



DRAFT

KENAI PENINSULA
COORDINATED
PUBLIC TRANSIT-HUMAN SERVICES
TRANSPORTATION PLAN

July 2019

Lead Agency: Kenai Peninsula Borough

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1. INTRODUCTION/EXECUTIVE SUMMARY

The *Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan* (Plan) is a community-developed document that identifies existing transportation providers and unmet transportation needs in human service and public transit service in the Seward area and the Central and Southern Kenai Peninsula. The Plan focuses on the needs of older adults and individuals with a disability that rely on public transit or have special transportation needs to fulfill eligibility requirements of a locally-developed coordinated plan for Federal Transit Administration (FTA) or Alaska Mental Health Trust funds distributed through the Department of Transportation and Public Facilities (DOT&PF) Alaska Community Transit Office (ACT). The Plan updates and combines the 2015 *Central and Southern Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan* and the 2015 *Seward Coordinated Public Transit-Human Services Transportation Plan*.

The Plan identifies existing transportation services, sets goals and strategies to decrease duplication and unmet needs, addresses gaps in service, and provides effective transportation options for the Kenai Peninsula. This plan was developed with a public process that included multiple agencies and entities during 2018 and 2019. A Transportation Plan Task Force met monthly and included a work session and public meeting held in May 2019. Coordination is an important and viable strategy in creating effective, easy to use, and efficient transportation services.

2. COMMUNITY INFORMATION

A. LOCATION

The Kenai Peninsula Borough (Borough) encompasses approximately 16,000 square miles in Southcentral Alaska and includes the Kenai Peninsula, Cook Inlet, and an area northeast of the Alaska Peninsula on the west side of the Cook Inlet. The Municipality of Anchorage is approximately 65 air miles north of the Borough and is connected via the Sterling and Seward Highways. The portion of the Borough on the western side of the Cook Inlet is not connected to the road system and must be reached by boat or aircraft. The Kenai Peninsula is in the maritime and transitional climate zone of Alaska. Winters are relatively mild compared to other regions of the state. The western part of the Borough has a colder and drier transitional climate than the maritime climate of the eastern part of the Borough.

This Plan covers three areas of the Borough. The Seward area covers the City of Seward and surrounding communities. The Central Kenai Peninsula covers the City of Soldotna, City of Kenai, and surrounding communities. The Southern Kenai Peninsula covers the City of Homer and surrounding communities. Section 2.C. contains maps of communities included in this plan.

Seward Region

The Seward Highway connects Seward to Anchorage with approximately 125 miles of road. The Alaska Railroad also connects Seward to Anchorage seasonally. The Seward Boat Harbor also seasonally attracts cruise ships.

Seward is within the gulf coast maritime climate zone, with high levels of precipitation, frequent fog and clouds, long and cold winters, and mild summers. The average maximum temperature for Seward is 31 degrees Fahrenheit (F) in January and 62 degrees F in July. The average minimum temperature is 21 degrees F in January and 50 degrees F in July. Average total precipitation is 68.2 inches of rainfall and 83.4 inches of snowfall. Daylight varies greatly by season. The shortest day of daylight on December 21 has 5 hours and 49 minutes of daylight. The longest day of daylight on June 21 has 18 hours and 56 minutes of daylight.

Central Kenai Peninsula Region

The Central Kenai Peninsula includes the City of Soldotna and the City of Kenai, the population centers of the Borough. The Seward Highway connects with the Sterling Highway at Mile 38 of the Seward Highway and passes through the Central Kenai Peninsula and to the Southern Kenai Peninsula. The Kenai Spur Highway connects Kenai with Soldotna. Other major roads in the area include Kalifornsky Beach Road and Bridge Access Road. The cities of Kenai and Soldotna are approximately 150 road miles from Anchorage.

The Central Kenai Peninsula is within the gulf coast transitional climate zone, which is semi-arid with long and cold winters and mild summers. The average maximum temperature for the Central Kenai Peninsula is 21 degrees F in January and 65 degrees F in July. The average minimum temperature is 9 degrees F in January and 52 degrees F in July. Average total precipitation is 18.9 inches, with 67.5 inches of snowfall. Daylight varies greatly by season. The shortest day of daylight on December 21 has 6 hours and 7 minutes of daylight. The longest day of daylight on June 21 has 19 hours and 5 minutes of daylight.

Southern Kenai Peninsula Region

The City of Homer is on the shore of Kachemak Bay and is connected to Anchorage by the Seward Highway and Sterling Highway. The City of Homer is approximately 221 road miles from Anchorage.

Homer is within the gulf coast maritime climate zone, with high levels of precipitation, frequent fog and clouds, long and cold winters, and mild summers. The average maximum temperature is 29.2 degrees F in January and 60.9 degrees F in July. The average minimum temperature is 16.7 degrees F in January and 46.3 degrees F in July. Average total annual precipitation is 24.4 inches, with 54.9 inches of snowfall. Daylight varies greatly by season. The shortest day of daylight on December 21 has 5 hours and 41 minutes of daylight. The longest day of daylight on June 21 has 18 hours and 37 minutes of daylight.

B. POPULATION

Population of Area of Service included in the Plan: 41,701 (Seward Region, Central Kenai Peninsula Region, and Southern Kenai Peninsula Region)

The Seward Region includes the communities of Seward, Lowell Point, Bear Creek, and Primrose. The Central Kenai Peninsula Region includes the communities of Kenai, Soldotna, Funny River, Kalifornsky, Kasilof, Nikiski, Ridgeway, Salamatof, Sterling, Cohoe, and Clam Gulch. The Southern Kenai Peninsula Region includes the communities of Homer, Ninilchik, Anchor Point, Diamond Ridge, Happy Valley, Nikolaesvsk, and Kachemak City. Kenai, Soldotna, Homer, Seward, and Kachemak City are incorporated cities. The other communities are unincorporated census-designated places.

According to the U.S. Census American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates, the Kenai Peninsula Borough (Borough) has a population of 57,961. The Seward Region is estimated to have a population of 4,625, the Central Kenai Peninsula Region has a population of 37,076, and the Southern Kenai Peninsula Region has a population of 10,908. This gives a total population of 52,609 for the area of service.

C. MAPS

The following maps show the transportation area. Map 1 shows all communities included in this Plan. Map 2 shows the communities of the Central and Southern Kenai Peninsula regions. Map 3 shows the communities of the Seward Region.

Map 1 All Census Designated and Incorporated Places within the Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan



Selected Census Designated and Incorporated Places on the Kenai Peninsula

Map 2 Census Designated and Incorporated Places in the Central and Southern Kenai Peninsula Regions within the Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan



Census Designated and Incorporated Places within Central and Southern Kenai Peninsula

Map 3 Census Designated and Incorporated Places in the Seward Region within the Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan



Census Designated and Incorporated Places
in the Seward Vicinity

3. ASSESSMENT OF RESOURCES AND SERVICES

A. COORDINATION WORKING GROUP

Coordination would not be possible without a group effort. Our communities have come together to pool our resources and work as a team to provide enhanced mobility for our seniors and individuals with disabilities.

Representatives from the Kenai Peninsula Borough, City of Soldotna, City of Kenai, Central Area Rural Transit (CARTS), Alaska Cab, Independent Living Center (ILC), Serenity House, Change 4 the Kenai, Peninsula Community Health Services, Kenaitze Indian Tribe, TNT Taxi, *Peninsula Clarion*, Kenai Job Center, Frontier Community Services, Seward Senior Center, Public Health, City of Seward, as well as members of the general public and public transit users, participated in the Transportation Plan Task Force.

B. CURRENT TRANSPORTATION OPTIONS

Central and Southern Kenai Peninsula Regions

The Sterling Highway traverses from Sterling south through the City Soldotna and several census-designated places and unincorporated places before reaching the City of Homer. The Kenai Spur Highway turns off the Sterling Highway in Soldotna and goes through the City of Kenai and the community of Nikiski. Bridge Access Road also connects the City of Kenai to other communities. Kalifornsky Beach Road is an alternate connection running north-south through the area.

Kenai Municipal Airport is a City-owned airport and is the largest airport in the Kenai Peninsula. The Kenai Municipal Airport has two runways –1L/19R with a 7,830 X 150 feet asphalt pavement and 1R/19L with a 2,000 X 60 feet gravel surface. It also has a float plane basin and two helipads.

The Soldotna Airport is also a City-owned airport. It has a runway designated 7/25 with an asphalt surface. Both airports are easily accessed on the road system. The top flight routes out of the Kenai airport are Anchorage and Kodiak.

The Homer Airport Terminal & Cargo Facility is a State-owned airport. It has one runway designated 3/21 with a 6,701 X 150 feet asphalt pavement and a facility for float planes on nearby Beluga Lake. Homer also has a ferry terminal that connects to the Alaska Marine Highway System.

Transit options include CARTS, Ninilchik Traditional Council's Basic Unified Multi-Path Service (BUMPS), the Independent Living Center (ILC)'s voucher program in the Homer/Anchor Point and Kenai Soldotna areas, and several taxi service providers. In addition, there are approximately 25 human service agencies, cab companies, other organizations, the school district, and private providers that provide transportation within the central and southern areas of the Kenai Peninsula to their clientele. Most of these human service agencies are either private nonprofit agencies or government human service agencies. Many of these agencies do not own vehicles but do offer transportation for their consumers through other providers.

The tables on the next pages include the agencies and providers that updated their asset and agency services information for this updated Coordinated Public Transit Plan.

Seward Region

Transportation in the Seward Region is summarized by the following provider information:

Since 2011, the City of Seward has operated a 4-month (mid-May to mid-September) school bus shuttle that brings passengers from cruise ship areas to downtown. The service is wholly funded through the use of passenger (“head”) tax. This impacts routing of shuttle (e.g., must serve destinations of use to cruise ship passengers). Local residents are also able to use the shuttle for free during the summer months. The shuttle runs from 8am to 7pm when there is a cruise ship in port and from 10am to 7pm when there is not a cruise ship in port.

The Seward Senior Center primarily provides transportation to/from its own services, which include the meals and before and after activities, 5 days/week up to 4:00 p.m. It also provides services to medical appointments (OW trips in town), and tertiary to bank/shopping/post office. The Seward Senior Center provides rides home from the Center at 1pm and 1:30pm. In 2014, the Center provided an average of 15 OW trips/day (76/week; 4,000/year).

SeaView provides trips to its services and primary health care services using Medicaid vouchers. It also uses its vehicles and staff to transport clients to its services when the transportation is not covered under Medicaid, and at times to take clients to out-of-town medical specialist appointments. SeaView vehicles are used 100% of time during the week, but not on weekends and evenings. SeaView would be willing to contract out its vehicles when they are not in use.

Providence Hospital has a taxi voucher program, limited to \$50/year/person, due to the state’s interpretation of anti-kickback laws.

Seward Community Health Center uses its own taxi vouchers and Medicaid-approved taxi vouchers that can be redeemed for pre-approved medical appointments. Transportation is paid for travel to Anchorage approximately twice a year.

Mountain Haven Nursing Home provides transportation for its residents to/from out-of-town medical appointments. Mountain Haven does background checks + in-house training for its drivers.

North Star Health Clinic provides reimbursement for gas when referred to Anchorage with Purchased Referred Care funding or can provide a round-trip ticket from the Seward Bus Line to Anchorage.

Advanced Therapy will sometimes provide cash for patient trips.

The Seward Parks and Recreation Department provides transportation for youth to Teen and Youth Center (TYC) programs. TYC kids gets coupons/vouchers.

There are several (<10) taxi companies in Seward (the number fluctuates almost continuously, so it is difficult to capture the exact number). Only one (Resurrection) has complied with federal regulations required to be a Medicaid transportation provider. Resurrection Taxi provides taxi service ILC consumers under their voucher program.

Seward Bus Lines operates service to Anchorage and can be reimbursed for Medicaid trips. As Seward Bus Lines provides service to Anchorage for less than taxi fares, Medicaid will not reimburse for trips to Anchorage, but will reimburse for trips to Kenai and Soldotna. Their schedule is as follows:

- Summer (May 1-Sept 14; 7 days/wk): Anchorage to Seward, leaves Anchorage 9:30 am and 2:00 pm (\$39.95 OW)
- Summer (May 1-Sept 14; 7 days/wk): Seward to Anchorage, leaves Seward 9:30 am and 2:00 pm (\$39.95 OW)
- Winter (Sept 15-Apr 30; Mon–Sat): Anchorage to Seward, 2:00 pm to 5:15 pm
- Winter (Sept 15-Apr 30; Mon–Sat): Seward to Anchorage, 9:30 am to 12:15 pm

Kenai Fjord Tours operates a shuttle bus for its own passengers during the summer and operates three wheelchair-accessible vehicles during the day. The shuttle bus primarily transports visiting cruise ship passengers.

Park Connection operates service between Seward and Anchorage, Denali Park, Talkeetna and Whittier mid-May through mid-September. Costs range from \$65 to \$155 depending upon the destination. It is \$65 one-way to Anchorage. Services times are as follows for 2019:

Park Connection to Park Northbound (Seward to Denali)

Departure Time	Arrival Time
Seward 10:30 AM	Anchorage 1:30 PM
Anchorage 3:00 PM	Seward 5:45 PM

Park Connection Seward Express (Seward to Anchorage)

Departure Time	Arrival Time
Anchorage 7:00 AM	Seward 9:45 AM
Seward 6:30 PM	Anchorage 9:30 PM

Two Dogs, a freight company, will sometimes take passengers.

C. INVENTORY OF AVAILABLE RESOURCES AND SERVICES

A listing of the agency vehicles available and current transportation services follow below:

Central and Southern Kenai Peninsula Regions

Table 1 Central and Southern Kenai Peninsula Region Vehicle Inventory

Year	Make, Model	Status	Condition	Seating	Wheelchair Y/N	Vehicle Owner
2013	Dodge Grand Caravan	Full-time	Good	5	Y	Alaska Cab
2013	Dodge Grand Caravan	Full-time	Good	4	Y	Alaska Cab
2012	Dodge Grand Caravan	Full-time	Good	4	Y	Alaska Cab
2014	Dodge Grand Caravan	Full-time	Good	4	Y	Alaska Cab
2014	Dodge Grand Caravan	Full-time	Good	4	Y	Alaska Cab
2014	Dodge Grand Caravan	Full-time	Good	4	Y	Alaska Cab
2015	Hyundai Sonata	Full-time	Good	5	N	Alaska Cab
2016	Kia Soul	Full-time	Good	5	N	Alaska Cab
2016	Kia Soul	Full-time	Good	5	N	Alaska Cab
2010	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2010	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2016	Kia Soul	Full-time	Good	5	N	Alaska Cab
2012	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2010	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2009	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2009	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2012	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2015	Hyundai Elantra	Full-time	Good	5	N	Alaska Cab
2013	Ford Flex	Full-time	Good	7	N	Alaska Cab
2016	Kia Soul	Full-time	Good	5	N	Alaska Cab
2012	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2015	Hyundai Sonata	Full-time	Good	5	N	Alaska Cab
2009	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2009	Dodge Grand Caravan	Full-time	Good	7	N	Alaska Cab
2016	Kia Soul	Full-time	Good	5	N	Alaska Cab

2009	Ford Van	Full-time	Fair	12	N	Central Area Rural Transit System (CARTS)
2009	Ford Cutaway	Full-time	Good	12	Y	CARTS
2009	Ford Cutaway	Full-time	Good	12	Y	CARTS
2011	Ford Van	Full-time	Good	12	N	CARTS
2016	MV-1	Full-time	Good	5	Y	CARTS
2016	MV-1	Full-time	Good	5	Y	CARTS
2017	Ford Transit Van	Full-time	Excellent	7	Y	CARTS
2017	Ford Transit Van	Full-time	Excellent	7	Y	CARTS
2017	Ford Transit Van	Full-time	Excellent	7	Y	CARTS
2017	Ford Transit Van	Full-time	Excellent	7	Y	CARTS
2009	Subaru Forester	Full-time	Good	5	N	Ryder Transport LLC
2001	Chrysler Town and Country	Full-time	Good	7	N	Ryder Transport LLC
2002	Subaru Forester	Full-time	Good	5	N	Ryder Transport LLC
2007	Toyota RAV4	Full-time	Good	5	N	Ryder Transport LLC
2000	Subaru Forester	Full-time	Good	5	N	Ryder Transport LLC
2001	Subaru Outback	Full-time	Good	5	N	Ryder Transport LLC
2005	Subaru Outback	Full-time	Good	5	N	Ryder Transport LLC
2012	Dodge Caravan	Full-time	Good	4	Y	Ryder Transport LLC
2002	Ford Windstar	Full-time	Good	5	N	TNT Transportation, LLC
2001	Chrysler Town and Country	Full-time	Good	6	N	TNT Transportation, LLC
2003	Chrysler Town and Country	Inactive	Good	6	N	TNT Transportation, LLC
2005	Dodge Caravan	Inactive	Good	6	N	TNT Transportation, LLC

Table 2 Central and Southern Kenai Peninsula Region Services Inventory

Agency	Clients	Operating Days	Operating Hours	Annual Vehicle Miles	Annual Passenger Trips	Destinations
CARTS	All	Mon-Fri (except established holidays)	24 hours	235,000	28,000-38,000	Anywhere within established areas of service
BUMPS	All	Mon, Wed, Fri	8:30am-5pm			Ninilchik (Ninilchik Tribal Council Resource Building), Happy Valley (Store), Anchor Point (Cheeky Moose), Homer (Safeway), Clam Gulch (Post Office), Kasilof (Post Office), Soldotna (Fred Meyer), Kenai (Walmart, Airport)
ILC Transportation Services Central Peninsula Voucher Program Information	Individuals with disabilities and those 60 years and over who have completed an ILC Intake	Mon-Sun	24 hours	N/A	Approx. 5,120 one-way trips	Rider pays \$4 and the voucher is good for a \$12 fare with AAA Alaska Cab.
ILC Transportation Services Homer Voucher Program Information	Individuals with disabilities and those 60 years and over who have completed an ILC Intake	Mon-Sun	24 hours	N/A	Approx. 5,200 one-way trips	Rider pays \$3 for Local and \$8 for FarOut. Voucher good for 4 miles(L) from pick-up and 15 miles(FO).
Ryder Transport LLC	All	Mon-Sun	24 hours	36,000 per car	10,000 per car	Homer and surrounding areas

<p>State of Alaska Dept. of Labor and Workforce Development Div. of Employment and Training Services</p>						<p>This office provides assistance for the general public, unemployed, underemployed, dislocated workers, and low-income residents in the Peninsula area. The agency assists customers perform job searches, complete job training, explore employment opportunities/job placement, and job relocation. The office teaches people how to go to work, do resumes, interviews, and other job-hunting skills. The office does not own any vehicles for providing transportation services. The agency pays for transportation services by giving gas cards, CARTS cards, taxi rides, car insurance, vehicle repairs, airfare, and bus fare. All transportation expenses are on a reimbursable basis.</p>
<p>State of Alaska Div. of Public Assistance - Work Services</p>						<p>This office provides assistance for clients with children who are receiving cash welfare benefits. The agency assists clients in resolution of challenges to employment and may authorize transportation to get to and from jobs, job search and medical appointments. Clients may be employed, underemployed, seeking work or low-income on the Kenai Peninsula. The office does not own any vehicles for providing transportation services. The agency pays for transportation by issuing bus</p>

						passes, taxi tokens, and gas vouchers or by authorizing vehicle repairs. The approval for such payments is determined on an individual basis and in accordance with current regulations as approved by the case manager. Funding for this program comes from the Division of Public Assistance, Temporary Assistance for Needy Families.
Heritage Place	Nursing Home Clients	Mon-Sun	24 hours	780	N/A	Client appointments
Heritage Place	Nursing Home Clients	Mon-Sun	24 hours	1,925	N/A	Maintenance and client appointments
Serenity House	Behavioral Health Clients	Mon-Sun	24 hours	5,680	300 round-trip	Meetings, medical, activities, court, shopping, pharmacy
Serenity House	Behavioral Health Clients	Mon-Sun	24 hours	3,000	160 round-trip	Meetings, medical, activities, court, shopping, pharmacy
Kenai Peninsula College Res Life	Residential Students	Varies	Varies	5,000	800	weekly grocery store trip, monthly foodbank trip, various field trips and activities
Kenaitze Indian Tribe	Tribal members, employees, and clients	Mon-Fri	8am-5pm	N/A	N/A	Central Kenai Peninsula, primarily within the City of Kenai
TNT Transportation, LLC d/b/a TNT Taxi Service	Qualifying Medicaid voucher clients (no wheelchair vans yet, but coming soon)	Mon-Sun	24 hours	5,000	800	Medical appointments (following Medicaid/voucher rules). Schedule 24 hrs in advance; limited will-call and urgent.
TNT Transportation, LLC d/b/a TNT Taxi Service	Qualifying Waiver Clients for any Waivers (no wheelchair vans yet, but coming soon)	Mon-Sun	24 hours	5,000	800	Anywhere based on Plan of Care and Medicaid/wavier rules (TN codes needed for over 20 miles of travel). Schedule 24 hrs in advance; limited will-call and urgent.

TNT Transportation, LLC d/b/a TNT Taxi Service	Anyone (minors must be accompanied by adult or have written permission from parent/guardian)	Mon-Sun	24 hours	5,000	800	Kenai Peninsula
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Seward Region

Vehicle Inventory

Senior Center

- 1 - 2015 MV-1, seats 3, plus one wheelchair

Seaview

- 2 - 2015 accessible vans, seats 8 passengers (w/o wheelchair)
- 6 - sedans, seats 4 passengers (w/o wheelchair)
- 3 - vans, seats 12 passengers (w/o wheelchair)

Mountain Haven

- 2009 Ford e350 van (used for long-distance trips), approx. 20 seats
- 2009 e450 Cutaway bus (wheelchair accessible), 10 seats + 1 wheelchair – donated by Providence (corporate)
- e450 Cutaway bus (year unknown), seats _8_ passengers (w/o wheelchair)
- 1 - 2014 Dodge Caravan, seats _5_ passengers (w/o wheelchair)

AVTEC

- 1 - 14-passenger “turtle-top” bus on e450 van chassis, seats _13_ passengers (w/o wheelchair)

Qutekcak Native Tribe

- 1 - van – 12 passengers without wheelchair access

Seward Parks & Rec Dept.

- 3–4 - 15-passenger vans, none accessible

Private services

- Resurrection Taxi (van)
- Kenai Fjord Tours (at least 3 accessible buses)
- Apple Bus Service (Kenai Peninsula Borough School District)
- PJ Taxi Services
- Red’s Taxi Service

4. 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 the Seward Area and Central and Southern Kenai Peninsula.

General Community Demographics

The Kenai Peninsula Borough has 57,961 people. Approximately 18 percent of adults are 65 or over in the regions included in this plan, which is more than the approximately 15 percent for the entire Borough.

B. GAPS IN SERVICE

Central and Southern Kenai Peninsula Regions

Transit need and transit demand are things that should be thought of separately. Need exists when transit service may not be available. Demand is generally thought of as deriving from various levels or types of service.

Available research identifies the following population groups as representatives of the transit needs. This need by service group crosses all geographic areas within the area of service. They include older adults/elderly adults, persons with disabilities, low income populations, and zero vehicle households.

CARTS provides general public transportation for any individual to locations within the Central Peninsula Region. Taxi companies make individualized transportation services available in the same area. Although limited in their clientele and span of service, human service agencies provide an additional level of highly-specialized transportation to most places in the Central Region. The 2010 Coordinated Plan outlined the Service Gaps for the Central area of the peninsula below. Many of them still hold true today.

Information and communication gaps exist. While having many providers offers many choices, the system is complex to use and difficult to understand.

Costs are higher than desirable. Gaps in service availability are the result. Costs are higher to both the transit customer/user and to programs/agencies.

Some trips go unserved or are rationed during the month to stay on budget, whether rationed by the agency or the customer. Barriers to use exist. Reservation requirements mean that same-day trip needs go un-served or are delayed and there are eligibility limitations.

Insufficient coordination is a barrier to making improvements. Coordination efforts have been made in the past, but without significant results. Unsuccessful past efforts have left some organizations un-interested in or distrustful of further participation.

Insufficient coordination is also a barrier to achieving greater financial stability for many organizations. For some agencies, this results in a lack of drivers, a dependence on older, less- reliable vehicles, or

inefficient levels of administrative time spent on grants, grant compliance, and transportation service accounting/reporting. Lack of coordination is a barrier to reducing costs internally, and becomes a barrier to reducing costs for customers. Some trips go unserved because of a lack of confidence in referring their own clients to another agency or provider who may have longer service hours or service on additional days.

The *2010 Coordinated Plan for the Southern Peninsula* included the study that defined the “greatest transit need” as those portions of the area with the highest percentage of zero-vehicle households and elderly, disabled and below poverty populations in the Homer area. The results showed the western portion of Homer as one of the three highest ranked areas in terms of transportation need. Other areas of Homer also show a high transit need. The Homer area has two service voucher programs using contracted cab companies. One is for general public rides using public transportation funds through CARTS and the other provides subsidized rides for the elderly and persons with disabilities using Section 5310 funds. While these programs assist some individuals, there remains a service gap in the greater Homer area.

In addition to the lack of public or publicly supported transportation options, the following are identified as service delivery gaps:

- Unclear/incomplete understanding of transportation options in the Southern Peninsula.
- Lack of coordination efforts by local government and majority of providers.
- Continued “client only” provided transportation using agency owned vehicles.
- Inability to provide connecting services or day trips to the Kenai/Soldotna area for medical and shopping purposes.
- Inadequate wheelchair/lift-equipped services.
- Higher-than-desired amounts of administrative time used on transportation reporting requirements.

Maintaining the current services in both the Central and Southern areas of the Kenai Peninsula are paramount in the efforts to assist residents of these areas get where they need to go in their daily lives. It will take ongoing communication that is focused on the overall goal of working together to develop solutions that can lead to more efficient provision of transportation services. It will take commitment, hard work, and perseverance to achieve the envisioned results.

Seward Region

Medical Transportation Needs

- To Seward medical complex (Providence Hospital and the Seward Community Health Center), with door-to-door service needed for some patients
- To Mountain Haven for physical, occupational, and speech therapy
- More Medicaid-billable transportation options to local and out-of-town services (currently served by only 1 taxi company)
- To specialists’ services outside Seward (in Anchorage, Kenai, and Soldotna)
- To Seaview for its infant learning program
- To Seaview for children receiving after-school therapy and full-day therapy (during school breaks). School system will not transport school to Seaview therapy because it is not a registered day care, so Seaview staff transport them

The Seward Community Health Center (in town), is a federally qualified health center (FQHC) that operates a comprehensive primary care clinic co-located within Providence Seward Medical Center. SCHC opened in 2014. The clinic's hours are M - F 8am–6pm. The Health Center's mission is to identify and serve the health care needs of the community by providing quality, affordable services and promoting wellness, prevention and partnerships. This includes providing services to the uninsured and the underinsured and removing financial and other barriers to care. SCHC serves all people and takes all forms of insurances regardless of ability to pay. Its area of service extends to Y-junction, at the turnoff to Soldotna, encompassing about 5,700 people, about half of whom (2,800) live w/in Seward city limits. In 2014, 15% of patients were from out-of-area zip codes. The clinic currently employs three full-time, permanent physician and mid-level providers and counts over 2,000 unduplicated patients on its rolls (representing about 5,000 visits per year); this number of unduplicated patients is projected to grow to close to over 3,000 as more people learn about the clinic's services. Currently the clinic is adding 30 new patients per week, mostly in the 25–64 age bracket, but is seeing a growing number of younger patients as well. Currently, about 55% of patients have commercial insurance, 15% have no coverage, 10% have Medicaid, and 20% have Medicare. Most patients are self-driven, but some are driven by family members/friends and some come by taxi. Some people walk up street from 3rd and Jefferson, a walk up a slight incline that can be hard for older adults, especially in the winter. As an FQHC, the clinic is required to provide transportation for anyone who needs it and may use a variety of acceptable options to meet this requirement. Since opening, the clinic has provided 71 vouchers, at a cost of \$1,015.

Providence Hospital (in town) is a 4-bed acute care hospital, primarily used for emergency services (24/7) as well as laboratory, and radiology services (Mon-Fri 8:00 am–5:00 pm). Occupational, speech, and physical therapy services are provided through its long-term care center, Mountain Haven. The hours for these services are Mon-Fri, 8:00 am–4:30 pm. Providence's highest priority is how to coordinate services for transporting nursing home patients to Anchorage for services; currently Providence Mountain Haven staff drive them in a Providence vehicle (often a single patient at a time).

North Star Clinic (in town) provides health care and dental services to Chugach Native peoples, including to local Qutekcak tribal members, both at its clinic in Seward and through mobile care to remote villages. The North Star clinic hours are Mon-Fri, 9:00 am–5:00 pm.

SeaView Community Services provides behavior and mental health services in Seward. Hope Community Resources provides disability services in Seward formerly offered by SeaView. Approximately 30% of SeaView's services are grant funded, and the rest are billed to Medicaid. The hours for its services are Mon-Fri, 8:00 am–5:00 pm. Transportation is a small part of several programs they offer, and only sometimes is a reimbursable expense. Transportation provided is generally linked with the services SeaView provides or with giving client access to primary care, as follows:

- Substance abuse (SA) clients: provide taxi vouchers when their driving privileges have been suspended, to get them to work and services
- Chronically mentally ill: provide Medicaid-reimbursed transportation to services. Difficult to find taxi providers who will deal with this population. SeaView staff often accompany them
- Domestic violence program: transport people to safe shelter, often out of the community
- Client's w/medical needs: sometimes staff will drive SeaView vehicles to take client to ANC, Soldotna, Kenai to see specialist.
- Youth & family services (children w/emotional disability).

SeaView also can offer one-time assistance for transportation (or other needs) using a local quality of life fund, funded through community donations.

In FY 2015, SeaView spent close to \$100,000 on transportation costs, including costs for its own vehicles (depreciation, fuel, insurance, and maintenance), vouchers, and staff time used to drive vehicles, and one FTE transportation coordinator. The SeaView director would like to find alternative transportation options for its clients that would not require so much of its staff and other resources.

Other medical destinations in the Seward area include the following:

- Glacier Family Clinic, 11724 Seward Hwy (approx. mile marker 3.75)
- Advanced Physical Therapy, 234 4th Avenue
- Progressive Chiropractic, 11694 Seward Hwy (approx. mile marker 3.75)
- Michael Moriarty, DDS, 400 4th Avenue (within city limits)
- Safeway pharmacy (approx. mile marker 2)

Older Adult Transportation Needs

- Trips around town (medical services, grocery store, library, PO, bank, faith-based, social)
- To/from Senior Center for late afternoon programs (Senior Center transportation ends after the 12:45 pm run)
- To medical specialists outside Seward (in Kenai, Soldotna, and Anchorage)
- Improvements to walking infrastructure (cleared sidewalks, clearly marked pedestrian walkways, more sidewalks)
- More curb-to-curb service

Seward Senior Center is open 9am–4pm and offers meals and other educational and support services to older adults. It provides meals to 30–40 seniors in its congregate dining room M-F at 11:45 a.m., and 15–16 meals on wheels to homebound seniors. The Center receives an Alaska NTS (nutrition, transportation, support services) grant that helps to pay for some of its services, including for transportation services that enable seniors to maintain mobility and independence. The Center has one vehicle, used for delivering meals and transporting seniors. It also has a small base of volunteer drivers that are used to fill in for the regular driver when he cannot drive. United Way gives the Center a small grant to support transportation, which is supplemented by city funds. It is forecasted that the city will have an 8% annual growth in the number of older adults over the next few years. Harmony Villas at Dimond and Sea Lion Drive, provides Senior Housing.

People with Disabilities Transportation Needs

- Trips around town (medical services, grocery store, library, PO, bank, faith-based, social)
- To medical specialists outside Seward (in Kenai, Soldotna, and Anchorage)
- Lift-equipped taxis in Seward
- Ability to expand voucher program to serve more trips (or some other expanded transportation option)

The Independent Living Center for the Kenai Peninsula operates in Soldotna, Seward, Homer, and in Kodiak and outlying areas (Valdez/Cordova Census communities). The ILC launched a taxi-based voucher program in the Central Peninsula in 1997 and continues it today. At the Seward ILC, a .25 FTE is needed

for the administrative work. The ILC also coordinates transportation for its TRAILS program, through a contract arrangement with SeaView Community Services.

Youth Transportation Needs

- Transportation home from Boys & Girls Club (6:00 p.m.)
- More options for non-driving-students to participate in internships, on-the-job training
- Transportation to the Teen Youth Club
- More flexible options for AVTEC students to in-town destinations
- Transportation to/from ANC airport for AVTEC students at the beginning/end of academic year and to/from ANC for weekend visits (currently can leave Seward Sat. 9:30 a.m. to go to ANC, but can't return until Monday evening, which means they miss a day of classes)
- AVTEC students to get their children to day care

The local vocational college, AVTEC, provides classes for approximately 125 students on its four Seward area campuses from mid-August to the end of June. Many of the students live on campus, and receive transportation to classes and lunch. They must be in class by 8:30 am and be in class for a prescribed number of hours each day to comply with the school's accreditation requirements (the schedule is very strict). The buildings open only shortly before 8:30, and students arrive close to 8:30 to avoid waiting outside, especially in the winter. AVTEC currently provides all its students' transportation needs with its own vehicles from mid Oct to end of March/early April. The van travels from the residence life campus to the First Lake campus (4–5 blocks away) in the morning, to and from lunch, and then returns students home at the end of the day (3:30 pm).

Seward High School offers students a hybrid learning model which incorporates some at-home learning, after-school learning, early release, independent study, and on-the-job training, in addition to traditional in-school learning. This hybrid model creates unusual transportation needs, such as the need for students to go to/from school mid-day, to attend after-school learning and other extracurricular activities (sports, clubs), to travel to internships/apprenticeships.

People with Limited Income Transportation Needs

- Trips around town (medical services, grocery store, library, PO, bank, faith-based, social)

Conversations were not held with the TANF (Temporary Aid for Needy Families, follow-up to Welfare) or workforce agency to identify transportation needs for low-income families. (Info available from Donald Ireland (donald.ireland@alaska.gov). However, some need could be inferred for residents of Seward's controlled rent housing (listed below):

- Bayside Apartments, 1011 Fourth Avenue
- Bay View Apartments, 214 Sixth Avenue
- Bear Mountain Apartments, 230 Brownell Street
- Gateway Apartments, 1810 Phoenix Road
- Glacier View Apartments, 200 Lowell Canyon Road
- Kimberly Court Apartments, 1821 Swetmann Avenue
- Pacific Park Apartments, 106 Caines Street
- Lower-Income Housing on Bear Creek Road

Other Transportation

- Wheelchair-accessible vehicles
- Coordinated voucher system – reduce admin time
- Infrastructure (sidewalks) and year round maintenance
- Marketing/advertising/open house/public awareness
- Driver training
- Maintenance/storage of equipment
- General shopping trips to out-of-town destinations (ANC, Kenai, Soldotna)
- Public wheelchair access, with no attachment to a social service agency (tourist, non-Medicaid consumers, etc).

5. GOALS AND STRATEGIES

Below are the goals and strategies from the 2015 *Central and Southern Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan* and the 2015 *Seward Coordinated Public Transit-Human Services Transportation Plan*. These are presented as the current starting point for formulation of goals and strategies for the 2019 *Kenai Peninsula Coordinated Public Transit-Human Services Transportation Plan*.

Goal 1 – Ensure continuous, community-wide engagement, understanding, commitment and accountability to implement and fund an evolving Coordinated Plan.

Objective 1.1 Task Force

Strategy 1.1.1 Continue to meet regularly

Time Frame: 1 month, Ongoing

Lead: Partners

Strategy 1.1.2 Clarify Transportation Task Force membership, purpose, roles, responsibilities, structure, and work groups

Time Frame: 6 months

Lead: Kenai Peninsula Borough, Partners

Strategy 1.1.3 Form Work Groups (Operations and Structure, Administrative, Steering Committee, Data Collection, Grant/Funding, Community Relations, Special Projects)

Time Frame: 3-6 months, then Ongoing

Lead: Operations and Structure Work Group

Strategy 1.1.4 Develop Comprehensive Transit Plan

Time Frame: 2 years

Lead: Partners, Steering Committee

Objective 1.2. Maintain and expand partner relationships

Strategy 1.2.1 Develop new and/or revise existing Memorandum of Understanding

Time Frame: 3-6 months initial, then Ongoing

Lead: Partners, Local Government, Businesses

Objective 1.3. Coordinated Communication Strategy

Strategy 1.3.1 Revise consistent communication modes across partners

Time Frame: 1 year

Lead: Task Force

Strategy 1.3.2 Revise local government outreach

Time Frame: 1 year

Lead: Task Force

Strategy 1.3.3 Develop and implement local business/employer outreach to ensure options are known

Time Frame: 1 year

Lead: Task Force

Strategy 1.3.4 Include public feedback on coordinated transportation efforts for the Kenai Peninsula

Time Frame: 1 year

Lead: Task Force

Objective 1.4 Update Coordinated Plan every five years

Strategy 1.4.1 Use outreach feedback to inform plan and update goals

Time Frame: 5 years

Lead: Task Force

Strategy 1.4.2 Prioritize projects for the Federal Transit Administration's Enhanced Mobility of Seniors & People with Disabilities program (49 U.S.C. Chapter 53, Section 5310)

Time Frame: Annually

Lead: Task Force

Goal 2 – Develop and sustain transportation services within the Coordinated Plan by effectively identifying, understanding, collaborating, and advocating among state, local, federal, tribal and public funding sources.

Objective 2.1 Coordinate Funds and Services

Strategy 2.1.1 Identify all local, state, federal, tribal, and private funding sources (inventory all funding sources)

Time Frame: Ongoing

Lead: Grant/Funding Work Group

Strategy 2.1.2 Create and implement fundraising strategies (such as grant writing, fund raising, advocacy)

Time Frame: Ongoing

Lead: Grant/Funding Work Group

Objective 2.2 Promote the shared use of operational and capital resources

Strategy 2.2.1 Support the sharing of vehicles, equipment, and other transit-related services

Time Frame: Ongoing

Lead: Task Force/Partners

Goal 3 – Provide a sustainable and flexible public transportation system that is affordable, reliable, and accessible and meets the needs of the service areas within the region.

Objective 3.1 Maintain current or improve existing services

Strategy 3.1.1 Continue or improve existing Federal Transit Administration and Alaska Department of Transportation and Public Facilities funded projects

Time Frame: Ongoing

Lead: Task Force/Applicants

Objective 3.2 Reassess viability of projects in 2015 plan

Strategy 3.2.1 Establish and identify customer needs and transportation gaps

Time Frame: Ongoing

Lead: Task Force

6. PRIORITY OF PROJECTS

Project priorities for the next five years will be selected based upon the goals and strategies of this Plan, submitted applications, and funding availability.

7. SUPPORTING DOCUMENTATION

A. TABLES

Table A-1. Community Demographics – Central, Southern, Seward Regions of the Kenai Peninsula Borough

	Central	Southern	Seward	Borough
2017 Population Estimate	37,076	10,908	4,625	57,961
Population 65 and over	5,422	1,962	563	8,577
Percent Population 65 and over	17.2%	18.9%	17.5%	14.8%
Per capita Income	\$31,595	\$31,580	\$35,570	\$33,336
Median Family Income	\$82,216	\$72,600	\$92,250	\$84,458
Median Household Income	\$65,800	\$58,371	\$70,421	\$65,279
Persons in Poverty	4,075	947	496	6,229
Percent Below Poverty	14.6%	9.0%	17.4%	11.0%

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-2. Community Demographics – Central Region Communities of the Kenai Peninsula Borough

	Funny River	Kalifornsky	Kasilof	Kenai	Nikiski	Ridgeway	Salamatof	Soldotna	Sterling	Cohoe	Clam Gulch	CENTRAL TOTAL
2017 Population Estimate	1,026	8,588	483	7,634	4,728	2,195	1,055	4,516	5,387	1,288	176	37,076
Population 65 and over	314	779	70	1,051	823	403	102	672	936	226	46	5,422
Percent Population 65 and over	30.6%	9%	14.5%	13.8%	17.4%	18.4%	9.7%	14.9%	17.4%	17.5%	26.1%	17.2%
Per capita Income	\$28,933	\$33,979	\$18,524	\$36,510	\$29,514	\$41,069	\$19,055	\$36,987	\$37,770	\$30,974	\$34,230	\$31,595
Median Family Income	(X)	\$98,348	\$68,750	\$76,227	\$73,125	\$107,692	\$68,125	\$75,809	\$100,527	\$67,308	\$86,250	\$82,216
Median Household Income	\$61,156	\$83,654	\$56,359	\$58,125	\$56,722	\$96,705	\$60,000	\$68,662	\$77,098	\$63,984	\$41,336	\$65,800
Persons in Poverty	392	776	(X)	876	620	283	118	288	500	201	21	4,075
Percent Below Poverty	38.2%	8.9%	(X)	11.5%	13.1%	12.9%	18.3%	6.5%	9.3%	15.6%	11.9%	14.6%

(X) = estimate is not applicable or not available

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-3. Community Demographics – Southern Region Communities of the Kenai Peninsula Borough

	Ninilchik	Anchor Point	Diamond Ridge	Homer	Happy Valley	Nikolaevsk	Kachemak City	SOUTHERN TOTAL
2017 Population Estimate	741	2,057	1,193	5510	624	279	504	10,908
Population 65 and Over	195	404	165	908	138	25	127	1,962
Percent (%) Population 65 and Over	26.3%	19.6%	13.8%	16.5%	22.1%	9.0%	25.2%	18.9%
Per Capita Income	\$33,746	\$30,864	\$37,004	\$32,595	\$25,875	\$21,175	\$39,804	\$31,580
Median Family Income	\$80,938	\$69,250	\$99,583	\$76,959	\$51,667	\$41,806	\$88,000	\$72,600
Median Household Income	\$50,972	\$56,118	\$83,750	\$59,185	\$39,926	\$35,833	\$82,813	\$58,371
Person in Poverty	73	186	62	482	91	29	24	947
Percent Below Poverty	9.9%	9.1%	5.2%	8.9%	15%	10.4%	4.8%	9.0%

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-4. Community Demographics – Seward Region Communities of the Kenai Peninsula Borough

	Seward	Lowell Point	Bear Creek	Primrose	SEWARD TOTAL
2017 Population Estimate	2,748	205	1,512	160	4,625
Population 65 and Over	318	55	156	34	563
Percent (%) Population 65 and Over	11.6%	26.8%	10.3%	21.3%	17.5%
Per Capita Income	\$26,771	\$36,331	\$33,753	\$45,424	\$35,570
Median Family Income	\$88,508	(X)	\$86,536	\$101,705	\$92,250
Median Household Income	\$74,397	(X)	\$64,655	\$72,212	\$70,421
Person in Poverty	205	89	196	6	496
Percent Below Poverty	9.2%	43.4%	13%	3.8%	17.4%

(X) = estimate is not applicable or not available

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-5. Commuting to Work – Central, Southern, Seward Regions of the Kenai Peninsula Borough

	Central	Southern	Seward	Borough
Workers 16 and Over	15,297	4,798	2,313	24,627
Car, Truck, Van – Drove Alone	11,376	2,884	1,376	16,820
Car, Truck, Van – Carpooled	1,422	703	235	2,586
Public Transportation*	162	30	54	246
Walked	378	298	278	1,305
Other Means**	1,026	384	245	1,872
Worked at Home	933	501	126	1,822

*Excludes taxi

**Includes bicycle, taxi, motorcycle, or other means

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-6. Commuting to Work – Central Region Communities of the Kenai Peninsula Borough

	Funny River	Kalifornsky	Kasilof	Kenai	Nikiski	Ridgeway	Salamatof	Soldotna	Sterling	Cohoe	Clam Gulch	CENTRAL TOTAL
Workers 16 and Over	205	3,627	165	3,263	1,822	970	251	2,249	2,168	515	62	15,297
Car, Truck, Van – Drove Alone	179	2,767	143	2,336	1,257	823	206	1,729	1,528	363	45	11,376
Car, Truck, Van – Carpooled	0	250	0	369	271	97	9	148	221	54	3	1,422
Public Transportation*	0	0	0	78	15	0	2	67	0	0	0	162
Walked	11	51	0	82	36	13	5	126	33	17	4	378
Other Means**	15	363	22	264	162	24	9	106	28	29	4	1,026
Worked at Home	0	199	0	137	78	13	20	72	356	52	6	933

*Excludes taxi

**Includes bicycle, taxi, motorcycle, or other means

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-7. Commuting to Work – Southern Region Communities of the Kenai Peninsula Borough

	Ninilchik	Anchor Point	Diamond Ridge	Homer	Happy Valley	Nikolaevsk	Kachemak City	SOUTHERN TOTAL
Workers 16 and Over	296	777	554	2,627	184	107	253	4,798
Car, Truck, Van – Drove Alone	208	457	368	1,597	85	14	155	2,884
Car, Truck, Van – Carpooled	19	140	87	357	60	9	31	703
Public Transportation*	0	0	0	26	4	0	0	30
Walked	31	32	6	179	6	39	5	298
Other Means**	10	81	21	226	6	9	31	384
Worked at Home	28	67	72	244	23	36	31	501

*Excludes taxi

**Includes bicycle, taxi, motorcycle, or other means

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-8. Commuting to Work – Seward Region Communities of the Kenai Peninsula Borough

	Seward	Lowell Point	Bear Creek	Primrose	SEWARD TOTAL
Workers 16 and Over	1,118	205	898	92	2,313
Car, Truck, Van – Drove Alone	724	107	506	39	1,376
Car, Truck, Van – Carpooled	146	0	89	0	235
Public Transportation*	0	0	54	0	54
Walked	161	74	43	0	278
Other Means**	15	24	206	0	245
Worked at Home	73	0	0	53	126

*Excludes taxi

**Includes bicycle, taxi, motorcycle, or other means

Source: American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-9. Household Income – Central, Southern, Seward Regions of the Kenai Peninsula Borough

	Central	Southern	Seward	Borough
All Households	14,053	4,411	1,510	21,779
Less Than \$10,000	650	185	63	1,008
\$10,000 to \$14,999	511	218	64	900
\$15,000 to \$24,999	1,431	389	150	2,105
\$25,000 to \$34,999	1,015	455	127	1,736
\$35,000 to \$49,999	1,391	627	134	2,394
\$50,000 to \$74,999	2,677	842	239	4,115
\$75,000 to \$99,999	1,864	567	243	2,893
\$100,000 to \$149,999	2,607	731	341	3,926
\$150,000 to \$199,999	1,212	215	100	1,663
\$200,000 or more	695	182	49	1,039

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-10. Household Income – Central Region Communities of the Kenai Peninsula Borough

	Funny River	Kalifornsky	Kasilof	Kenai	Nikiski	Ridgeway	Salamatof	Soldotna	Sterling	Cohoe	Clam Gulch	CENTRAL TOTAL
All Households	425	3,180	119	3,206	1,726	832	232	1,716	1,975	551	91	14,053
Less Than \$10,000	62	131	0	120	117	17	21	20	112	40	10	650
\$10,000 to \$14,999	13	136	0	85	49	17	14	109	64	24	0	511
\$15,000 to \$24,999	27	352	0	404	161	86	18	171	143	63	6	1,431
\$25,000 to \$34,999	20	73	0	289	162	51	25	179	161	47	8	1,015
\$35,000 to \$49,999	72	197	47	466	268	30	19	151	65	41	35	1,391
\$50,000 to \$74,999	65	578	49	610	286	131	40	368	419	125	6	2,677
\$75,000 to \$99,999	37	468	23	471	164	110	27	230	231	95	8	1,864
\$100,000 to \$149,999	97	725	0	318	354	223	41	304	468	77	0	2,607
\$150,000 to \$199,999	32	451	0	188	104	77	14	107	198	23	18	1,212
\$200,000 or more	0	69	0	255	61	90	13	77	114	16	0	695

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-11. Household Income – Southern Region Communities of the Kenai Peninsula Borough

	Ninilchik	Anchor Point	Diamond Ridge	Homer	Happy Valley	Nikolaevsk	Kachemak City	SOUTHERN TOTAL
All Households	336	819	449	2,176	281	132	218	4,411
Less Than \$10,000	7	52	15	70	17	18	6	185
\$10,000 to \$14,999	23	32	10	92	35	20	6	218
\$15,000 to \$24,999	58	78	24	154	46	15	14	389
\$25,000 to \$34,999	44	77	29	256	19	10	20	455
\$35,000 to \$49,999	29	106	47	342	42	39	22	627
\$50,000 to \$74,999	65	180	79	428	47	14	29	842
\$75,000 to \$99,999	42	101	57	286	32	4	45	567
\$100,000 to \$149,999	30	140	123	350	37	9	42	731
\$150,000 to \$199,999	24	18	45	102	0	0	26	215
\$200,000 or more	14	35	20	96	6	3	8	182

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-12. Household Income – Seward Region Communities of the Kenai Peninsula Borough

	Seward	Lowell Point	Bear Creek	Primrose	SEWARD TOTAL
All Households	799	50	584	77	1,510
Less Than \$10,000	31	0	26	6	63
\$10,000 to \$14,999	42	0	22	0	64
\$15,000 to \$24,999	76	0	74	0	150
\$25,000 to \$34,999	76	0	51	0	127
\$35,000 to \$49,999	67	24	43	0	134
\$50,000 to \$74,999	121	0	84	34	239
\$75,000 to \$99,999	151	0	83	9	243
\$100,000 to \$149,999	161	0	156	24	341
\$150,000 to \$199,999	25	26	45	4	100
\$200,000 or more	49	0	0	0	49

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-13. Household Type – Central, Southern, Seward Regions of the Kenai Peninsula Borough

	Central	Southern	Seward	Borough
Total Occupied Households	14,127	4,411	1,510	21,779
Households with Individuals 65 Years or Older	3,481	1,201	247	5,302
Percent (%) Households with Individuals 65 Years or Older	27.7%	27.3%	29.6%	24.3%
Average Household Size*	2.86	2.31	2.56	2.6
Average Family Size**	2.98	2.86	2.64	2.98

*Average of owner-occupied and renter-occupied units

**Source: U.S. Census Borough, 2010 Census Data

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-14. Household Type – Central Region Communities of the Kenai Peninsula Borough

	Funny River	Kalifornsky	Kasilof	Kenai	Nikiski	Ridgeway	Salamatof	Soldotna	Sterling	Cohoe	Clam Gulch	CENTRAL TOTAL
Total Occupied Households	425	3,180	119	3,206	1,726	832	232	1,716	1,975	551	91	14,053
Households with Individuals 65 Years or Older	62	131	0	120	117	17	21	20	112	40	10	650
Percent (%) Households with Individuals 65 Years or Older	13	136	0	85	49	17	14	109	64	24	0	511
Average Household Size*	27	352	0	404	161	86	18	171	143	63	6	1,431
Average Family Size**	20	73	0	289	162	51	25	179	161	47	8	1,015

*Average of owner-occupied and renter-occupied units

**Source: U.S. Census Borough, 2010 Census Data

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-15. Household Type – Southern Region Communities of the Kenai Peninsula Borough

	Ninilchik	Anchor Point	Diamond Ridge	Homer	Happy Valley	Nikolaevsk	Kachemak City	SOUTHERN TOTAL
Total Occupied Households	336	819	449	2,176	281	132	218	4,411
Households with Individuals 65 Years or Older	7	52	15	70	17	18	6	185
Percent (%) Households with Individuals 65 Years or Older	23	32	10	92	35	20	6	218
Average Household Size*	58	78	24	154	46	15	14	389
Average Family Size**	44	77	29	256	19	10	20	455

*Average of owner-occupied and renter-occupied units

**Source: U.S. Census Borough, 2010 Census Data

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

Table A-16. Household Type – Seward Region Communities of the Kenai Peninsula Borough

	Seward	Lowell Point	Bear Creek	Primrose	SEWARD TOTAL
Total Occupied Households	799	50	584	77	1,510
Households with Individuals 65 Years or Older	31	0	26	6	63
Percent (%) Households with Individuals 65 Years or Older	42	0	22	0	64
Average Household Size*	76	0	74	0	150
Average Family Size**	76	0	51	0	127

*Average of owner-occupied and renter-occupied units

**Source: U.S. Census Bureau, 2010 Census Data

Source: Selected Economic Characteristics, American Community Survey (ACS) Demographic and Housing Estimates 2013-2017 Five-Year Estimates

B. SIGN-IN SHEETS – TRANSPORTATION TASK FORCE MEETINGS

Figure 1 Sign-In Sheet from May 20, 2019 Transportation Task Force Meeting

Central KPB Public Transportation Plan Update		
Public Meeting - KPB Betty J. Glick Assembly Chambers		05/20/19 6PM - 8PM
Name	Community where you reside (Physical address is NOT requested)	Email
Brenda Ahlberg	Soldotna	bahlberg@kbp.us
Justin Vinzant	Soldotna	
Rebecca McNamee	Soldotna	
Michael Lacy	Soldotna	
Bill Hackler	Soldotna	bhackler5172@gmail.com
Leinda Wahrer	Soldotna	
William Sowers	Soldotna	
Jennifer Beckmann	Kenai	beckmann@ndocartsak.org
Joyanna Gasky	Homr	ild@xyz.net
Shari Conner	Soldotna	sconner@npg.org
Elizabeth Appleby	Soldotna ^{outside of city,} (Barrough part)	eappleby@kenaicity
Tim NAVARRE	KENAI	TIMNAVARRE@GMAIL.COM
RICHARD DOMINICK	NIKISKI	rdominick1965@gmail.com
Laura Rhyne	Kenai	laura@inletkeeper.org

Figure 2 Sign-In Sheet from March 12, 2019 Transportation Task Force Meeting

Name	Agency	Email
Joyanna Gesley	ILC	ilc@xyz.net
Therese Titus	Kenai Public Health	theresa.titus@alaska.gov
Brian Mazurek	Peninsula Clarion	bmazurek@soundpublishing.com
Audrey Cuculli	KPRC	acuculli@peninsulareentry.org
TIM NAVARRIS	CITY OF KENAI	TIMNAVARRIS@GMAIL.COM
Maggie Winston	ILC	mwinston@peninsula.ilc.org
Mark Chappell	TBI Group	m.chapp@mail.com
Karen Monell	CARTS	Kmonell@gmail.com
Kimber Beckmann	CARTS	jbeckmann@ridecartsak.org
JESSICA SCHULTZ	CARTS	JSCHULTZ@RIDEARTSAK.ORG
Jason	TBI Group	AKJCH78@yahoo.com
HOTMAN		
Melissa Kluc	ILC	
Bryan Taylor	City of Soldotna	btaylor@soldotna.org
Bruce Wall	Kenai Peninsula Borough	bwalle@kpb.us
Elizabeth Appleby	City of Kenai	eappleby@kenai.city

Figure 3 Sign-In Sheet from February 12, 2019 Transportation Task Force Meeting

Transportation 2.12.19

Entity	Name	Phone	Email
	Ashley B...	283-9479	ablatt@foed@leashoreak.org
	MAccess Clinic	262-6341	m.kline@peninsulaic.org
	Ben Mazurek	863 719 7130	bmazurek@soundpublishing.com
	Kenneth Beckmann	262 8900	kbeckmann@hdecartsak.org
	Jessica Schultz	262-8900	J.SCHULTZ@RIDECARTSAK.ORG
City of Kenai	Elizabeth Appleby	283-8235	eappleby@kenai.city
TNT Taxi	Hannah Stratton	953-9070	tnttaxi@kenai@gmail.com
TNT Taxi	Zuriel Todd	"	"
City of Soldotna	Ryan Taylor	714-1234	rtaylor@soldotna.org
Public Health	Therese Titus	335-3400	theresa.titus@akpska.gov
City of Kenai	Tim NAVARRIS	394-2303	TIMNAVARRIS@GMAIL.COM

Phone

Rachel O'Brien	DOL
Jody Stuart	Adult Probation
Sherry Conner	CPGH

Figure 4 Sign-In Sheet from November 13, 2018 Transportation Task Force Meeting

Sign In

Joyanna Geisler	ilc@xyz.net	907-235-7911
Brent Hibbert	brent@akcab.com	907-967-5050
Sheera Pritekared	sheera.pritekared@alaska.gov	
Bruce Wall	bwall@kpb.us	
Shari Conner	sconner@cpoh.org	
Charlene Tautfest	²⁵²⁻⁴⁷³⁷ xyzcharlene@yahoo.com	
John Czarnecki	jczarnecki@soldotna.org	
Gina Wiske	gina@niniuktribe-nsn.gov	
Martina Hoskins	252-9113	

Figure 5 Sign-In Sheet from August 9, 2018 Transportation Task Force Meeting

Sheena Patchard	Kenai Public Health 335-3400	sheena.patchard@alaska.gov
Charlene Tautfest	Alaska Mental Health Board 907 252 6737	xyzcharlene@yahoo.com
John Czarneski	City of Soldotna	jcarneski@soldotna.org
Joyanna Geisler	ILC	ilc@xyz.net
Shari Conner	CPH/CHL	sconner@cupgh.org
Kathy Romain	CITY OF KENAI / SENIOR CENTER	KRomain@Kenai.city
Bruce Wall	KPB Planning	bwall@kpb.us
BRENDA AHUBERT	KPB	bahlberg@kpb.us
TIM NAVARRA	CITY OF KENAI	TIMNAVARA@GMAIL.COM
Melissa Kline	ILC	mkline@peninsula.ilc.org
Angie Clary	City of Kenai / Senior Center	aclary@kenai.city
Elizabeth Appleby	City of Kenai (City Planner)	eappleby@kenai.city
COO Steve Williams	AMHTA	steve.williams@alaska.gov
CEO Mike Abbott		mike.abbott@alaska.gov
Commission on Aging	Denise Daniello	denise.daniello@alaska.gov

C. ADVERTISEMENTS FOR TRANSPORTATION TASK FORCE PUBLIC MEETING – MAY 20, 2019

USE: Immediate release through May 20, 2019
TIME: 30 seconds
AGENCY: Kenai Transportation Task force
TITLE: Public Meeting

Join our community for a public transportation task force planning meeting at KPB Assembly Chambers (located at 144 N. Binkley Street, Soldotna, Alaska 99669) from 6pm – 8pm on Monday, May 20. View the current transportation plan then share your ideas and comments about current public transportation gaps, successes and suggestions for growth.
Contact: Shari at 714-4521 for more information



View the current transportation plan then share your ideas and comments about current public transportation gaps, successes and suggestions for growth.
Contact: Shari at 714-4521 for more information

Central Kenai Peninsula Public Transportation Task Force

Monday, May 20th

6pm-8pm

Transportation Task Force planning meeting
Location: KPB Assembly Chambers on Binkley Street • Soldotna

Your Opinion Matters!

Public Comments Welcome at the Meeting



D. PUBLIC COMMENTS FROM TRANSPORTATION TASK FORCE PUBLIC MEETING – MAY 20, 2019

A bus system would help everyone on the Peninsula. I used to cab to and from beacon to do UA's but it is so expensive.

My vehicle is about to break down. If I get charged with my DUI I will not be able to drive for 90 days.

My decision to live at Diamond Willow was highly influenced by my transportation needs. My home is located in Nikiski and I have no reliable transportation. I need to complete my outpatient treatment and the easiest solution was walking or biking in Soldotna.

I have to rely on peers or staff to get where I need to go like meetings, probation, etc. So public transportation would be a huge benefit to me.

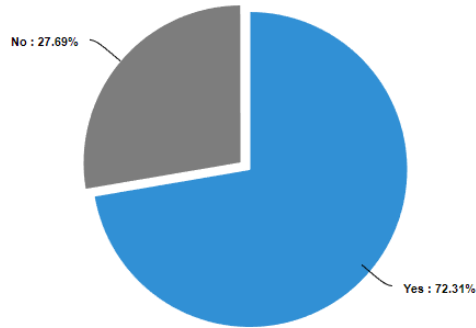
The stress of getting rides sometimes has me missing or canceling my appointments and not having enough money for a cab.

Transportation affects me negatively in many ways. I am not from this area and I walk everywhere. I have limited data on my cell phone and cannot always use goggle maps.

I wouldn't have to ask my mom for rides then I wouldn't feel bad for her to bring me.

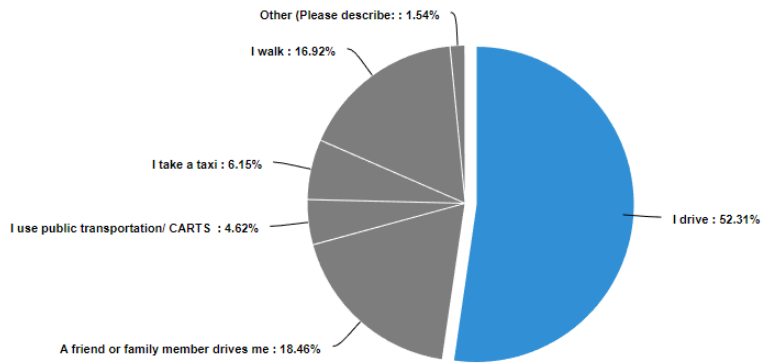
E. PROJECT HOMELESS CONNECT SURVEY QUESTIONS ON TRANSPORTATION – FEBRUARY 28, 2019

Do you feel your access to transportation limits your ability to work in the community and/or get to health care appointments?



Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	47	72.31%					
No	18	27.69%					
Total	65	100 %					

How do you usually get where you need to go within the community for work, shopping errands or medical appointments? (Please check only 1)



Answer	Count	Percent	20%	40%	60%	80%	100%
I drive	34	52.31%					
A friend or family member drives me	12	18.46%					
I use public transportation/ CARTS	3	4.62%					
I take a taxi	4	6.15%					
I walk	11	16.92%					
Other (Please describe:	1	1.54%					
Total	65	100 %					

How do you usually get where you need to go within the community for work, shopping errands or medical appointments? (Please check only 1) - Text Data for Other (Please describe:

02/28/2019 94840897 N/a