

Metlakatla Indian Community

Coordinated Public Transit-Human Services Transportation Plan

Genelle Winter: Metlakatla Indian Community

2016

Metlakatla Coordinated Plan

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I. Introduction/Executive Summary

The intent of this plan is to document the efforts of our 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 Department of Transportation & Public Facilities (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.

Currently, the Metlakatla Indian Community (MIC) does not have a coordinated transportation system or an operating plan. They do own and operate a senior citizen shuttle and a tourism bus, paid for through Tribal Transportation Program (TTP) funds, both are outdated and in need of replacement. The MIC is paying approximately \$80,000 for annual operations and maintenance of their buses. The MIC does not have separate transit services for its residents (who are not seniors) that need access to health care. Most Metlakatla residents have to travel to Ketchikan to receive health care that is beyond what the Annette Island Service Unit can provide. The Annette Island Service Unit offers primary comprehensive outpatient health care to Alaska Natives and American Indians living in Metlakatla. Residents with access to Ketchikan for health care coordinate and schedule their doctor appointments around the ferry (M/V Lituya) schedule, which runs twice a day during the summer and Thursday through Monday in winter.

Public outreach for this plan, included a public meeting, several stakeholder interviews, and a needs assessment-gap analysis. The public outreach and needs assessment-gap analysis provided the team with proof that transit is feasible and needed in Metlakatla, and that there are existing resources to be coordinated and consolidated.

This coordinated system will allow the MIC to focus solely on transportation services, will help the MIC to secure future funding and manage transit more efficiently. The goals of coordinating services are to provide the residents of Metlakatla with better access to health care and to help MIC secure future funding for transit and transportation operations and capital projects.

Consolidating transit services will require the following steps:

1. Apply for funding to replace the existing senior citizens shuttle and add a new one to the fleet.
2. Develop a transit operations and business plan.
3. Develop a transit program (MIC Transit Services, or MIC Transportation Services) to consolidate all administrative activities associated with transit services.
4. Apply for funding to design and construct a transit facility.
5. Begin implementing the operations and business plan.

II. Community Information

A) Location

Metlakatla is located on Port Chester Harbor on Annette Island, about 16 miles south of Ketchikan, which is located on Revillagigedo Island, 700 miles north of Seattle Washington. The study area covers 130.2 square miles of land and 83.3 miles of water. Ketchikan is the hub community for residents living in Metlakatla. Geographic barriers include isolation, lack of access to public facilities and other major modes of transportation. The main airport is located on a separate island. Residents of Metlakatla have to travel by boat or plane between islands in order to travel outside of the region. Metlakatla has a maritime climate, winters are wet and cool with an average temperature during the winter months of 33.6 F. Summers are mild, August's high temperatures average 64 F. Rainfall is common, with an average of 153 inches per year. The average snowfall is 8 inches per year.

B) Population

According to the 2010 census, the population in Metlakatla was 1504. The population in Ketchikan is 8,214.

C) Map of Community

Metlakatla has 46 miles of roadway on their inventory, including local streets and the 14.7 mile Walden Point Road that provides Metlakatla residents access from the community to the Alaska Marine Highway Ferry Terminal in Annette Bay.

Most local roads are Bureau of Indian Affairs (BIA) inventory roads and maintained by the BIA. Annual maintenance and operations cost are \$400,000. There are a few non-BIA inventory roads that the MIC own and operate.



Aerial View of Metlakatla

III. Assessment of Available Resources & Services

A) Coordination Working Group

Transit Coordination would not be possible without a group effort. Our community has come together to pool our resources and work as a team to provide enhanced mobility for our seniors and individuals with disabilities. The coordinating workgroup for the MIC Transit System is the Transportation Advisory Committee. The committee members are:

MIC TRANSPORTATION ADVISORY COMMITTEE		
Contact	Organization/Department	Email
Genelle Winter	MIC, Transit	miclandscaping@gmail.com
Lacy Wilson	MIC, Tourism	mictourism@gmail.com
Jeff Moran	MIC, Council & Fish & Wildlife	moranf@aptalaska.net
Gavin Hudson	MIC, Council	mrgavinhudson@gmail.com
Albert Smith	MIC, Council & Transportation	N/A

B) Current Transportation Options

Metlakatla is not located on the road system (Figure 1). Residents travel to Ketchikan for shopping, doctor visits, visiting relatives and friends, and to access Ketchikan International airport that provides Alaska Airlines and Delta Airlines (summer operations only) flights anywhere in Alaska and select locations in the lower 48. Without a public transportation system in Metlakatla, residents do not have an option that is cost effective for them to leave the island to access public facilities and other modes of transportation.

Access to Metlakatla is by air or water. There is one port with a dock, located in town at Port Chester, two small boat harbors, and two ferry terminal docks; one located at Port Chester and one located 16 miles north of town at the end of Walden Point Road (Figure 2).

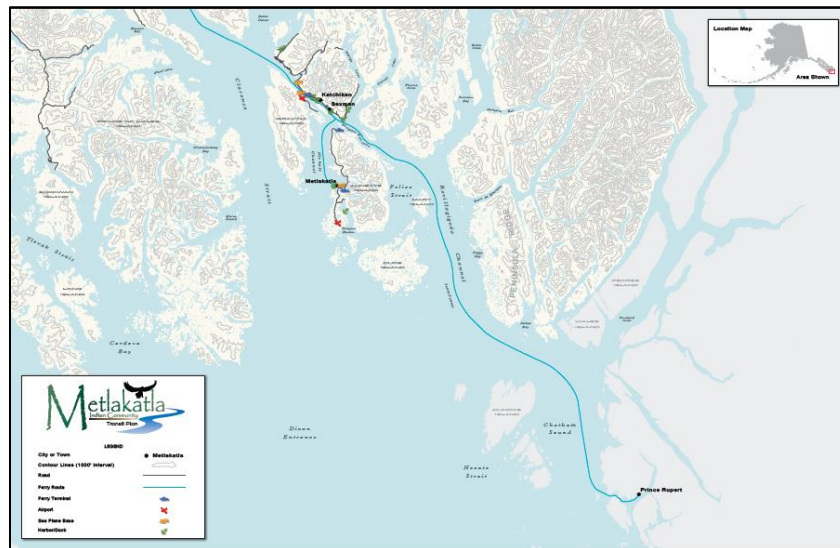


Figure 1: Metlakatla Transportation System

The State of Alaska provides ferry service between Metlakatla and Ketchikan five days a week. The Alaska Inter Island Ferry relieves the M/V Lituya for maintenance operations from January through February. The Alaska Inter Island Ferry used to dock at Port Chester, but plans to start docking at the State of Alaska, Alaska Marine Highway System (AMHS) Ferry Terminal in Annette Bay, in 2016. The run from Metlakatla to the north end of the island is more dependable during bad weather, takes a shorter time, and is easier to access for all marine operators. However, residents have travel safety concerns on Walden Point Road during hazardous weather conditions. The ferry transports up to 16 vehicles.

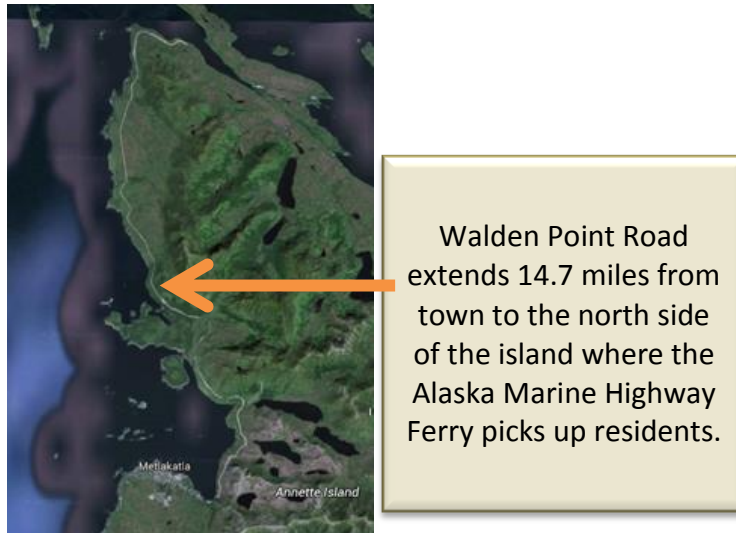


Figure 2: Walden Point Road

Metlakatla has one Cab Company available for its residents. K&D Cab Company is a one vehicle operation that provides year round dial-a-ride services. A ride from town to the AMHS Ferry Terminal costs \$15 each way. A ride anywhere in town is \$5 each way.

MIC is serviced by Samson Tug and Barge, which is how most goods are shipped onto the island. The cost varies to the customer based volume and weight of goods. The barge arrives into Metlakatla once a week, usually mid-week, but it changes throughout the seasons. Most groceries and fresh goods arrive on the weekly barge, so 'freshness' is sometimes compromised, making trips to Ketchikan more appealing as you can acquire materials that come on twice weekly barge service to Ketchikan.

The BIA Tribal Transportation Program (TTP) funding is allocated to the MIC annually, based on population, and miles of inventory. The program funds plans, designs, construction and maintenance of local transportation priorities. The MIC receives about \$500,000 per year of Federal Highway Funds through the BIA. The transit system is in the MIC's inventory and prioritized by the Council.

C) Inventory of Available Resources and Services

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

Vehicle Inventory:

Year	Make, Model	Status	Condition	Seating	Wheelchair Y/N	Owner of Vehicle
2004	Goshen Pacer II	Full-time	Poor	21	N	MIC
1967	GMC	May-Sep	Poor	26	N	MIC

Services Inventory:

Agency	Clients	Operating Days	Operating Hours	Annual Vehicle Miles*	Annual Passenger Trips*	Destinations
MIC	Seniors	M-F	8am – 4pm	10,250*	54,900*	Senior Center, Ferry, Grocery store, Pharmacy, Doctor
MIC	Tourists	May-Sep	Based on Cruise Ship Schedules	1.5 miles per tour	120*	To and from cruise ship and historic sites within Metlakatla

*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 Metlakatla:

Table 1:

COMMUNITY DEMOGRAPHICS		
	2010	2014*
2010 Population	1,504	1,568*
Population 65 and over	133	158*
Percent Population 65 and older	9.5%	9.6%
Per Capita Income	18,909*	22,595*
Median Family Income	48,553*	56,667*
Median Household Income	43,672*	50,804*
Persons in Poverty	1,418*	1,559*
Percent Below Poverty	9.2%*	13.8%*

Source: U.S. Census Bureau Census 2010; 2006-2010 American Community Survey 5-Year Estimates; 2010-2014 American Community Survey 5-Year Estimates

*Estimate

Table 2:

COMMUTING TO WORK		
	2000	2014*
Workers 16 years and over	480	494
Car, truck, van – drove alone	240	247
Car, truck, van – carpooled	114	118
Public transportation (excluding taxi)	6	7
Walked	73	75
Other means	33	34
Worked at home	14	15

Source: U.S. Census Bureau, Census 2000 Summary File 3

*Estimate

Table 3:

HOUSEHOLD INCOME		
	2010*	2014*
TOTAL	575	495
Less than \$10,000	2.4%	3.8%
\$10,000 to \$14,999	8.5%	1.6%
\$15,000 to \$24,999	16.0%	14.3%
\$25,000 to \$34,999	8.5%	8.7%
\$35,000 to \$49,999	22.6%	20.6%

\$50,000 to \$74,999	23.1%	20.2%
\$75,000 to \$99,999	10.1%	10.5%
\$100,000 to \$149,999	7.3%	10.3%
\$150,000 to \$199,999	0.0%	7.3%
\$200,000 or more	1.4%	2.6%

Source: U.S. Census Bureau Census 2010; 2006-2010 American Community Survey 5-Year Estimates; 2010-2014 American Community Survey 5-Year Estimates

*Estimate

Table 4:

HOUSEHOLD	2010
Total Households	493
Households with individuals 65 years and over	107
Percent Households with individuals 65 years and older	21.7%
Average household size	2.85
Average family size	3.38

Source: U.S. Census Bureau Census 2010.

**Table 5: U.S. Department of Health and Human Services Poverty Guidelines, 2015
09/03/2015**

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
7	\$36,730	\$45,920	\$42,230
8	\$40,890	\$51,120	\$47,010
For families/households with more than 8 persons, add	\$4,160	\$5,200	\$4,780

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

B) Gaps in Service

MIC operates a Senior Citizens Center shuttle service that provides transportation for the elderly (age 60 or older), and those with disabilities rides to and from medical appointments, shopping, and/or escort. The residents must call for services and are available 8 a.m to 4 p.m. During May 2015 to June 2015, the senior center provided a total of 9,148 rides, an average of 141 rides per day. There is no service at night or on the weekends. Residents who are non-tribal and who are under 55 years of age are not eligible for the existing shuttle service under the senior citizens program. MIC does not currently have funding to provide transportation assistance to the general public or people with disabilities that need access to health care.

Residents needing assistance for transportation are either trying to access medical appointments within the community or in Ketchikan. The ferry terminal to access Ketchikan for shopping, visiting, public facilities, such as school, medical appointments, emergency services and jobs, or needing assistance to access the main airport for the region, is located two islands away. During a public meeting held on July 3, 2015, attendees agreed that the MIC's current transit does not afford reasonable access to healthcare for the general public. The residents travel within the community or to Ketchikan to access health care. The public also stressed the importance that the transit system is accessible to persons with disability so disabled veterans and the elderly are considered. The transit system should also accommodate those returning from shopping trips.

The current service primarily accommodates Senior Citizens and tourists, not the general public. The new service proposed in this plan would have a bus that was dedicated to the needs of the public for general transportation, hours could be adjusted to accommodate ferry traffic as well as work and school schedules.

The current service is a dial a ride system. Multiple stops are not being provided. They are needed; therefore a day pass or monthly pass system would be most cost effective for users.

Senior Citizens and the disabled would be offered curb side assistance, especially when being picked up or dropped off at their home residence.

The goal of the system is to make it available anyone who wishes to use public transit rather than their own vehicle. This will be encouraged as it reduces vehicle emissions and other pollutants.

V. Goals & Strategies

GOAL 1:	Develop a Coordinated Transit System that Improves Access to Health Care, Public Facilities, and Major Modes of Transportation			
	STRATEGY	ACTION	PROGRESS	NOTES
1.1:	Apply for funding to purchase two buses	MIC to submit grant application to State of Alaska Community Transit Program	Grant submitted. Updating Coordinated Public Services Transportation Plan per DOT&PF's request	
1.2:	Develop a MIC Transit Operations Plan	Secure transit planning funding		
1.3:	Construct a full size bus barn, maintenance and service area	Secure design and construction funding		

GOAL 2:	Sustainability			
	STRATEGY	ACTION	PROGRESS	NOTES
2.1	Develop a transit program based on the MIC Transit Operations Plan	Identify once the MIC Transit Operations Plan is completed.		
2.2:	Implement action items developed in the MIC Transit Operations Plan	Identify once the MIC Transit Operations Plan is completed.		
2.3:	Develop and implement performance metrics for the system relating to revenue hours per day and ridership	Identify once the MIC Transit Operations Plan is completed.		
2.4	Develop a financial plan that will coordinate transportation/transit resources, budget tracking and funding opportunities. This would be implemented as part of the transit program based on the MIC Transit Operations Plan.	Identify once the MIC Transit Operations Plan is completed.		

GOAL 3:	Economic Development			
	STRATEGY	ACTION	PROGRESS	NOTES
3.1	Develop a marketing strategy based on the MIC Transit Operations Plan	Identify once the MIC Transit Operations Plan is completed.		
3.2	Develop and implement performance metrics relating to revenue hours per day and ridership	Identify once the MIC Transit Operations Plan is completed.		

GOAL 4:	Historic Preservation			
	STRATEGY	ACTION	PROGRESS	NOTES
4.1	Develop and implement performance metrics for the system	Identify once the MIC Transit Operations Plan is completed.		

VI. Priority of Projects

The MIC, via resolution (Attachment A), has prepared the list of prioritized projects the community would like to accomplish in the next 5 years based on the strategies listed in this plan. 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. Keep in mind the project list must always be tied to the strategies listed in this plan.

PRIORITY	PROJECT	GOAL, STRATEGY
1	Purchase replacement vehicle to be run by Metlakatla Indian Community	1.1
2	Complete a full business operating plan to ensure solid management of the transit operation	1.2
3	Construct a full size bus barn, maintenance and service area	1.3

VII. Appendix

Attachment A – Public Open House Flyer

Attachment B – Sign in Sheet

Attachment C – Supporting Resolution



Please Join Us!

Metlakatla Transit Plan Open House

Friday, July 3, 2015, 1:00 PM

Metlakatla Town Hall

Light refreshments will be served!

*Complete the Transit Plan Survey
to be entered to win two ferry tickets on the M/V Lituya!*



For additional information contact: Adison Smith, Transportation Planner
DOWL ● 4041 B Street ● Anchorage, Alaska 99503
Phone: 907-562-2000 ● Fax: 907-563-3953 ● adsmith@dowl.com



Sign-In Sheet

FIRST NAME	LAST NAME	MAILING ADDRESS	EMAIL	Public Comment	Y or N?
Richard	Bastida	P.O. Box 474			
Gravin	Hudson	P.O. Box 7			
Cliff Cairn		Box 5	c.gairn@hoham1.com	yes	
Seana	Marsden	P.O. Box 676	js.marsden@hotmail.com	yes	
Roger	Williamson	P.O. Box 752		yes	
Shirley	Quinn	Box 235	nbu@	yes	
Renner	DeWitt	Box 224	MM	yes	
Ray	Baines	P.O. Box 75			
Dawn P	Pringle	P.O. Box 684	ap3296@yahoo.com		
Kandi	McGilton	P.O. Box 794	Kandi.mcgilton@gmail.com		
Rachael A	Aiken	P.O. Box 68	r.aiken@Aidn.org		
Mitchell					
Dan					
Carol	Hayward	P.O. Box 132	Xterra47@hotmail.com		
Andrew	Hudson	P.O. Box 618	major.metlakatla@gmail.com		
Dorothy	Brendt	P.O. Box 251			
Julie	Fawcett	P.O. Box 583			
George	Fawcett	P.O. Box 583			

COUNCIL ANNETTE ISLANDS RESERVE

METLAKATLA INDIAN COMMUNITY

RESOLUTION #15-63

AUDREY M.L. HUDSON, MAYOR
JUDITH A. EATON, SECRETARY
NATHAN W. FAWCETT, TREASURER

BY THE COUNCIL ANNETTE ISLANDS RESERVE
METLAKATLA INDIAN COMMUNITY
Tribal Transit Plan

POST OFFICE BOX 8
METLAKATLA, ALASKA 99926
PHONE (907) 886-4441
FAX (907) 886-7997

WHEREAS, the Metlakatla Indian Community Council is the governing body of the Metlakatla Indian Community, Annette Islands Reserve, Alaska, by the authority of the Constitution and By-laws of the Metlakatla Indian Community approved on August 23, 1944 by the Secretary of the Interior; and

WHEREAS, the Metlakatla Indian Community is an American Indian Tribe organized pursuant to the provisions of Section 16 of the Federal Indian Reorganization Act, 25 U.S.C. Section 476; and

WHEREAS, the Annette Islands Reserve is held in trust by the United States for the benefit of the Metlakatla Indian Community under rules and regulations as prescribed by the Secretary of the Interior, 25 U.S.C. 495; and

WHEREAS, the Secretary of the Interior has delegated responsibility to the Metlakatla Indian Community to prescribe rules and regulations governing use of the Annette Island Reserve; and

WHEREAS, the Metlakatla Indian Community has adopted the completed Tribal Transit Plan and will put the plan into practice by applying for funding to carry out alternative 2 in the tribal transit plan; and

WHEREAS, the Metlakatla Indian Community will focus on consolidating transportation/transit resources; and

WHEREAS, the Metlakatla Indian Communities number one priority to begin implementing the tribal transit plan is to develop, design, and construct a transit facility to house the senior citizens shuttles, and potentially other transit vehicles. This facility will also provide a building for maintenance and operations, including training.

WHEREAS, the Metlakatla Indian Community Council recognizes the value of a public tribal transit system and will pursue ways to meet the needs of its community members to the best of its ability while balancing the financial responsibilities of the Tribal Transit System,

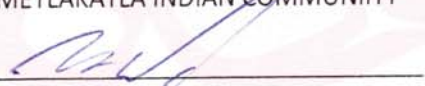
WHEREAS, the Metlakatla Indian Community reaffirms its commitment to carry out the goals in the Alternatives presented in the plan and to pursue funding to support the plan,

NOW THEREFORE, LET IT BE RESOLVED, the Metlakatla Indian Community Council hereby affirms that they are accepting this Tribal Transit Plan in its completed form,

NOW THEREFORE, LET IT BE FINALLY RESOLVED, that the Metlakatla Indian Community Council hereby affirms that they will pursue funding to carry out the goals in the attached Tribal Transit Plan

DATED this 24th Day of November, 2015 at Metlakatla, Alaska

METLAKATLA INDIAN COMMUNITY


William C. Wilson, Acting Mayor

ATTEST:



Judith A. Eaton, Executive Secretary

CERTIFICATION

I hereby certify that the foregoing resolution was duly passed at a Council/Executive meeting held on the 24th day of November, 2015 at which a quorum was present by a vote of 7 For and 4 Against, the Mayor being authorized to sign the resolution.



Judith A. Eaton, Executive Secretary