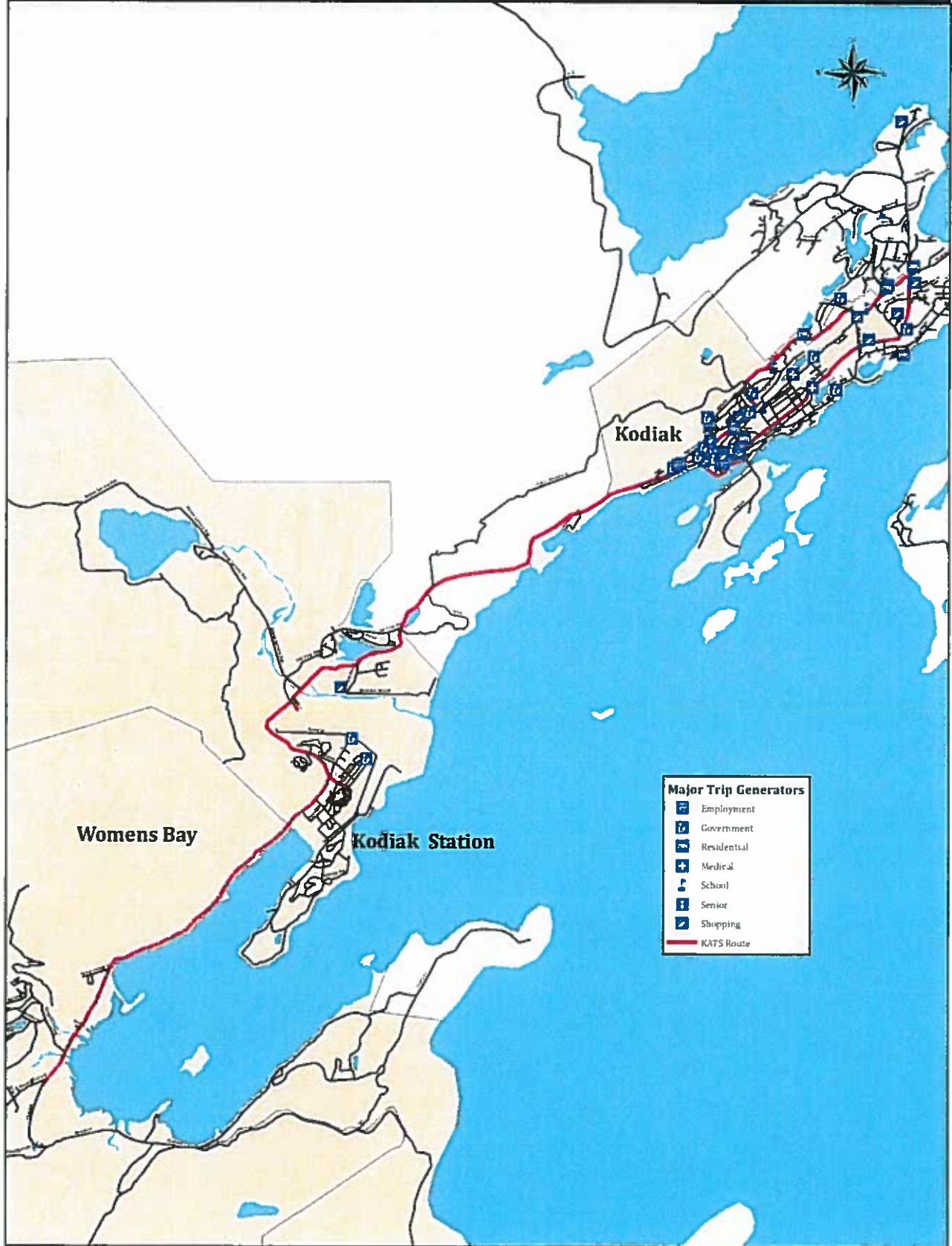


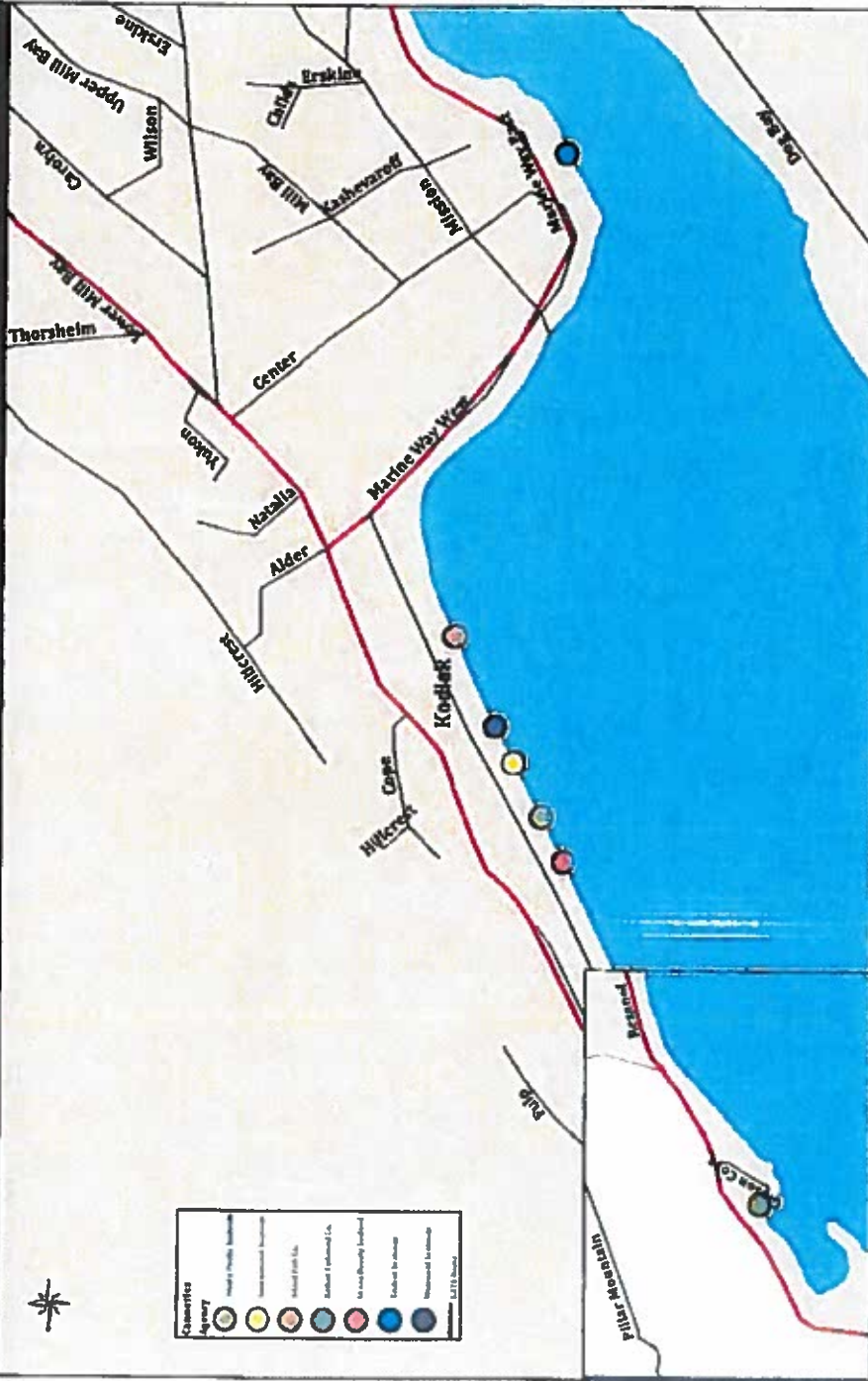
Exhibit III.1 KATS Route
Kodiak, Alaska



Kodiak Weather Map and Trip Generators
Kodiak, Alaska



Exhibit IV-1 Commerce
 Kootenai, Malheur



PUBLIC SERVICE ANNOUNCEMENT: KODIAK DAILY MIRROR & KMXT

CONTACT: SENIOR CITIZENS OF KODIAK INC. 486-6181

Senior Citizens of Kodiak, Inc., the lead agency for the Kodiak Area Transit System (KATS) will hold a community meeting Tuesday June 9 at 3pm at the Kodiak Senior Center to discuss the recently revised and reviewed Kodiak Coordinated Public Transit Human Services Transportation Plan for FY15. The plan updates KATS priorities and services and will be sent to the State of Alaska Department of Transportation so federal and state grants for the upcoming years can be submitted.

KATS serves local Alaska Mental Health Trust beneficiaries, as well as veterans, low income, welfare to work, students, vocational rehabilitation clients and other residents affiliated with local social service agencies.

For more information about the public meeting or KATS, call SCOK 486-6181.

Kodiak Homeless Coalition Participants

Pat Branson – City of Kodiak Mayor

Monte Howver – Brother Francis Shelter

Dana Myers – Brother Francis Shelter

Mary Marsh – Kodiak Area Native Association

Julie Hill – Kodiak Island Housing Authority

Katie Baxter – City of Kodiak Public Library

Thia Falcone – Kodiak College, University of Alaska Anchorage

Laurie Skonberg – Alaska Housing Finance Corporation

Robinette Sagalakin – Alaska Housing Finance Corporation

Rebecca Shields – Kodiak Woman's' Resource Crisis Center

Ron Bryant – Kodiak Island Borough School District

Jill Bunting – Department of Corrections Adult Probation

Rhonda Wallace – Kodiak Police Department

Peter Sprague – Community Baptist Church

Teresa Slaughter – Kodiak Area Mentoring Program

Michael Bates – Salvation Army

Jennifer Bates – Salvation Army

Jonathan Strong – Senior Citizens of Kodiak

Kodiak Public & Coordinated Transportation Plan 2015
List of Participants & Agencies Who Reviewed

Kodiak Homeless Coalition

Jill Bunting-Adult Probation
Julie Hill-Kodiak Island Housing Authority
Peter Sprague-Kodiak Baptist Mission
Robinette Sagalkin-Alaska Housing Finance Corporation
Dana Myers-Brother Francis Shelter
Monte Hawver-Brother Francis Shelter
This Falcone-Kodiak College
Ron Bryant-Kodiak island Borough School District
Rebecca Shields-Kodiak Women's Resource & Crisis Center
Chief Ronda Wallace-Kodiak City Police
Pat Branson-Mayor, City of Kodiak
Jonathan Strong-Senior Citizens of Kodiak, Inc.
Katie Baxter-Kodiak Public Library

**CITY OF KODIAK
RESOLUTION NUMBER 2015-20**

A RESOLUTION OF THE COUNCIL OF THE CITY OF KODIAK SUPPORTING THE 2015 KODIAK COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

WHEREAS, the Kodiak Human Service Coalition, which includes all Kodiak nonprofit social service providers, has been holding quarterly meetings since November 2002; and

WHEREAS, these sessions culminated in the review, revision and completion of the 2015 Kodiak Coordinated Public Transit-Human Services Transportation Plan; and

WHEREAS, the Kodiak Area Transportation Plan outlines the following priorities:

1. Assess FY2016 budgets to expand coordinated and public service to meet the needs of Kodiak residents
2. Improve education, marketing plans, and website for KATS services
3. Continue to conduct surveys with riders, public, and business community about KATS service
4. Plan to write capital grants every two years for new buses
5. Assure transit vehicles are part of the Kodiak Island Borough and City of Kodiak pandemic planning and use of buses for evacuations; and

WHEREAS, Kodiak Area Transit System (KATS) and listed priorities are needed in order to receive Federal and State funds for continuing KATS which has served the community and local non-profit agencies as a coordinated transit system since August 2000; and

WHEREAS, KATS is the only coordinated transportation system in the state with more than 15 local non-profit agencies participating; and

WHEREAS, KATS is cost efficient and fundamental to the quality of life for many Kodiak residents to remain in our community and be continuing to be viable citizens;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Kodiak, Alaska, hereby supports the Kodiak Coordinated Public Transit-Human Services Transportation Plan and priorities and expresses continued support to KATS in its goal to provide safe and reliable transportation to those Kodiak residents who need it the most so they might remain in Kodiak living independently for as long as possible.

CITY OF KODIAK

Pat Brax
MAYOR

ATTEST:

Delma Marler
CITY CLERK

Adopted: June 25, 2015



23

Kodiak Area Transit System Coordinated Services Plan Presentation

Kodiak Human Services Coalition Meeting Participants September 15, 2015

Name/Organization: Heidi DVR Signature: Heidi Roberson

Name/Organization: Amber Ehrenborg / KANA Signature: Amber Ehrenborg

Name/Organization: Heidi Stutes / KANA Signature: Heidi Stutes

Name/Organization: Rob Steuffer / KANA Signature: Rob Steuffer

Name/Organization: Adelia Myrick / Kodiak College Signature: Adelia B. Myrick

Name/Organization: Amanda Sanford / KANA Signature: Amanda Sanford

Name/Organization: Cassie Keplinger / KANA Signature: Cassie Keplinger

Name/Organization: VANUZY AVIER / KANA Signature: Vanzuy Avier
JOHNNY WALKER

Name/Organization: KODIAK BAPTIST MISSION Signature: Johnny Walker

Name/Organization: Kelli Foreman Kodiak Island Food Bank Signature: Kelli J Foreman

Name/Organization: Corrie Davis Hope Community Resources Signature: Corrie Davis

Name/Organization: Linette Nansen Hope Community Resources Signature: Linette Nansen