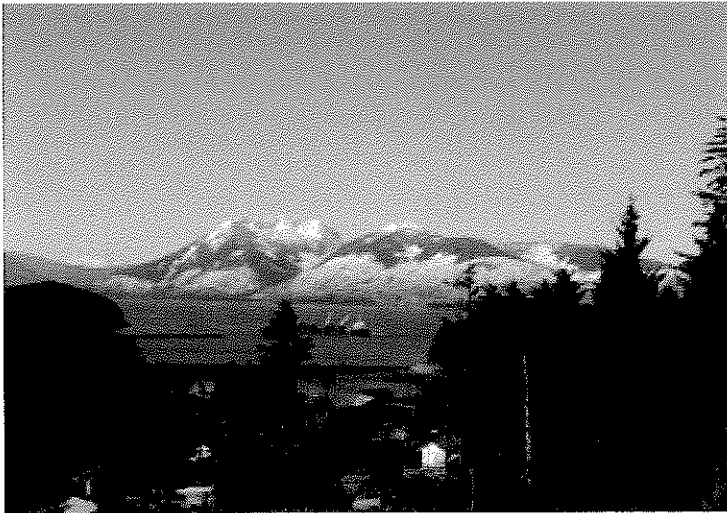


2011

HOONAH COORDINATED  
Transportation Plan



Catholic Community Service

Southeast Senior Services

Submitted 2/7/11

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## Community Background

### Location

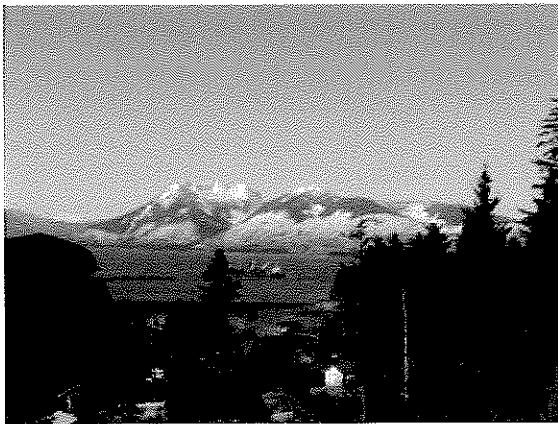
Hoonah is a Tlingit community located on the northeast shore of Chichagof Island, 40 air miles west of Juneau. The community lies at approximately 58.110000° North Latitude and -135.443610° West Longitude. (Sec. 28, T043S, R061E, Copper River Meridian.) Hoonah is located in the Sitka Recording District. The area encompasses 6.6 sq. miles of land and 2.1 sq. miles of water. Other communities nearby via boat or small plane include Pelican, Tenakee Springs, Gustavus, and Juneau. Although not considered a hub, Hoonah has seen recent development thanks to tourism.

Hoonah's maritime climate is characterized by cool summers and mild winters. The airport is closed 20 to 30 days a year due to poor weather, usually during foggy periods in the spring and fall. Summer temperatures average 52 to 63 °F; winter temperatures average 26 to 39 °F. Temperature extremes have been recorded from -25 to 87 °F. Precipitation averages 100 inches annually, with 71 inches of snowfall.

### Transportation

Hoonah, being an island community, is only accessible by boat or plane. The Alaska Marine Highway serves Hoonah with the day boat the M/V *LeConte* and the M/V *Taku* which offers residents a slower but more dependable and cheaper option to travel to and from Hoonah to Juneau. The Hoonah Airport also offers service via bush carriers Wings of Alaska, Alaska Seaplanes and Air Excursions which offer up to five flights a day between Hoonah and Juneau and to other local communities. Connections can often be made in Juneau with either Alaska Airlines for regional or interstate travel or other bush carriers to go to other villages or communities.

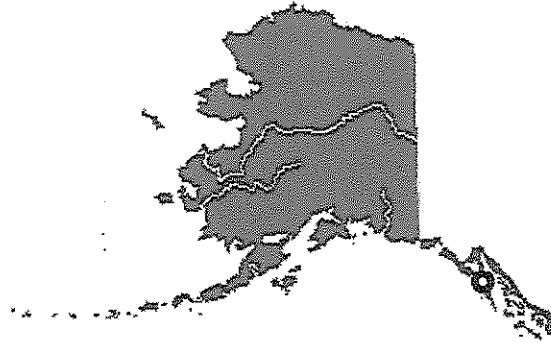
The state owns and operates an airport with a 2,997' long by 75' wide asphalt runway and a seaplane base that are both served by scheduled small aircraft from Juneau. A state ferry terminal and harbor/dock area are available. Freight arrives by barge or plane. The ferry travels to a variety of destinations throughout Southeast Alaska and can transport vehicles. A river is not used to transport people.



Please see the map on the next page.

# Alaska Community Database Community Information Summaries (CIS)

State of Alaska > Commerce > DCRA Home Page > Community Database Online > CIS > Results



## Hoonah

(HOO-nah)

For Photos of Hoonah click here

For a Map of Hoonah click here

<b>Current Population:</b>	764 (2009 DCCED Certified Population)
<b>Incorporation Type:</b>	1st Class City
<b>Borough Located In:</b>	Unorganized
<b>Taxes:</b>	Sales: 6%, Property: None, Special: None
<b>National Flood Insurance Program Participant:</b>	Yes
<b>Coastal Management District:</b>	Hoonah

### Location and Climate

Hoonah is a Tlingit community located on the northeast shore of Chichagof Island, 40 air miles west of Juneau. The community lies at approximately 58.110000° North Latitude and -135.443610° West Longitude. (Sec. 28, T043S, R061E, Copper River Meridian.) Hoonah is located in the Sitka Recording District. The area encompasses 6.6 sq. miles of land and 2.1 sq. miles of water. Hoonah's maritime climate is characterized by cool summers and mild winters. The airport is closed 20 to 30 days a year due to poor weather, usually during foggy periods in the spring and fall. Summer temperatures average 52 to 63 °F; winter temperatures average 26 to 39 °F. Temperature extremes have been recorded from -25 to 87 °F. Precipitation averages 100 inches annually, with 71 inches of snowfall.

Topographic  
map of  
Hoonah  
area



## History, Culture and Demographics

It is the principal village for the Huna, a Tlingit tribe that has occupied the Glacier Bay/Icy Strait area since prehistory. Local legend tells of an original ancestral home in Glacier Bay that was destroyed by a glacial advance. Hoonah means "village by the cliff." The Northwest Trading Company built the first store in Hoonah in 1880. In 1881, the Presbyterian Home Mission and School was built. By 1887, 450 to 500 people were wintering in the village. A post office was established in 1901. In 1912, the Hoonah Packing Company built a large cannery one mile north of town. The Thompson Fish Company still operates today as Hoonah Cold Storage. In 1944, a fire destroyed much of the city and many priceless Tlingit cultural objects. The federal government assisted in rebuilding the community. The City of Hoonah was incorporated in 1946.

A federally-recognized tribe is located in the community -- the Hoonah Indian Association. The population of the community consists of 69.4% Alaska Native or part Native. Hoonah is the largest Tlingit village in Alaska. Commercial fishing and logging have supported the population, and most residents maintain a subsistence lifestyle. During the 2000 U.S. Census, total housing units numbered 348, and vacant housing units numbered 48. Vacant housing units used only seasonally numbered 10. U.S. Census data for Year 2000 showed 317 residents as employed. The unemployment rate at that time was 20.55 percent, although 51.68 percent of all adults were not in the work force. The median household income was \$39,028, per capita income was \$16,097, and 16.57 percent of residents were living below the poverty level.

## Facilities, Utilities, Schools and Health Care

Water is derived from Gartina Creek, treated, and piped to all homes and facilities. A water treatment facility was completed in October 1998. Piped sewage is processed in a sewage treatment plant. Ninety-eight percent of homes are fully plumbed. The city provides garbage collection services once a week. Inside Passage Electrical Company operates three diesel-fueled generators in Hoonah. Electricity is provided by Inside Passage Electric Cooperative. There are 2 schools located in the community, attended by 107 students. Local hospitals or health clinics include SEARHC Hoonah Medical Clinic. The clinic is a qualified Emergency Care Center. Emergency Services have limited highway, marine, floatplane, helicopter and air access. Emergency service is provided by 911 Telephone Service, volunteers and a health aide. Auxiliary health care is provided by Hoonah Volunteer EMS (907-945-3631/3655).

## Economy and Transportation

Fishing and local government are mainstays of the economy. In 2009, 85 residents held commercial fishing permits. Some employment occurs at the Hoonah Cold Storage plant. Whitestone Logging Inc. and Southeast Stevedoring (a sort yard and timber transfer facility) are major private employers. The city and school district are the main public sector employers. Subsistence activities are important components of the lifestyle. Salmon, halibut, shellfish, deer, waterfowl, and berries are harvested.

Hoonah is dependent on air and water transportation for movement of small freight and passengers. The state owns and operates an airport with a 2,997' long by 75' wide asphalt runway and a seaplane base that are both served by scheduled small aircraft from Juneau. A state ferry terminal and harbor/dock area are available. Freight arrives by barge or plane. There is a widespread logging road system on northwest Chichagof Island.

For current Local Labor Market Information please click [here](#)

## Organizations with Local Offices

**City** - City of Hoonah  
P.O. Box 360  
Hoonah, AK 99829  
Phone 907-945-3663  
Fax 907-945-3445  
E-mail [awilliams@cityofhoonah.org](mailto:awilliams@cityofhoonah.org)

**School District** - Hoonah City School District  
P.O. Box 157  
Hoonah, AK 99829-0157  
Phone 907-945-3611  
Fax 907-945-3492  
E-mail [district@hoonahschools.org](mailto:district@hoonahschools.org), [pines@hoonahschools.org](mailto:pines@hoonahschools.org)  
Web <http://www.hoonahschools.org/>

**Village Corporation** - Huna Totem Corporation  
9309 Glacier Hwy., #A-103  
Juneau, AK 99801  
Phone 907-789-1773

Fax 907-789-1896

**Village Council** - Hoonah Indian Association

P.O. Box 602  
Hoonah, AK 99829-0602  
Phone 907-945-3545  
Fax 907-945-3703  
E-mail [jdybdahl@hiatribe.org](mailto:jdybdahl@hiatribe.org)

**Regional Organizations**

**Regional Native Corporation** - Sealaska Corporation

One Sealaska Plaza, Suite 400  
Juneau, AK 99801-1276  
Phone 907-586-1512  
Fax 907-586-2304  
E-mail [todd.antioquia@sealaska.com](mailto:todd.antioquia@sealaska.com)  
Web <http://www.sealaska.com>

**Regional Native Health Corporation** - Southeast Alaska Regional Health Consortium

3245 Hospital Dr.  
Juneau, AK 99801  
Phone 907-463-4000  
Fax 907-463-4075  
E-mail [admin@searhc.org](mailto:admin@searhc.org)  
Web <http://www.searhc.org/>

**Regional Native Non-Profit** - Central Council Tlingit & Haida Indian Tribes of Alaska

320 W. Willoughby Ave., Suite 300  
Juneau, AK 99801  
Phone 907-586-1432  
Fax 907-586-8970  
E-mail [econdev@ccthita.org](mailto:econdev@ccthita.org)  
Web <http://www.ccthita.org>

**Native Housing Authority** - Hoonah Indian Association

P.O. Box 602  
Hoonah, AK 99829-0602  
Phone 907-945-3545  
Fax 907-945-3703  
E-mail [jdybdahl@hiatribe.org](mailto:jdybdahl@hiatribe.org)

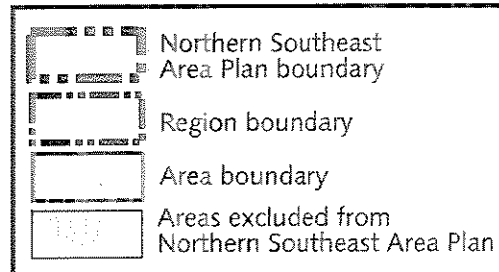
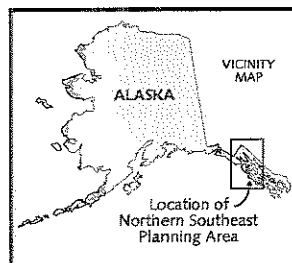
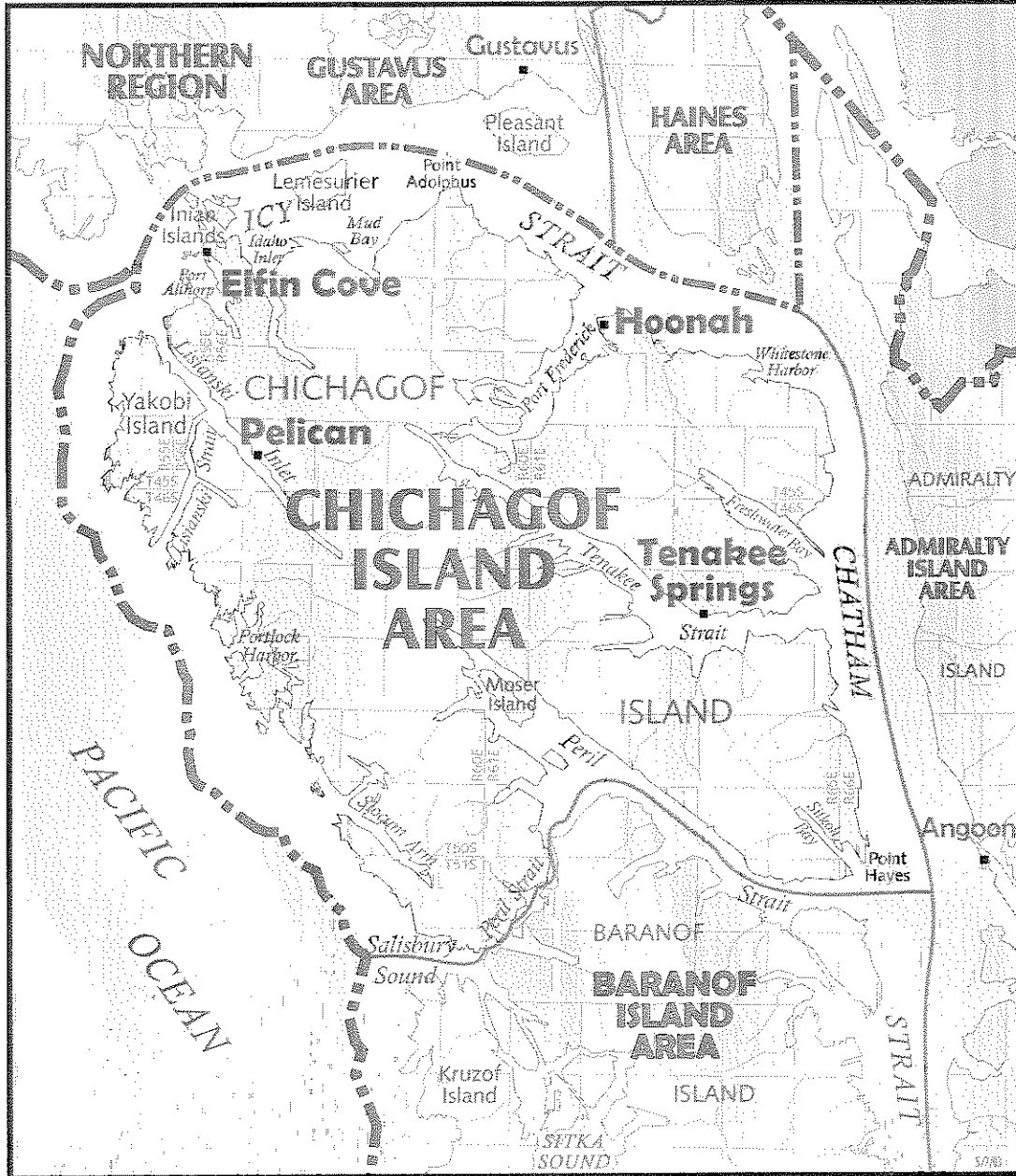
**Regional Development** - Southeast Conference

P.O. Box 21989  
Juneau, 99802  
Phone 907-523-2327  
Fax 907-463-5670  
E-mail [shellyw@seconference.org](mailto:shellyw@seconference.org)  
Web <http://www.seconference.org>

Services Webmaster

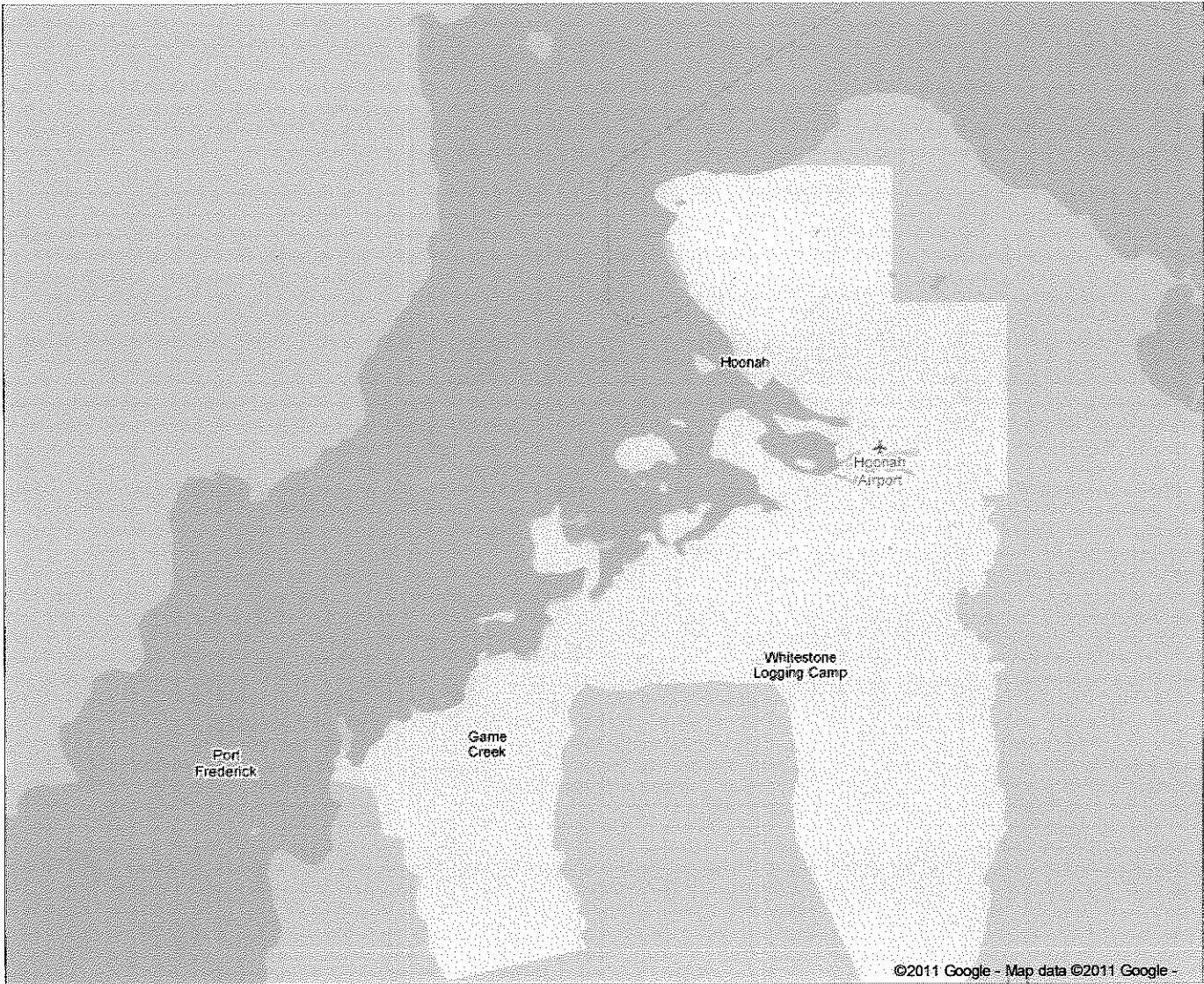
# NORTHERN SOUTHEAST AREA PLAN

# Map 3-9. Southern Region: CHICHAGOF ISLAND AREA





To see all the details that are visible on the screen, use the "Print" link next to the map.







To see all the details that are visible on the screen, use the "Print" link next to the map.



## Transportation

Hoonah is accessed by air and by water. There is a forest road system which has no urban destinations, just ugly clear cuts. There is a substantial boat dock, harbor, a ferry terminal and an air port. A list of vehicles is long but those with a wheelchair lift is limited to one at the Senior Center and one with Icy Straights.

Emergency vehicles include fire trucks (3), ambulances (2) while non emergency include school vans (2), Icy Straights vans (12) taxi service (2), and many City and Forest Service vehicles. The Icy Straights vehicles are used during the tourist season for tourists and are not used by or for the public.

Ferry service is varied. It does transport vehicles and during the summer usually has two sailings a week while often in the winter there is only one. The community is served by ferry and barge as well as two air landings. The state owns both the 2,997 foot long asphalt runway as well as a seaplane base, both of which are served by small aircraft from Juneau.

Hoonah is just 40 air miles from Juneau and so Juneau is the preferred destination for shopping, visiting and medical treatment. Sitka is an alternative due to the Southeast Alaska Regional Health Consortium (SEARHC) hospital.

## 2.0 COORDINATED SERVICE ELEMENT: INVENTORY OF RESOURCES AND SERVICES

### Coordination Working Group

Note: Many community members expressed regret at not being able to attend this meeting but would be interested in future meetings. We agreed at the meeting to leave membership completely open to the community in the future.

Members of the Coordination Group:

ANB Camp #12

Hoonah Indian Association/Camp Council

Samuel J Willard

Bill Wilson

Hoonah Indian Association

Hoonah Indian Association

Hoonah Senior Center, Rural Care Advocate, In-Home  
Care Coordinator

City of Hoonah/ Economic Development Committee

SEARHC

Elder-Teaches Tlingit language classes

ANS Chaplain/Elder

Southeast Senior Services/ CCS

Larry Sanders

George Martin

Tina Martin

Marlene Duvall

Jesse Grant

Genevieve Cook

Adeline St Clare

Caroline Frengle

**Inventory of Available Resources and Services**

Other than the SEARHC Clinic and the Senior Center there are really no Social Service Agencies in Hoonah. The Salvation Army has a non lift equipped van and the Forest Service, City, Fire, the clinic ambulances, and school all have publically owned vehicles while the Cannery or Icy Straights Corporation has tourist vehicles and there is one operable Taxi but two vehicles.

Assistance is limited to the churches with vans and a taxi in emergencies and outside of Senior Center hours which are 25 a week, from 9 AM to 2PM weekdays.

Transportation on the Senior Van is limited to seniors or people with a disability that requires a lift equipped vehicle. The School buses are on occasion used for community use but that is rare. Barriers to use by the general public are funding a mission to provide public transportation and it has never come up. The Taxi may have a problem with using public money to fund competition but I can't think of any reason that a Senior Van could not be used as public transportation, as long as the Seniors got priority service and it was funded at an appropriate level.

Rides in Hoonah do not need advance reservations but are asked to obtain one for appointments or another use as in a ride to the ferry or airport. The usually have the same riders each day who are picked up, brought to the Center anywhere from 9 to noon, have lunch and then have scheduled other destinations such as the post office and grocery store and then back home. Riders are asked to let the Center know if they would not like a ride or if they will be out of town.

Out of town guests call and request rides a day in advance if they can and know they are welcomed at the center and for rides on the van.

It was reported at the planning meeting that it is frequent that 1 to 4 people have to wait at the Center for the first load of passengers to be taken home before their ride. There are 8 seats on the van and 2 wheelchair positions and if a new van is granted, we have requested fold down seats to use if no wheelchairs are on board.

#### **Population of Service Area: 764**

There are no neighboring communities nor is there any public transportation system.

U.S.Census Bureau population breakdown attached. Due to time constraints, the author of this plan is attaching the population data at the end of the plan. There are 70 people over the age of 65 but it does not note those between 60 and 65. SESS has served the community based on an assumption of 90 people 60 and over. We are also assuming the poverty rate is somewhat higher than overall for people of that age and so are assuming there are 11 seniors that are below the poverty line. We believe that with the cost of living so high and the incidence of non reporting true income due to pride and embarrassment that it could be substantially higher.

### **3.0 Needs Assessment**

#### **THE MEETING TO DETERMINE THE NEED, THE GAPS, THE STRATEGIES AND THE PRIORITIES.**

**The Meeting Notice** follows

**The Agenda** follows

# **PUBLIC MEETING**

## **ABOUT SENIOR TRANSPORTATION**

- 1. WHAT DO WE HAVE NOW?**
- 2. WHAT DO WE NEED TO MEET THE  
TRANSPORTATION NEEDS OF  
SENIORS?**
- 3. WAYS WE CAN FILL THE GAPS**

## **WHO SHOULD COME?**

**YOU!** Everyone is invited and everyone's ideas are needed. Please come to the Senior Center at 5:00 on Tuesday January 4, 2011 for a brief meeting. Refreshments provided.

**AGENDA**  
**A MEETING ABOUT SENIOR TRANSPORTATION IN HOONAH**  
**JANUARY 4, 2011**

1. Short history and an explanation of the meaning and purpose of the meeting.
2. Identify resources within the community
3. What transportation needs do the elders of Hoonah have?
4. Are there gaps between what we have and what we need? If so what are the gaps.
5. What strategies can we think of to meet the needs?
6. Lets prioritize the strategies.

## **The Transportation Needs of the community of elders, people with disabilities and low income people.**

Following the inventory of vehicles capable of transporting seniors and people requiring a wheelchair lift, the needs of senior transportation were **identified as safe and efficient transportation** during day light hours and for emergency needs. The ambulance and fire vehicles are on hand for emergency needs and so the senior van needs to transport people in a safe manner for as many hours a day as can be afforded. A need for more than 25 hours a week was identified for evenings, occasional weekends, community functions, medical appointments and to the ferry and air strip.

### **4.0 Gaps in Service**

Because the current van has but 8 seats and there are more riders to lunch and to the errands it offers, a couple or a few riders have to wait the first group to be transported and the van returns for a couple of people. Gap is the need for a larger van or more specifically **a van with more seating capacity.**

The current van is good and they appreciate and like it yet it cannot negotiate the hills in Hoonah when it is the least bit icy or snowy. Home delivered lunches cannot be delivered and several people are completely stranded for days at a time because they depend on the van for mobility. **The gap is a vehicle that can operate in snow and ice to everyone's home.**

The third gap is that the van operates for 25 hours a week on Monday through Friday from 9 AM to 2PM. Not all appointments, trips to the grocery store or quick trip to the Post Office need to happen in less than 1/3 of the hours in a week. **The gap then is no transportation service for 59 of the possible 84 daytime hours in a week.**

## 5.0 Strategies to Address the Gaps in Service

Clearly a new van with 4 wheel drive and maybe 10 seats is called for to fill the gaps in service. The Committee felt it would be more efficient to deliver people home or to the errand location faster if all could ride at the same time. Safety is a big issue in Hoonah with the steepness of the hills and that would be satisfied with “a four wheel drive with studded tires and drop down chains”. No kidding, the group felt that every possible anti slip devise is needed to keep a van on the road. **The strategy is to make application to DOT for a 3 wheel drive, 10 seater van, with studded tires and chains.**

**The second strategy is to expand the service to more hours and possibly to the rest of the town.** We didn’t know what that might mean but a transit service that could have seniors as the first priority and then seek funding to make it available afternoons, evenings and on weekends to the citizens of Hoonah on a scheduled basis may be worth investigating.

In order to afford the program as it is and in the future there was a great deal of discussion about approaching Hoonah Indian Association, Sea Alaska Corp. , the City and T&H about paying for rides tickets, gas, vouchers or just money to fund both the match and the program. **The strategy is to request fuel and funding from HIA, and the City as the first priority and add entities as we go.**

## 6.0 Priorities

There are two simple priorities:

1. A new 4 Wheel Drive, 10 passenger van with 2 wheelchair positions and studded tires and chains.
2. Expand the hours of service for a wider range of opportunities for the seniors.



## ATTACHMENTS

A. CENSUS DATA

B. RIDER SCREENING FORM

C. RESOLUTION FROM CITY OF HOONAH  
ACCEPTING THE TRANSPORTATION PLAN



# U.S. Census Bureau

## American FactFinder

### FACT SHEET

## Hoonah city, Alaska

### 2005-2009 American Community Survey 5-Year Estimates - what's this?

#### Data Profile Highlights:

**Note:** The following links are to data from the American Community Survey and the Population Estimates Program.

**NOTE:** Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

<b>Social Characteristics - show more &gt;&gt;</b>	<b>Estimate</b>	<b>Percent</b>	<b>U.S.</b>	<b>Margin of Error</b>
Average household size	2.18	(X)	2.60	+/-0.30
Average family size	2.58	(X)	3.19	+/-0.32
Population 25 years and over	559			+/-93
High school graduate or higher	(X)	89.1	84.6%	(X)
Bachelor's degree or higher	(X)	24.0	27.5%	(X)
Civilian veterans (civilian population 18 years and over)	69	11.3	10.1%	+/-30
With a Disability	(X)	(X)	(X)	(X)
Foreign born	25	3.3	12.4%	+/-24
Male, Now married, except separated (population 15 years and over)	187	57.7	52.3%	+/-44
Female, Now married, except separated (population 15 years and over)	190	61.1	48.4%	+/-41
Speak a language other than English at home (population 5 years and over)	151	20.5	19.6%	+/-50
Household population	764			+/-119
Group quarters population	(X)	(X)	(X)	(X)

<b>Economic Characteristics - show more &gt;&gt;</b>	<b>Estimate</b>	<b>Percent</b>	<b>U.S.</b>	<b>Margin of Error</b>
In labor force (population 16 years and over)	448	71.5	65.0%	+/-78
Mean travel time to work in minutes (workers 16 years and over)	7.5	(X)	25.2	+/-2.0
Median household income (in 2009 inflation-adjusted dollars)	50,547	(X)	51,425	+/-12,636
Median family income (in 2009 inflation-adjusted dollars)	61,442	(X)	62,363	+/-14,250
Per capita income (in 2009 inflation-adjusted dollars)	24,421	(X)	27,041	+/-2,987
Families below poverty level	(X)	4.1	9.9%	+/-4.6
Individuals below poverty level	(X)	5.7	13.5%	+/-4.0

<b>Housing Characteristics - show more &gt;&gt;</b>	<b>Estimate</b>	<b>Percent</b>	<b>U.S.</b>	<b>Margin of Error</b>
Total housing units	418			+/-65
Occupied housing units	351	84.0	88.2%	+/-67
Owner-occupied housing units	279	79.5	66.9%	+/-61
Renter-occupied housing units	72	20.5	33.1%	+/-29
Vacant housing units	67	16.0	11.8%	+/-36
Owner-occupied homes	279			+/-61
Median value (dollars)	121,000	(X)	185,400	+/-37,539
Median of selected monthly owner costs				
With a mortgage (dollars)	1,161	(X)	1,486	+/-98
Not mortgaged (dollars)	392	(X)	419	+/-36

ACS Demographic Estimates - show more >>	Estimate	Percent	U.S.	Margin of Error
Total population	764			+/-119
Male	392	51.3	49.3%	+/-64
Female	372	48.7	50.7%	+/-76
Median age (years)	41.6	(X)	36.5	+/-2.4
Under 5 years	28	3.7	6.9%	+/-22
18 years and over	612	80.1	75.4%	+/-96
65 years and over	70	9.2	12.6%	+/-24
One race	674	88.2	97.8%	+/-113
White	274	35.9	74.5%	+/-77
Black or African American	0	0.0	12.4%	+/-109
American Indian and Alaska Native	390	51.0	0.8%	+/-85
Asian	0	0.0	4.4%	+/-109
Native Hawaiian and Other Pacific Islander	0	0.0	0.1%	+/-109
Some other race	10	1.3	5.6%	+/-13
Two or more races	90	11.8	2.2%	+/-42
Hispanic or Latino (of any race)	42	5.5	15.1%	+/-25

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Explanation of Symbols:


\*\*\*\* - The median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

\*\*\*\*\* - The estimate is controlled. A statistical test for sampling variability is not appropriate.

'N' - Data for this geographic area cannot be displayed because the number of sample cases is too small.

'(X)' - The value is not applicable or not available.

---

The letters PDF or symbol  indicate a document is in the Portable Document Format (PDF). To view the file you will need the Adobe® Acrobat® Reader, which is available for free from the Adobe web site.

# TRANSPORTATION RIDER SCREENING FORM

\_\_\_\_\_ Today's Date

## RIDER INFORMATION

\_\_\_\_\_  
Name (Last, first, middle initial)

\_\_\_\_\_  
Residence address

\_\_\_\_\_  
City

\_\_\_\_\_  
Mailing address (if different)

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
ZIP Code

\_\_\_\_\_  
Primary phone number

\_\_\_\_\_  
Work phone number

\_\_\_\_\_  
E-mail address

## TRANSPORTATION NEEDS CATEGORY

What kinds of transportation needs do you have?

## WHICH SERVICES INTEREST YOU (check all that apply)

- Wheel Chair Accessible Transport     Holiday and Weekend Transportation  
 Door-to-Door Services     Early Morning/Late Evening Transportation  
 Transportation to/from Work     Transportation to/from Medical Appointments

## ADDITIONAL INFORMATION

Do you need a personal care attendant when traveling?  Yes  No

Do you have a Medicaid waiver?  Yes  No

Do you receive transportation services from any agencies?  Yes  No

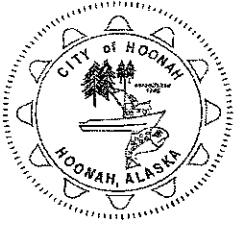
If yes please list agency name and type of service.

\_\_\_\_\_  
\_\_\_\_\_  
I understand that this information will be released to the appropriate transportation provider.  Yes

**For Administrative Use Only:** Date received \_\_\_\_\_

Action taken \_\_\_\_\_ Date \_\_\_\_\_

Agency Official signature \_\_\_\_\_ Date \_\_\_\_\_



City of Hoonah

P.O. Box 360 Hoonah, AK 99829 (907) 945-3663 Fax (907) 945-3445

**RESOLUTION 11-01-02**

**A RESOLUTION SUPPORTING THE CATHOLIC COMMUNITY SERVICES, SOUTHEAST SENIOR SERVICES, AND HOONAH SENIOR CENTER APPLICATION TO THE STATE OF ALASKA FOR THE PURCHASE OF A NEW PASSENGER VAN.**

WHEREAS, The City of Hoonah recognizes the need for transportation services to Senior Citizens and disabled citizens under 60 years of age; and

WHEREAS, the City of Hoonah relies on the State Community Transit Office for federal funds to support community transit projects; and

WHEREAS, the Federal funding requires a Public Transportation-Human Services Coordination Plan for the funding; and

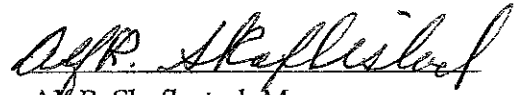
WHEREAS, the City of Hoonah qualifies to use the State's General Plan for Limited Coordination Communities' Public Transit-Human Services Transportation Plan for Select Rural Alaska Communities; and

WHEREAS, the Catholic Community Services, Southeast Senior Services, and Hoonah Senior Center provide rides for Hoonah residents (seniors and people with disabilities under the age of 60) under this funding and is applying in 2011 for funds to purchase a new passenger van; and

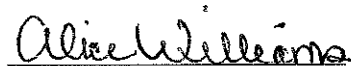
WHEREAS, the Huna Transportation Committee identified purchasing a new passenger van as a high priority,

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of Hoonah endorses, by Resolution, the State of Alaska's Transportation Plan for Select Rural Alaska Communities and the Catholic Community Services, Southeast Senior Services, and Hoonah Senior Center project that proposes purchasing a new passenger van for seniors and people with disabilities under the age of 60, and to include some weekends and evenings, and occasional Saturday trips.

Passed and approved this 11<sup>th</sup> day of January, 2011.

  
Alf R. Skaflestad, Mayor

Attest:

  
Alice Williams, City Clerk