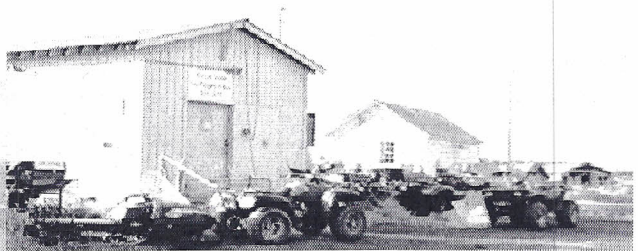
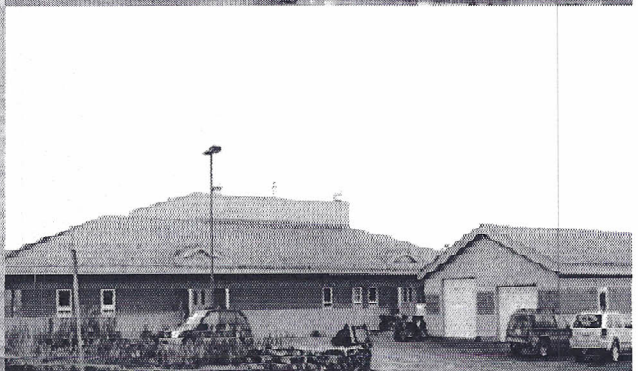
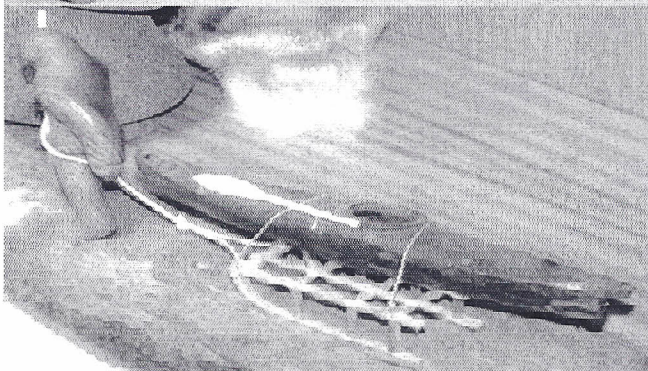
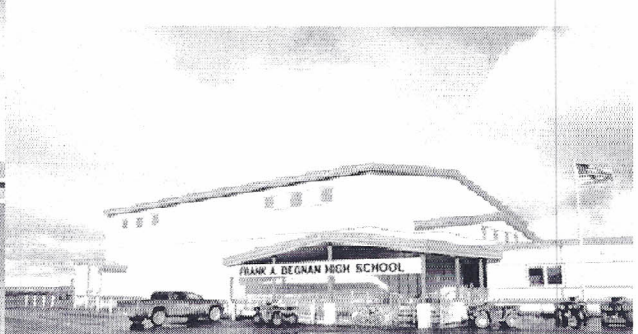
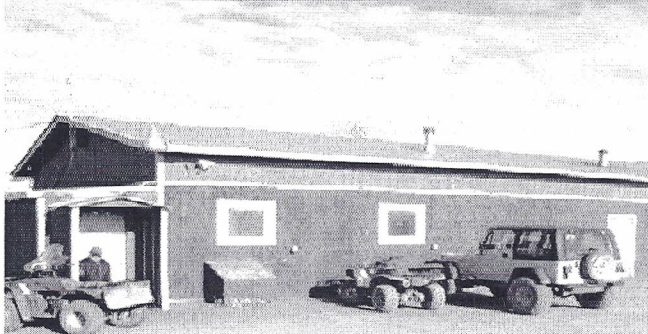


**UNALAKLEET
COORDINATED**



**TRANSPORTATION PLAN
2015**



UNALAKLEET

COORDINATED TRANSPORTATION PLAN

2015

This plan was produced through the joint efforts of the Native Village of Unalakleet, the Elders Committee, the City of Unalakleet, Unalakleet Native Corporation, and individual Tribal members/community residents. Planning assistance was provided by Kawerak, Inc., *Community Planning and Development*.

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UNALAKLEET COORDINATED TRANSPORTATION PLAN
2015
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INTRODUCTION

The intent of this Transportation Plan is to document the existing transportation system within the Alaska Native Village of Unalakleet, and to identify the unmet transportation needs for the community. The Plan is the result of a public assessment conducted during the summer of 2015, including a publicly-noticed meeting open to all residents of the community and interviews with a cross-section of community providers and consumers. The assessment also afforded ample opportunity for additional public input and comment through a review period. The Transportation Plan was then considered by the Tribal Council and formally approved.

Residents of Unalakleet utilize a wide variety of transportation mechanisms for mobility, including boats, cars, trucks, 4-wheelers, snowmachines, and airplanes for mobility. These services are essential for travel to and from work, medical appointments, essential errands, or to attend community social or cultural events. Individuals with limited incomes often cannot afford the purchase and operation of these vehicles, and Elders and people with disabilities are frequently unable to physically operate motorized vehicles; this segment of the population must rely on public and specialized transportation for access to needed services. The primary concern identified by the needs assessment is that the current public transportation services available within the Native Village of Unalakleet (NVU) are not handicapped accessible.

This document will provide background information for the Native Village of Unalakleet, identify existing transportation resources, and communicate the unmet transportation needs. The strategies proposed are for realization of the overall goal of providing affordable, readily available, and safe public transportation for the target Elder and Disability population, including those who are considered to be beneficiaries of the Alaska Mental Health Trust.

The Older Americans Act of 1983 directed communities to focus on multi-purpose care for vulnerable elderly populations, particularly those with the greatest social and economic need. The State of Alaska Division of Senior and Disability Services (SDS) maintains goals to promote active, meaningful, and involved lifestyles for Alaska's seniors; to promote cognitive and physical health and independence; and to assist seniors in acquiring the services needed to remain safely and productively in homes and within communities as they age, close to family and in familiar cultural surroundings, avoiding institutionalization in unfamiliar urban settings.

The NVU Tribal community echoed these federal and State goals during the planning process for this Transportation Plan. In recent years, NVU has been proactively advocating for the development and implementation of community-based services and supports to promote and maintain Elder and Disability health, safety, and well-being in order to prevent or forestall costly institutional care and to mitigate the effects of declining health and functional ability. Available services provide nutritional assistance and some transportation supports, and offer care coordination, case management, and caregiving. Current planning efforts are seeking the construction of an Assisted Living Facility, to allow those Elders who are no longer able to remain safely in their homes to remain within the community without having to relocate to Anchorage or Nome. The organization does not, however, have the capacity to provide transportation assistance for Elder and Disability residents with assistive mobility devices such as walkers and wheelchairs. This document is intended to provide assistance to NVU in addressing this critical unmet transportation need.

1.0 COMMUNITY BACKGROUND

History

The Native Village of Unalakleet (NVU) is a federally recognized Alaska Native Tribe on the eastern shores of Norton Sound, chartered in 1939 as a common group of aboriginal inhabitants within the Territory of Alaska. The village is primarily Southern Inupiat, with a Tribal enrollment of over 1,200, and a 2015 residential population of 744. Archaeologists have dated house remnants along the beach ridge from 200 B.C. to 300 A.D. The name Unalakleet means "from the southern side."

Unalakleet has a history of diverse cultures and trade activity, serving as the terminus for the Kaltag Portage, an important winter travel route connecting to the Yukon River. The trade center historically connected the interior Athabaskan Indians with the coastal Inupiat. The Russian-American Company built a trading post here in the 1830s. In 1898, Sami reindeer herders from Lapland were brought to the area to establish sound herding practices. In 1901, the Army Signal Corps built over 605 miles of telegraph line from St. Michael to Unalakleet, over the portage to Kaltag and Fort Gibbon. The Covenant Church established a boarding school in 1954. Today the community serves as the headquarters for the Bering Straits Regional School District, and also maintains an Alaska State Trooper post.

The City of Unalakleet was incorporated in 1974, with a total area of 5.1 square miles. Employment opportunities are provided by the Regional School District and local schools; the City; Unalakleet Native Corporation; the Native Village of Unalakleet; the Anikkan Inuit Iluqaataat Sub-Regional Health Clinic; the Unalakleet Airport which serves as a transportation hub for a cluster of surrounding villages; and by several local stores, restaurants, and service industries. The local economy also depends heavily on commercial fishing and subsistence activities.

Climate and Geographical Location

The tribal location is on Norton Sound, on the eastern shores of the Bering Sea, at the mouth of the Unalakleet River. The community lies 180 miles southeast of Nome, and 400 miles northwest of Anchorage. There is no road connection to the rest of Alaska; air travel is by small commuter planes. Travel is frequently compromised by inclement weather conditions, including fog, strong winds, ice, and snow. Unalakleet has a subarctic climate with considerable maritime influences. Winter temperatures average from -4 to 11 degrees Fahrenheit. Summer temperatures average from 47 to 62 degrees Fahrenheit. Annual precipitation is 14 inches; the average snowfall is 41 inches with frequent heavy drifting.

Governance Structure

The Native Village of Unalakleet is governed by a 7-Member Tribal Council. The tribal organization has been operating community-based social service, housing, and environmental programs for the tribal community since 1974 and encourages and promotes healthy lifestyles for individuals, families, and the larger tribal community. Service delivery is anchored in a strong traditional value system that honors Elders and advocates for youth leadership development. The organizational mission is *"To provide assistance to the tribal membership that will strengthen and preserve the social, economic, educational, and cultural well-being of the Native People of Unalakleet"*. The tribal vision is that *"The tribal membership shall sustain our cultural and*

spiritual values taught by our Elders and educate future generations to protect and promote our traditional way of life while enhancing the well-being of our people.”

Target Population

The total 2015 Unalakleet population is 744; 14% of these residents (104) are over the age of 60, with an additional 94 between 50-59 years of age. The Elders within the community are the primary concern for public transportation services. More than 10 of these Elders are Mental Health Trust beneficiaries: 4 are wheelchair bound; 5 have mental disabilities from various dementias; and 1 is identified with a severe alcohol disorder. Many other Elders are considered to be at risk for frailty, based on the results of an Elders health assessment conducted in 2013. That health survey identified the most common chronic disease as arthritis followed by high blood pressure, cataracts, diabetes, and stroke. Each of these diseases is often a precursor of frailty and risk of fall, with increasingly limited mobility and lessening of the ability to function safely and independently.

Community Economic Development Priorities

Unalakleet's most recent Community Economic Development Plan (2014-2017) was formulated following a community-wide strategic planning process conducted in September 2013. The Unalakleet community agreed upon the need for the development of an Assisted Living Facility as one of the top three social and economic development priorities. Services and supports for Unalakleet Elders were also identified as a leading economic development priority in the 2010-2013 Community Plan. A formal signed document evidences the commitment of the Native Village of Unalakleet, Unalakleet Native Corporation, and the City of Unalakleet to maintaining these priorities in the formulation of their respective organizational development strategies. The three entities have also signed a cooperative agreement for a joint commitment of efforts and resources to the construction of the Assisted Living Facility.

The Native Village of Unalakleet (NVU) has been primarily responsible for the proactive development of home and community-based Elders services and supports. The tribe currently operates an Elders Nutrition Program and provides local transportation and caregiving services with funding authorized by the federal Administration on Aging, Title VI. NVU is also certified by the State of Alaska for the provision of Care Coordination. NVU is also spearheading the planning process for the construction of the Assisted Living Facility so that Elders no longer able to remain safely within their homes can remain within the community without having to relocate to Anchorage or Nome.

Transportation

Unalakleet is not accessible by any road system and is isolated from any major urban hubs. It serves as the regional transportation hub for surrounding villages. Aircraft is the only mode of transportation to Unalakleet that can be used throughout the year. Boats provide access in the summer and winter travel is possible with snow-machines. The City of Unalakleet maintains a system of roads within the established town-site, most of which were constructed by either the BIA or the AK DOT&PF. Unalakleet also has 15 miles of road outside the boundaries of the City, originally developed by the Army Corps of Engineers for access to the White Alice site. The village is further surrounded by a network of unimproved subsistence and economic routes that lead to cabins, hot springs, seasonal camps, and subsistence areas.

Airport

Unalakleet is accessed predominately by air. The AK DOT&PF operates and maintains a 6,000' 100' airstrip with a 2,000'x75' crosswind runway located 1 mile north of the village.

Pen Air, Ravn Air, Northern Air Cargo, Everts, and Hageland offer daily passenger and mail service from Anchorage during the spring, summer and fall seasons. Pen Air has two flights daily during the summer months. Bering Air and Hageland offer passenger/mail/freight service from Nome twice a day, throughout the year. Bering Air and Hageland also offer daily service to Shaktoolik, Koyuk, Stebbins and Saint Michael. Both airlines have planes stationed in Unalakleet and both have terminal and/or hangar services. The Bering Strait School District owns a multi-engine plane and hangar and operates daily flights between the school sites; they also employ a full-time mechanic to maintain this aircraft. Arctic Transportation Services (ATS) offers freight and mail services to the surrounding villages and leases a hangar from the Bering Straits Native Corporation for several locally-stationed aircraft and full-time mechanics.

Docks

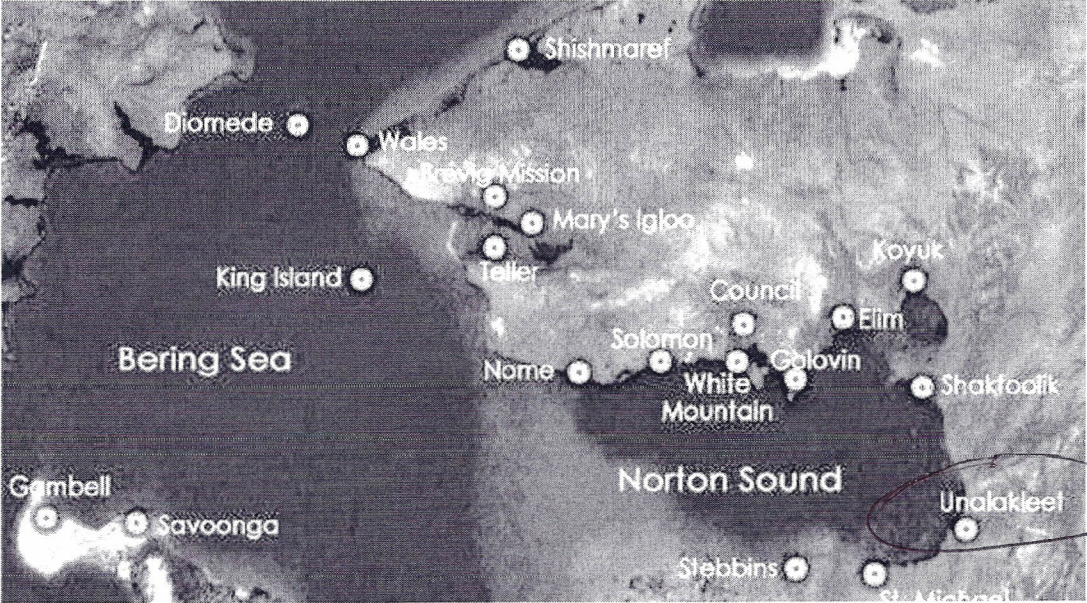
A natural small boat harbor accommodates the hundreds of boats owned by the residents and Outside commercial fishermen, mostly herring permit owners. Boats anchor to the beach in the river slough on the east side of the village. High and low tides are a concern for dry-docked vessels as there are no floating docks to tie onto. A stern anchor and a bow anchor are used to keep the boats in a vertical position to prevent damage to the stern drives.

Small barges deliver fuel, supplies, and building materials to the community from June through September. Lightering services are utilized to offload the barges since the mouth of the Unalakleet River is too shallow to accommodate deep-draft vessels. There is a city-owned docking area for offloading cargo and a tie-up service for a small number of boats.

Community Maps

Maps obtained from the Norton Sound Health Corporation website provide a perspective of the Bering Strait Region, which is also referred to as the Nome Census Region. Unalakleet is located in the center of the first map, on the eastern shore of Norton Sound. The second map is an aerial view of the Unalakleet townsite.

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



2.0 COORDINATED SERVICE ELEMENT: INVENTORY OF RESOURCES AND SERVICES

Coordination Group

Native Village of Unalakleet (NVU)
 Unalakleet Native Corporation (UNC)
 City of Unalakleet
 Elders Committee
 Individual Community Members

Facilitation of Planning Efforts

Kawerak, Inc.
Simon Strickling, Planning & Development Specialist, Community Planning & Development

Document Preparation

Kawerak, Inc.
Simon Strickling, Planning & Development Specialist, Community Planning & Development
 Native Village of Unalakleet
Joan Domnick Johnson, Community Development

Table 1: Description of Current Transportation Services:

Service Provider	Beneficiaries	Type of Service	Compensation
Saggan Taxi	Anyone except wheelchair	Taxi	Passenger Fares
Clinic Ambulance	Emergency Only (wheelchair access)	Ambulance	Norton Sound Health Corporation
Elders Services Van	Elder Transports (no wheelchair access)	Delivers meals to homebound Elders. Transports Elders to store, Post Office, & appointments.	Funded by the Federal Administration for Community Living/Administration on Aging Title VI
Baptist Church Van	All needs in community (non-handicapped)	Passenger Van	No charge to passengers
Covenant Church Van	Transportation to church and community events	Passenger Van	No charge to passengers

Table 2: Annual Trips, Estimated Distribution, Current Services

Destination	NVU Elders Services Van trips/yr.	Clinic Ambulance trips/yr.	Saggan Taxi trips/yr.	Baptist Church Van trips/yr.	Covenant Church trips/yr.
Home	2,192				
Community Center	2,192				
Grocery Store	1,100		1000	100	
Medical	150	12-15			
Airport	5		400-500	100	
Personal	195				
Church Activities				200-300	15 Round-Trips to Bible Camp
Other					Haul water
Meal Delivery	6,454				

Table 3: Vehicle Operating Data

	Elders Services Van	Clinic Ambulance	Saggan Cab Services	Baptist Church Van	Covenant Church Van
Days/Week	5	7	7	7	7
Operating Hours	11am to 2pm	Emergency calls/patient transfers	9am to midnight	9 am-11 pm	9 am – 11 pm
Fee Charged	Free		\$4 for 1st person, \$1 for each additional person; ELDERS: \$2 for 1st Elder and \$1 for each additional person	Free	Free
Annual Miles	3,500	333	4,000-5,000	6,000	7,500
Annual Hours	1,000	40+	5,475	900	1,200
Annual Passenger Trips	4,182		1,200-1,500	300-400	500

Table 4: Current Vehicle Inventory

Year, Make, Model	Vehicle Type	Status	Condition	Seating/Wheelchair	Owner of Vehicle
2011, Chevy	Truck	Out of Service	Transmission is out	10 passenger van; not wheelchair accessible	Covenant Church
2012 Chevy	Van	In use	Operable	15 passenger; not wheelchair accessible	Baptist Church
2003 Ford	E350	Runs	Good	Bench and gurney	Norton Sound Health Corporation (NSHC)
2000 GMC Yukon	SUV	Out of Service	Transmission is out	4 passengers; not wheelchair accessible	Saggan Taxi
2002 Chevy Astro	Van	Out of service	Hinges broken on doors	7 passengers; not wheelchair accessible	Saggan Taxi
2010 Chevy HHR	SUV	In service	Good	4 passengers; not wheelchair accessible	Saggan Taxi
2009 GMC Savannah	Van	In service	Good	10 passengers; not wheelchair accessible	Native Village of Unalakleet (Elders Services Program)

Barriers to Providing Transportation

- No wheelchair/handicapped accessible vehicles except ambulance
- Affordability of individual vehicle ownership/commercial taxi fares
- Cost of purchasing/transporting/maintaining public use vehicles
- Elder and Disability driving restrictions
- Inclement Weather and Hazardous Conditions
- Unimproved Roads outside of townsite

3.0 NEEDS ASSESSMENT

Table 5: Community Demographics

	Unalakleet	
2015 Population	744	
Population 60 and over	104	
Percent Population 60+	14%	
Population 50 and over	198	
Percent Population 55+	27%	
The following Income and Poverty data is from the U.S. Census Bureau's 2009-2013 American Community Survey 5-Year Estimates.		
Per Capita Income	\$22,215	\$2,286 +/-
Median Family Income	\$54,375	\$21,377 +/-
Median Household Income	\$50,833	\$10,528 +/-
Persons in Poverty	695	90 +/-
Percent Below Poverty	18.3%	6.1% +/-
These estimates are based on the federal poverty thresholds. http://www.census.gov/hhes/www/poverty/about/overview/measure.html		

Source: <http://live.laborstats.alaska.gov/alari>, except where noted.

Elder and Disability Needs

In 2008, with the support of the Administration for Native Americans funding, NVU undertook a 3-year social and economic development study for the collection of statistical information on Elders and the aging adult population within the Norton Sound Southern Sub-Region, including the Alaska Native villages of Unalakleet, St. Michael, Stebbins, Shaktoolik, and Koyuk. The project produced extensive documentation of the sub-regional Elder population, provided assessment of Elder health status and living conditions, and identified existing informal and formal support services. The most frequently expressed need during the assessment process was for assistance with daily living, household chores, and for home modifications to improve safety. Elders were also especially concerned with financial resources, transportation, and access to Native foods.

In the summer of 2013, NVU staff conducted a Management Assessment as a requirement of the Older Americans Act Title VI Grant Program for Native Americans, within the Administration for Community Living. The assessment evaluated Unalakleet Elders' health, social, and housing status. Data was collected regarding the incidence of chronic disease, nutritional intake, the availability of in-home supports, home safety, mental health, and social and housing needs. The Title VI survey also reported the need for assistance with Instrumental Activities of Daily Living, including housework; shopping; transportation/getting outside; meal preparation; money management; and communications.

NVU's Elders Nutrition Program is a critical service component, providing over 5,000 congregate meals annually for 32 Elders, and preparing an additional 5,000 meals for home-delivery to 34 Elders. More than 10 of these Elders are Mental Health Trust beneficiaries: 4 are wheelchair bound; 5 have mental disabilities from various dementias; and 1 is identified with a severe alcohol disorder. Many other Elders are considered to be at risk for frailty, based on the

results of the Elders health assessment conducted in 2013. Data analysis of the statistical information collected during the Management Assessment identified the five most common chronic diseases among Unalakleet’s Elder population as arthritis (49.1%); high blood pressure (43.4%); cataracts (26.4%); diabetes (13.2%); and stroke (11.3%). All of these chronic diseases engender existing or potential functional limitations, substantiating the need to establish systems for mobility and care assistance within the tribal community. It is especially important to note that arthritis was reported as the top incidence of chronic disease, at 49%. Arthritis progressively worsens with age, with the potential to increasingly limit Elder functionality.

Beyond Elder age-related disabilities, there are a considerable number of disabilities within the Unalakleet youth and adult populations. These disabilities include Downs Syndrome; Schizophrenia; Autism; Fetal Alcohol Disorder; Seizure Disorder; Traumatic Brain Injury; Parkinson’s disease; Diabetes/Heart; Speech and Vision Disorders; Spinal Injuries; and Alcoholism/Substance Abuse. The following table characterizes Unalakleet disabilities for all age groups within the community:

Table 6: Disabilities by Age and Type

	UNALAKLEET
Total disabilities tallied:	
<i>5 to 18 years:</i>	
Sensory disability	2
Physical disability	
Mental disability	4
Learning Disorders	17
Self-care disability	
<i>18 to 59 years:</i>	
Sensory disability	1
Physical disability	6
Mental disability	4
Self-care disability	
Go-outside-home disability	
Employment disability	
<i>60 years and over:</i>	
Sensory disability	2
Physical disability	26
Mental disability	5
Self-care disability	2
Go-outside-home disability	6

Table 7: Household Income

Subject	City of Unalakleet							
	Households		Families		Married-couple families		Nonfamily households	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total	218	+/-31	162	+/-25	88	+/-19	56	+/-19
Less than \$10,000	6.9%	+/-4.1	5.6%	+/-4.1	0.0%	+/-20.2	19.6%	+/-15.8
\$10,000 to \$14,999	1.8%	+/-3.4	3.1%	+/-3.7	0.0%	+/-20.2	3.6%	+/-8.0
\$15,000 to \$24,999	10.1%	+/-4.8	6.2%	+/-4.1	1.1%	+/-3.3	16.1%	+/-11.0
\$25,000 to \$34,999	6.0%	+/-3.9	8.0%	+/-5.2	2.3%	+/-4.2	1.8%	+/-4.8
\$35,000 to \$49,999	24.3%	+/-8.0	24.1%	+/-8.8	15.9%	+/-9.9	26.8%	+/-15.5
\$50,000 to \$74,999	17.4%	+/-7.6	14.8%	+/-8.0	20.5%	+/-12.2	21.4%	+/-15.9
\$75,000 to \$99,999	13.3%	+/-5.0	15.4%	+/-6.4	22.7%	+/-10.2	7.1%	+/-7.4
\$100,000 to \$149,999	9.2%	+/-5.2	8.0%	+/-5.7	10.2%	+/-7.0	3.6%	+/-4.6
\$150,000 to \$199,999	10.6%	+/-5.0	14.2%	+/-6.7	26.1%	+/-11.4	0.0%	+/-29.2
\$200,000 or more	0.5%	+/-1.3	0.6%	+/-1.7	1.1%	+/-3.2	0.0%	+/-29.2
Median income (dollars)	50,833	+/-10,528	54,375	+/-21,377	85,000	+/-13,556	43,125	+/-1,870
Mean income (dollars)	67,304	+/-7,479	72,831	+/-10,244	N	N	39,896	+/-7,165

Source: 2009-2013 American Community Survey 5-Year Estimates

Table 8: Poverty Guidelines

U.S. Department of HSS, 2015 Source: *Federal Register*, January 22, 2015

Size of Family Unit	48 Contiguous States/ D.C.	Alaska
1	\$11,770	\$14,720
2	\$15,930	\$19,920
3	\$20,090	\$25,120
4	\$24,250	\$30,320
5	\$28,410	\$35,520
6	\$32,570	\$40,720
7	\$36,730	\$45,920
8	\$40,890	\$51,120

4.0 GAPS IN SERVICE

The primary transportation service gap identified during the Transportation Planning meeting conducted in Unalakleet in June 2015, and from individual interviews with providers and consumers was the lack of handicapped accessible service for people in wheelchairs and with other mobility assistance devices. The need for handicapped accessible services is projected to increase as the population ages, and as chronic disease such as arthritis or the incidence of stroke and heart ailments continues to limit Elder mobility. In addition, the planned construction of an Assisted Living Facility, scheduled for 2017, will allow several residents who currently reside in facilities in Anchorage or Nome to return to the community. Most of these Elders require wheelchair assistance, or utilize other assistive mobility devices.

5.0 STRATEGIES TO ADDRESS IDENTIFIED NEEDS

The Unalakleet Coordinated Transportation Planning meeting on June 18, 2015 was attended by Native Village of Unalakleet (NVU) Tribal Council members, NVU executive management and program managers, including the Elders Services Coordinator, several members of the Elders Committee, representatives from Unalakleet Native Corporation (UNC), the City of Unalakleet, and local churches, and individual community residents. The meeting was coordinated by the Planning and Development Specialist from Kawerak, Inc., a regional non-profit organization based in Nome. The meeting reviewed existing transportation resources, and identified the lack of wheelchair/handicapped accessible transportation as the major service gap for the community. Meeting participants also revisited the results of the recent Elders needs assessments. The planning committee overwhelmingly endorsed NVU efforts to seek funding for the purchase and maintenance of a wheelchair van with lift capacity. The committee also recommended that additional efforts be undertaken by NVU, the City, and UNC to seek funding to widen and improve the road that leads to the selected construction site for the Assisted Living Facility, approximately one and a half miles out of town in an area opened up for new housing development. This area is “up-the-hill”, away from the coastal plane, which is increasingly vulnerable to wave erosion and flooding due to factors of climate change. NVU Council members also requested that consideration be given to the installation of a bridge or culvert in the area where the road crosses the slough, so as not to impede the migration of salmon or other anadromous or catadromous fish.

As a result of this direction, NVU has been working to identify potential sources of grant funding that might be accessed for the purchase of a handicapped van. These potential sources include, but are not limited to, the State of Alaska Department of Transportation, the Rasmuson Foundation, the Alaska Mental Health Trust Authority, and business and private foundations with Alaska interests, such as Wells Fargo, Conoco Phillips, and Fred Meyer.

At the same time, NVU will seek to develop internal capacity for enhanced administration and management of transportation services. These strategies include additional van driver training and certification, the development of needed policies and procedures, and preparation to meet applicable conditions of participation as established by the Division of Senior and Disability Nutrition and Transportation Services grant program.

6.0 TRANSPORTATION WORKPLAN

Prioritized Transportation Goals and Strategies

GOAL 1. *Secure Wheelchair/Handicapped Accessible Van*

Strategies

1. Identify potential sources of funding
2. Conduct grant-writing activities
3. Purchase rear-entry handicapped van per competitive bid process
4. Comply with all requirements for vehicle licensing and insurance
5. Develop Vehicle Maintenance Plan
6. Develop Vehicle Operation Policies and Procedures for Elders and Disability transport
7. Provide Van Driver training for safe operation of Handicapped Van and Wheelchair Lift
8. Secure Elders Van Driver certification
9. Meet all applicable State Senior and Disability Services Nutrition Transportation Grant Program Conditions of Participation

GOAL 2. *Facilitate Road Improvements to Assisted Living Facility*

Strategies

1. Coordinate with the City of Unalakleet and Unalakleet Native Corporation to identify potential sources of funding for needed road improvements, to include widening, grading, and installation of culverts or bridges as needed
2. Conduct grant-writing activities
3. Comply with all requirements for environmental impact assessment and road construction projects
4. Solicit contractor bids
5. Complete road improvements

ADDITIONAL REFERENCES

<http://www.kawerak.org>

<https://www.commerce.alaska.gov/dcra/DCRAExternal/community/Details>

SIGNATURE PAGE



The Native Village of Unalakleet
P.O. Box 270
Unalakleet, Alaska 99684

As President of the Native Village of Unalakleet (NVU), I certify that this Coordinated Transportation Plan accurately communicates the unmet transportation needs and the transportation development priorities identified by:

- 1) The Transportation Coordination Group in a publicly noticed meeting held on June 18, 2015;
- 2) Formal community needs assessment processes;
- 3) Interviews with individual community members.

The final Coordinated Transportation Plan was reviewed and adopted by the NVU Tribal Council on November 13, 2015 by a vote of 7 for and 0 against.

A handwritten signature in black ink, appearing to read 'J. Ivanoff', is written over a horizontal line.

Jacob Ivanoff, Council President

A handwritten date '11/16/2015' is written in black ink over a horizontal line.

Date