



Nome Coordinated Transportation Plan 2019



KAWERAK, INC.
Our People & Tribes are Thriving



**NORTON SOUND
HEALTH CORPORATION**



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INTRODUCTION

Individuals with limited incomes, elders, and people with disabilities often rely on public and specialized transportation services to live independently. These services are essential for travel to and from work, medical appointments, essential errands, or to simply attend social or cultural events. The intent of this Coordinated Transportation Plan is to document:

- ▣ Characteristics of Nome
- ▣ Existing transportation providers
- ▣ Listing of unmet transportation needs
- ▣ Any duplications in human service agency and public transportation service, and
- ▣ The identified, evaluated and prioritized transportation strategies for addressing the current and future needs in Nome.

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

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1.0 COMMUNITY BACKGROUND

History

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



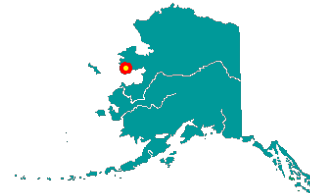
A narrow-gauge railroad and telephone line from Nome to Anvil Creek was built in 1900.

In 1898, the "Three Lucky Swedes," Jafet Lindberg, Erik Lindblom and John Brynteson, discovered gold on tiny Anvil Creek. News reached the gold fields of the Klondike that winter, and by 1899 most of the gold-bearing creeks had been staked. When gold was discovered in the beach sands of Nome, the real stampede was on. Thousands descended upon the Nome beaches during the spring of 1900 as

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

Location

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

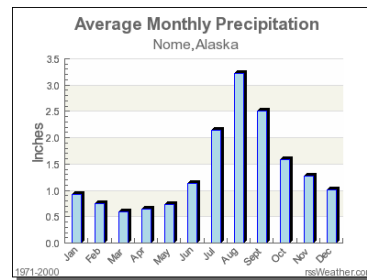
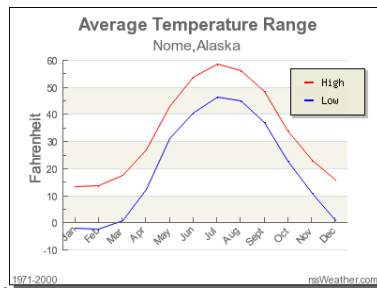


Hub Community

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

Climate

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



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

Transportation

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

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

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

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

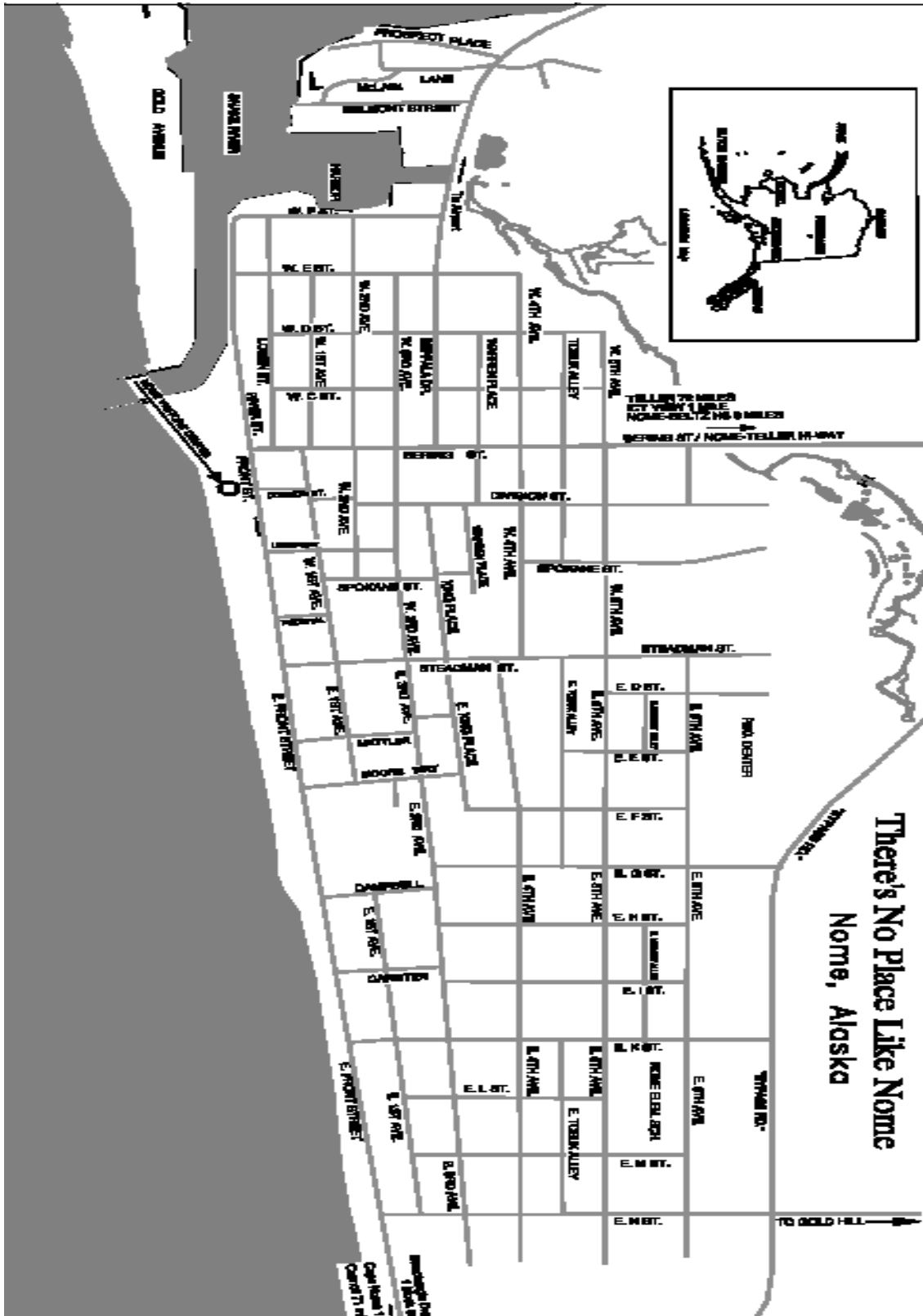
Birding has become a popular tourist attraction as has the Iditarod Sled Dog Race bringing many in through the two Alaska State-owned airports. The Nome Airport has two paved runways; one is 6,001' long and 150' wide, and the other is 5,576' by 150' wide. Scheduled jet flights are available in from and out to Kotzebue and Anchorage, as well as charter and helicopter services. The city field offers a 1,950' long by 110' wide gravel airstrip. There are various passenger carriers flying daily routes to and from each of the villages in the Bering Straits Region. Medevac is the transport provider through Bering Air in coordination with Norton Sound Health Corporation. The Master Plan for the Nome airport has been under review; several projects have been undertaken to ensure safety and compliance with FFA standards

MAP(s) OF COMMUNITY

This map provides a perspective of Nome's location as to the Hub for smaller communities in the Bering Strait Region, which is also referred to as the Nome Census Region.



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



2.0 COORDINATED SERVICE ELEMENT: INVENTORY OF RESOURCES AND SERVICES

Members of Coordinated Service Providers Work Group:

Arctic Access, Inc., ILC

Denice Gilroy, Executive Director
Youth Disability Services
Senior Advocacy
Health/Wellness

Nome Community Center, Inc.

Rhonda Schneider, Executive Director,
Nome Community Center, XYZ Sr.
Center; Adult Care Services, Senior
Transportation, Boys and Girls club,
Youth Family Services

Nome Eskimo Community

Tiffany Martinson, Chairperson; Executive Director
Family Tribal Services

Kawerak, Inc.,

Sara Lizak, Program Director, Tribal Vocational Rehabilitation;
Education, Employment & Training Div.;

Norton Sound Regional Health Corporation,

Christine Schultz, Social Work Director; Developmental
Disabilities Service

Description of Current Service:

The entrepreneurial taxi companies of Nome provide the greatest amount of transportation services to the general public. Taxis operate on what could be fondly referred to as a shuttle, 'jitney' or shared ride approach similar to taxi service in other rural Alaskan communities such as Kotzebue and Bethel where they pick up people, ideally as the calls come in, and drop off on the way to the next calls. Some taxis have radios and some operate on cell phones with forwarding capability. The drivers have been known to provide assistance with luggage and shopping bags for elders and people experiencing disabilities. With the high cost of fuel and maintenance in rural Alaska, taxi rates are typically \$5 for in-town rides and \$10 for out of town, e.g. airport; Beltz High School; Panorama, Icy View, or Willow Ridge Subdivisions; Dexter and Anvil Mtn. Housing, and Anvil Mtn. Correctional Center.

The addition of the Nome Eskimo Community Transit Bus has opened up routes and transportation availability for the entire community. The NEC bus routes and schedule align perfectly with NSHC hours of operation, which provide a safe and secure environment for consumers, community members, hospital employees, elders and youth to get around the community, with pre-designated bus stops/shelters. Other health and service programs do provide specialized transportation assistance to address specific needs and populations. All of these programs report getting requests for additional needs beyond their funding guidelines or availability.

Nome Coordinated Transportation Plan

The Arctic Access Can Am Mini is operated by staff for the purpose of taking consumers to appointments, medical, personal, shopping and social events. The mini is not wheel chair accessible, is low mobility accessible.

Service Provider	Beneficiaries	Type Service	Compensation
Arctic Access Inc.	Elders/seniors All ages experiencing disabilities	<ul style="list-style-type: none"> • Work/job related • Appointments • Limited special requests 	State of AK DHSS

The XYZ Senior Center wheelchair accessible van, owned by Nome Community Center, Inc., is used daily, five days a week, to pick up and deliver 30+ elders and people with disabilities to the senior center for lunch and a fewer number for Breakfast as part of the and Adult Day Services program. This van is used extensively for special elder discount shopping days, the Post Office, It is also used for special outings such as berry picking in late summer, craft sales, Elder and Youth Conferences, dance performances, potlucks, cultural events both elder and youth. Transportation also allows for community social events; parades, fishing, and senior gatherings, such as funerals, field trips, and outings to Council, Teller and Salmon Lake.

Service Provider	Beneficiaries	Type Service	Compensation
Nome Community Center, Inc.	Elders & people with disabilities	<ul style="list-style-type: none"> • Door-to-door • Wheelchair access • XYZ Senior Lunch • Adult Day Services • Shopping • Special Events • Field Trips • Subsistence • Homebound Lunch Deliveries • Limited Special requests 	Nutrition & Transportation Services Grant AK State DHSS Adult Day Services

The Kawerak Vocational Rehabilitation (KVR) accessible van was purchased with end-of-year Federal 121 TVR Program funds to be used for Kawerak VR consumers and driven by Kawerak employees. KVR consumers would have first priority, on first-come first-served basis, often for job searches, job-site interviews, or job coaching. KVR consumers may also obtain taxi vouchers from KVR for full payment towards a work and/or appointment related ride if they can access the regular taxicabs.

Nome Coordinated Transportation Plan

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

The Nome Eskimo Community Public Transit Bus is used for NEC's free Public Transportation services offered during the weekdays ONLY. The transit bus is disability accessible and available to the public based on reasonable accommodations. To request this service please call 24 hours in advance to coordinate transportation in an effort to maintain public scheduled routes.

Service Provider	Beneficiaries	Type Service	Compensation
Nome Eskimo Community	Tribal members General Public Seniors/elders People Experiencing Disabilities	<ul style="list-style-type: none"> • Wheelchair access • Work/job related • Apts. • Limited special requests 	State AK Transit

The Developmental Disabilities Program/Rainbow Services van operated for the program for people experiencing Developmental Disabilities (DD) under the auspices of Norton Sound Health Corporation (NSHC). This van can be requested by a DD client the same day in the summer months but is not wheelchair accessible.

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

The NSHC vehicles used by the Patient Drivers are wheelchair accessible and are used for NSHC patient appointments and trips to and from the airport. The driver operates on a daily basis on schedule as well as on call. The emergency medical services staff, for patient transportation and medevac transportation purposes, operates an Ambulance.

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

Nome Coordinated Transportation Plan

VEHICLE INVENTORY AND BARRIERS

Year Make Model	Vehicle Type	Status	Seating/Accessibility	Condition	Owner
1994 Ford Aerostar	Transport/Staff	In use	11	Good	NCC
2000 Chevy Bus	Transport	In use	11	Good	NCC
2003 Ford E350 Van	Transport	In use	19	Good	NCC
2004 Ford Bus E450	Transport	In use	19	Good	NCC
2004 Dodge Ram 2500	Transport	In use	6	Good	NCC
2008 Chevy Suburban	Transport	In use	12	Good	NCC
2011 Kubota Tractor	Staff	In use	1	Excellent	NCC
2014 Chevy Express G3500	Transport	In use	9	Excellent	NCC
2017 Toyota Sienna	Transport	In use	9	Excellent	NCC
2017 Toyota Sienna	Transport	In use	9	Excellent	NCC
2008 Subaru Forester	Staff	In use	5	Very Good	NCC
2015 Can Am Mini	Transport	In use	3	Excellent	AA
2015 Ford E450 Super	Public Transport	In use	25	Excellent	NEC
2006 Chevrolet Express	Staff	In use	5	Good	NEC
2017 Chevy Express	Transport	In use	8 Accessible	Excellent	NSHC
2013 Toyota Sienna	Transport	In use	6	Excellent	NSHC
2014 Toyota Sienna	Transport	In use	6	Excellent	NSHC
2006 Ford E350 Van	Transport	In use	6	Good	NSHC
		In use		Good	
6 NON Accessible Taxi Cabs	Public	In use	11 passengers each	Good	Checker Cab
5 NON Accessible Taxi Cabs	Public	In use	4 - 6 passengers each	Good	Mr. Cab

NCC: Nome Community Center - AA: Arctic Access - NEC: Nome Eskimo Community

NSHC: Norton Sound Health Corporation - Kawerak

Barriers to Providing Transportation:

- ❑ No wheelchair accessible taxi service available in Nome
Individuals returning from medical have to rely on a private vehicle or return during the week during working hours and have been able to call ahead to make arrangements.
- ❑ No Public Transit on Weekends
- ❑ Human service operated accessible vehicles have specific and limited funding sources along with required Policies and Procedures for use.
- ❑ Taxi fare could run as high as \$20 round trip to out-lying subdivisions, work sites and to the airport.
- ❑ General public not aware of available resources or who to contact, e.g. accessible school bus will provide ride back to town from games and events.
- ❑ Frequent storms and heavy snows limit taxi service without four-wheel drive.
- ❑ Small rural planes are not accessible for people with mobility limitations coming in from surrounding villages resulting in no transportation out of their community or a high-cost medical evacuation (medevac).

NEEDS ASSESSMENT

Table 1: Community Demographics - Nome, 2010

Demographics	Nome
<i>Total Population</i>	3,598
<i>Population 65 older</i>	255
<i>Percent of Aging</i>	7.09 %
<i>Population Native Alaskan</i>	1,971
<i>Population Non Native AK</i>	1,093
<i>Population Unknown</i>	534
<i>Per Capita Income</i>	23,402.00
<i>Median Family Income</i>	68,809.00
<i>Median Household Income</i>	59,402.00

http://www.commerce.state.ak.us/dca/commdb/CF_BLOCK.htm,

accessed 2010 State Demographer population

Table 2: Disability Demographics - Nome, 2010

Demographics	Nome
<i>Population of Disability</i>	824
<i>AGE 5 - 15</i>	44
<i>Sensory</i>	8
<i>Physical</i>	8
<i>Mental</i>	23
<i>Self Care</i>	5
<i>AGE 16 - 64</i>	543
<i>Sensory</i>	49
<i>Physical</i>	89
<i>Mental</i>	56
<i>Self care Disability</i>	17
<i>Outside Home Disability</i>	149
<i>Employment Disability</i>	183
<i>Population over 65 Disabled</i>	237

<http://146.63.75.50/research/cgin/cenmaps/statemap.htm>

Table 3: Household Income in 2010

Source: U.S. Census Bureau Census 2010

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

Less than 10,000.00	62
10,000.00 to 14,999.00	183
15,000.00 to 24,999.00	1,268
25,000.00 to 34,999.00	447
35,000.00 to 49,999.00	385
50,000.00 to 74,999.00	435
75,000.00 to 99,999.00	298
100,000.00 to 149,999.00	393
150,000.00 to 199,999.00	128
200,000.00 or More	32

Table 4: Household by Type, 2010

Source: U.S. Census Bureau Census 2010
<http://aspe.hhs.gov/poverty/figures-fed-reg.shtml>

Total Households	1003
Households 65 or Older	337
Households With Disabled Occupants	78
Average Household Size	3.5
Average Family Size	4.75

**Table 5: Poverty Guidelines
 U.S. Department of HSS, 2012 / HUD, 2012**

Size of Family Unit	48 Contiguous States and D.C.	Alaska	Nome Census Area*
1	\$10,890	\$13,600	\$25,050
2	14,570	18,210	28,600
3	18,310	22,890	32,200
4	22,050	27,570	35,750
5	25,790	32,250	38,650
6	29,530	36,930	41,500
7	33,270	41,610	44,350
8	37,010	46,290	47,200
For each additional person, add	3,740	4,680	

Sources: *Federal Register*

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

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

4.0 GAPS IN SERVICE

- Need for more affordable, flexible, affordable and safe public transportation that's accessible to all, e.g. no wheelchair accessible taxi service in Nome.
- No escort services or funding for own caregiver to accompany rider.
- Equitable, available transportation to/from airports.
- For people who need transportation assistance, no services for evenings or weekends to attend concerts, presentations, airport or for personal matters.
- Limited affordable transportation for subsistence activities.
- A population of 5,545 was recorded in the 14 villages in the Nome Census Region in the 2010 Census. Over 1,000 of these people were identified as experiencing a disability, many are elders and many more qualify as low income. Many of these people could travel to and/or through the Nome airport or Nome community for business, medical or personal reasons and want or require assistive transportation services.
- Lower priced homes in Belmont Point, Glacier Creek, Anvil Mountain and Icy View but \$10 cost for taxi to and from town; \$7 for elders/kids. Limits housing options.
- Expensive for elders and families to go out to Beltz high school for games, swimming pool and events. (\$20.00) round trip.
- Out of town fare to go out to Anvil Mtn. Correctional Center (AMCC) to visit a relative is prohibitive. (\$20.00) round trip.
- No transportation options for low-income kids who miss school bus.
- Limited car seats and seat belts for children and infants in taxis.
- High cost for employees going in town or out of town (e.g. airport, AMCC) for work.
- After hours transportation is costly and limited.
- If it's storming or too much snow, can cause delays or non-accessibility to cabs.
- Difficult for elders from villages and Nome as well as ladies with newborn to get up into taxi vans.
- Hospital approximately 7 blocks from center of town. No residential areas around new hospital. Difficult getting there after hours and weekends.

5.0 STRATEGIES TO ADDRESS IDENTIFIED NEEDS

The following strategies were identified by service providers, in the Nome region in an effort to improve human services and public transportation for elder adults, individuals with disabilities of all ages, and people with lower incomes.

2019/2024 Prioritized Strategies & Goals		
#	Strategy	Goals/Tasks
1)	Sustainability of existing services and current progress on Nome Coordinated Plan.	1.1 Continue to update the on going Transportation Plan 1.2 Promote greater curb access and bus stop shelters. 1.3 Identify local funding and resource opportunities. 1.4 Continue existing human service transportation options.
2)	Purchase a bus for XYZ	2.1 Revise and update Transportation Plan 2.2 Develop proposal for wheelchair accessible Senior Bus 2.3 Solicit bids 2.4 Obtain funds, purchase bus.
3)	Establish more efficient, affordable, accessible public wheel chair accessible transportation	3.1 Research existing Public Transportation programs in Alaska, 3.2 Identify process for applying for and obtaining a low income, disability, aging voucher program. 3.3 Lift for Bush Plan Access
4)	Enhance transportation services with scheduled, low- cost transit to/from out-lying subdivisions and work sites.	4.1 Support and encourage usage of Nome Eskimo Transit bus 4.2 Research/Advertise availability of local bus for scheduled route service.
5)	Develop resources & processes to further address the gaps and needs in transportation services in Nome.	5.1 Update Nome Strategies and Projects Yearly. 5.2 Continue to support and encourage ridership on the NEC Public us. 5.3 Encourage NEC to operate weekends and evenings 5.4 Research & obtain funding to activate & staff transit projects.

2019 Project List for Implementation by Priority		
#	Project Description	Strategy #
1	Purchase XYZ bus	2
2	Sustainability of existing services and current progress on Nome Coordinated Plan.	1
3	Establish more efficient, affordable, accessible public wheel chair accessible transportation	3
4	Enhance transportation services with scheduled, low- cost transit to/from out-lying subdivisions and work sites.	4

REFERENCES

<http://www.visitnomealaska.com/nome-history-culture.html>
© 2001 Carrie M. McLain Memorial Museum, Box 53, Nome AK 99762
(907)443-6630, museum@ci.nome.ak.us

<http://www.kawerak.org>

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

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

http://alaska.org/nome/nome-road-trip.htm#nome_teller_road

http://www.commerce.state.ak.us/dca/commdb/CF_CIS.htm

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