



# ***ECONOMIC PROFILE AND INVENTORY FOR SKAGWAY, ALASKA***

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## FOREWORD

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Any form of strategic economic development planning must first begin with an inventory of a community's assets and liabilities. Using this information it is vital to conduct a SWOT analysis which details the community's strengths, weaknesses, opportunities and threats to economic development. At this point it is essential that a community's residents contribute their expectations of which direction they want the community to head in and where they want it to be in five, ten, and even fifteen years time.

This economic profile and inventory is the first of its kind in Skagway's modern history and will provide the basis for any future strategic economic planning. This initial version will be the foundation from which all future inventories are conducted and as such will be an ever-changing document. There are areas in this profile where interpretation will play a major role in how the information will be analyzed and viewed.

The bulk of the information contained within this document was gleaned from local, state, and federal sources. These are the building blocks upon which any analysis will be based. The sources are many yet hopefully in the future more sources will be added. The Skagway Development Corporation does not have the resources to verify the accuracy of this information.

This first revision has addressed some of the earlier information gaps and has reformatted some of the data so that it is easier to read. This document as a result is more accurate than the first version and will lay the foundation for further improvements. Any errors and omissions should be directed to SDC via the contact information below.

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## EXECUTIVE SUMMARY

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Skagway's economy has seen three major boom and bust cycles: the Klondike Gold Rush 1897-99; World War II 1942-45; and the present tourism boom which began around 1988. Throughout these cycles Skagway has retained its status as a major inter-modal transportation hub for northern Southeast Alaska and the Yukon Territory. This position has allowed Skagway to develop not only the physical infrastructure required to handle vessels of all kinds including freight, bulk, and cruise ships, ferries, trains, trucks, and planes but also the workforce with the required skills to efficiently handle all that passes through the port.

While the port has dominated Skagway's economy, the community itself is small, close-knit, well educated, and hard working. The children of Skagway are lucky to be able to move safely about the streets any time of the year and are well catered for with events and activities to keep them occupied. The quality of life is high and relationships very informal, everyone from cradle to grave is on a first name basis.

This executive summary follows closely the *Total Development Paradigm* "Layer Cake Model" in its description of the different facets that make up Skagway and its economy. This model uses a systems approach to show how all components of development fit together. Industrial development is a subset of economic development and both are a subset of community development. This conceptual model illustrates the need for a holistic approach to development.<sup>1</sup>

### ***Economic Base***

Skagway's strategic position at the northern terminus of the Inside Passage has made this port community the gateway to and from the Yukon Territory since the days of the Klondike Gold Rush of 1897-1900. Traditionally dominated by transport jobs, today trade and service jobs now dominate the economy albeit to serve the cruise ship industry.

"Skagway's historic significance and natural beauty now attract hundreds of thousands of visitors each year. Skagway's seasonal tourism-based economy is very strong and growing. But its year round economy and its importance in regional transportation has weakened, and needs to be rebuilt to support a thriving and stable community. The need for more year round jobs is of primary concern to residents."<sup>2</sup>

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<sup>1</sup> Kansas State University Research and Extension, *Creating Economic Opportunities* Number 53, Fall 2002

<sup>2</sup> City of Skagway, *Skagway Comprehensive Plan* (1999), 5-1

## Tourism

The visitor industry is the most important sector of Skagway's economy; supporting businesses, providing jobs, and creating tax revenue for the City government.<sup>3</sup> During the summer of 2006 there were approximately 950,000 visitors arriving on cruise ships, ferries, planes, and vehicles via the Klondike Highway. In addition to these there will be approximately 250,000 repeat cruise ship crew member visits.

Many seasonal businesses operate in Skagway to provide goods and services to these visitors. The retail and tour sectors are the largest in Skagway during the summer cruise ship/visitor season of May to September. There is also the corresponding increase in seasonal employees required to adequately staff these businesses.

In 2004 the visitor industry contributed between 80% and 90% of the taxable revenue for the community: which in turn funds the many public services and utilities. Using 1999 figures, the visitor industry generated approximately 70% of the services budget while 76% of public service and utility costs were contributed to visitors and seasonal residents.<sup>4</sup>

While the economic activity associated with the visitor industry is very beneficial to the residents of Skagway, this seasonal economy should not be compared to other industrial economies with year round jobs." Generally, a job in the Skagway visitor industry does not pay a "family wage" (enough money to support a family for a full year at a level above the poverty line).<sup>5</sup>

## Transportation

Throughout its history, Skagway's economy and employment has been dominated by transportation. In 1980 transportation jobs accounted for over 45% of total jobs; 1985 this dropped to 22%, and by 1990 this had again increased to 31%.

Skagway continues to be a major port of entry for the Yukon Territory although in a reduced capacity in relation to its peak. Transportation suffered a setback when it became cheaper for the business community in the Yukon to haul goods up from Vancouver by road rather than by barge service. In 1998 the Skagway Ore Terminal ceased operations due to falling metal prices worldwide. The terminal may re-open in 2007 to ship copper concentrate from the Yukon to Pacific Rim markets.

The Yukon is currently seeing a resurgence in mineral exploration and mine preparedness in response to the increase in the value of metal commodities and the dramatic surge in demand from China and India. There is an opportunity to re-establish shipments from the ore terminal as the Yukon mines become financially viable. There are plans under way to restart ore shipments out of Skagway in July 2007.

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<sup>3</sup> Southeast Strategies, *Skagway Economic Impact Study* (2000), 2.

<sup>4</sup> Southeast Strategies, 44-46

<sup>5</sup> Southeast Strategies, 6

## **Trade and Services**

Trade and services jobs began to increase in the mid-80's after the railroad closed and have increased steadily since. By 1990 the economy began a revival with visitor numbers increasing and the railroad re-opening (1988). In 1990 trade and services each contributed around 18% of the total employment. Service job numbers jumped significantly in 1995 when the Alaska Dept. of Labor reclassified the railroad jobs from *transportation* to *service sector* to reflect the changed nature of its business.<sup>6</sup> In 1998 trade and service jobs accounted for 58% of total employment in Skagway.

## **Public Sector**

Up until 1983 the public sector had traditionally been second to transportation in terms of job numbers. After the railroad shut down and the economy was depressed the public sector accounted for 40% of the jobs in town. This was a short lived dominance that lasted until 1988 when once again public sector jobs took a secondary position in the economy. By 1998 these jobs accounted for only 23% of the employment numbers. This is in contrast to overall Southeast Alaska employment which is still dominated by public sector jobs.<sup>7</sup>

## ***Physical Infrastructure***

### **Water and Sewer**

Skagway's drinking water supply consists of 3 deep wells with total production capability at approximately 700 gallons per minute. Total storage consists of 2 redwood tanks with a combined capacity of 300,000 gallons. The water is pumped directly into the distribution system without treatment because it is a true groundwater source.

The water system is being reviewed to address pressure issues and expandability. There are plans for a new pump house which will increase and stabilize pressure at the north end of town while putting in place the mechanism for pumping water north beyond the Skagway River Bridge.

Skagway's primary wastewater treatment plant is designed to operate efficiently at a maximum flow capacity of 630,000 gallons per day.

### **Municipal Solid Waste**

The community of 880 people generates approximately 8 tons of garbage per week during the winter and 8 tons of garbage per day in the summer. This requires a disposal system that will work efficiently and effectively at all times of the year. To that extent the City decided to build a (Thermal) Waste Oxidizer incinerator in 1996. In July 2005 the City bought a portable multi-material shredder capable of processing up to 7 tons per hour of solid waste from appliances, brush piles, and demolition and construction debris. This will significantly alter the way the City processes its solid waste.

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<sup>6</sup> City of Skagway, 5-2

<sup>7</sup> *ibid.*

Skagway provides a curbside pick-up service year round for businesses and residences in the townsite area. Skagway also provides a limited recycling program which accepts aluminum, glass, and tin cans. There is a scrap metal barge that visits Skagway approximately once every 12-24 months and ships the scrap to Washington State.

## **Utilities**

Local telephone service is provided by the Alaska Telephone Company (ATC) a subsidiary of Alaska Power & Telephone Company (AP&T). AP&T Long Distance and ATT Alascom provide long distance service. AP&T LD has 300 trunk lines out of Skagway and a capacity of well over 20,000 calls per day.

APTAlaska.Net is a full service internet provider and is a division of Alaska Telephone Company and provides both dial-up and DSL internet services.

Power in Skagway and Haines is supplied by the Alaska Power Company (APC) which is a subsidiary of AP&T. Power is generated from a series of hydro plants in Skagway and Haines which generate all of the community's power needs. The proposed Kasidaya Creek Hydro Project is to be completed by the end of 2007. It will be a 3.0 MW facility and once this plant comes on line it will boost the total peak capacity to 14.3 MW.

The communities of Skagway and Haines are joined by a 13 mile submarine cable intertie allowing two-way movement of power between them.

## **Roads**

Skagway is one of three Southeast Alaska communities that are accessible by road. The Klondike Highway provides tidewater access for the northern highway system to Interior Alaska, Northwest Canada, and the Continental US. The Klondike Highway was designated an "Industrial-Use Highway" (IUH) in 1989 to accommodate the heavy use of the road by oversize/overweight trucks, primarily hauling ore concentrate from the Yukon mines to Skagway's port.<sup>8</sup>

## **Port**

The Port of Skagway is a deep-water, ice-free port that serves as a year-round transshipment and transportation hub between Alaska and The Yukon Territory. There are three deepwater docks, a ferry dock, a barge dock, and the City owned small boat harbor. Principle cargo consists of general and barge container freight, and petroleum products. The City's fenced upland staging and storage area is 120,000 sq ft of open storage adjoining the ferry/barge terminal. There is also a bulk ore terminal and loader with 1000 tons per hour capacity.

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<sup>8</sup> City of Skagway, 6-3

## ***Support Infrastructure***

Skagway has a narrow range of professional and commercial services although; Skagway's location is advantageous in that it has ready access to two regional political and commercial centers.

The cities of Juneau, Alaska and Whitehorse, Yukon Territory are both the political capitals of their respective state/territory. Within these two communities Skagway has access to large box retail outlets; medical, dental, and other health related professional services; legal; financial, architectural and other building professionals; as well as transportation that connects this area with Anchorage, Fairbanks, Seattle, Vancouver BC, and destinations as far away as Frankfurt, Germany.

Skagway's religious community is well catered for with seven places of worship in the community. There are four fraternal organizations and several private non-profits serving the community. All have community based programs and donate heavily to scholarships, charities, and other community projects.

The school was rated the number one school district in the state for 2002-03 and 2003-04 in terms of the No Child Left Behind AYP test scores. The district has been awarded several large grants and they have been providing levels of programming that one would expect from a larger urban area. It is often said that the children of Skagway receive a private education from a public school.

There are high levels of computer ownership and internet connectivity in Skagway. Computers are an integral part of the education system including video- and teleconferencing capabilities in the new state of the art language lab.

Quality of life is probably the number one reason that people make Skagway home. Its proximity to wilderness and backcountry experiences within minutes of town makes Skagway an ideal location for outdoor recreation enthusiasts. Fishing, hunting, hiking, camping, boating, biking, all-terrain vehicle trails, rock and ice climbing, cross-country and downhill skiing, snowmobiling, and flying are all within a short drive. Coupled with the safe nature of the community it is a wonderful place to raise a family.

One bottleneck to continued growth is the scarcity of affordable year round and seasonal housing. The City of Skagway is currently reviewing all of its zoning regulations to refine ordinances to better encourage housing development. A housing partnership is currently being pursued by the City to create housing on city land. This coincides with an opportunity for the City to have 900 acres of its municipal entitlement land conveyed to it from the state.

## ***Human Infrastructure***

Skagway was settled on speculation and the drive to improve one's lot; both of which required hard work, perseverance, and technological innovation. Once the height of the

gold rush had passed the port and railroad became the community's economic engine. Transshipment has been Skagway's specialty from day one, be it cargo or passengers, and this has become more apparent today with the significant increase in cruise ship visits.

The people of Skagway are used to hard, demanding work and have always tackled a problem with innovation and determination. When they said the railroad could not be built, they built it. When issues arose from the transportation of ore concentrate in open rail cars, the railroad moved to containers and pioneered the inter-modal (ship-train-truck) movement of containers.

The community is family oriented and friendly with a high volunteerism rate in all aspects of community life. Skagwegians enjoy a positive vision for Skagway's future, although some concern remains regarding the sluggishness of the winter economy. Although, Skagway's future appears secure for the next 10-15 years according to the current projected annual increases in visitors and cruise ship dockings.

Skagway's seasonal economy has many of the positive quality of life attributes that are been actively sought by corporations and their site selectors when choosing new sites. With daily commute times at around 2 to 5 minutes, time spent recreating and with family is well above the national average.

This slower lifestyle allows for creative expression and as a result there are many artists and craftspeople who call Skagway home. The artists come from as varied a background as the art they produce. Art styles include wood and ivory carving, painting, drawing, photography, ceramics, jewelry making, corset design and making, quilting, silk scarves, glass fusion, bead making, stained glass, and fine furniture & cabinetry.

### ***Leadership Infrastructure***

The City of Skagway is the oldest incorporated city in the State of Alaska. Its First Class city status allows it to levy taxes which currently include real property, sales, bed, and tour. The City is governed by the strong manager form of government with a mayor and six council members elected at large from the general population.

The 1999 *City of Skagway Comprehensive Plan* is the result of a broad based community process to formalize a common vision for the next ten years. The City has had an ongoing economic development program for over twenty years. The current approach to economic development addresses the need to diversify and enhance the year round economy. The City supports an economic development effort undertaken by a local private non-profit that receives financial assistance from the City.

### ***Conclusion***

Skagway's resilience and tenacity has proven to be its strong suit. The community has invented itself and re-invented itself always for the better and as a result has become a successful rural community at a time when many other rural Alaskan communities are

closing down or suffering great economic hardships. There may well be opportunities in the near future for Skagway to begin shipping copper, other base mineral concentrates, and logs year round once again. With the increase in mineral exploration and resource development in the Yukon, Skagway may well once again become the golden gateway to the Yukon.

# ECONOMY

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## **Overview**

The Skagway economy has evolved over the years to best reflect the strong economic sectors that are the life's blood of the community. Skagway's history as the major transshipment port in the Upper Lynn Canal continues today.

Skagway's historic significance and natural beauty now attract hundreds of thousands of visitors each year. Skagway's seasonal tourism-based economy is very strong and growing. The visitor industry is the most important segment of Skagway's economy, providing most of the business income, employment, and government revenue. The economy as a whole is robust between May and September, the peak tourist season, and is experiencing strong employment growth in the off-season. As the number of visitors continues increasing many successful businesses have developed and thrived, attracting seasonal resident business owners. In addition to employing most year round residents, Skagway businesses attract many out-of-area seasonal workers to fill a variety of seasonal jobs necessary to support Skagway's visitors. As a result, the population almost triples in size during the tourist season.

The city's port is the heart of all economic activity and Skagway's historic position as a transshipment port for people and products into and out of the Yukon Territory still holds true today. Cruise ship passenger numbers have increased from 48,000 in 1983 to 759,342 in 2005. These numbers decreased by 3% in 2006 but are expected to increase again in 2007. This, coupled with approximately 140,000 independent visitors and 300,000 cruise ship crew members, makes up the driving force of Skagway's economy. Growth may soon be realized in the industrial port activities with increased opportunities to ship coal and base metal concentrates to Pacific Rim Markets.

The volume of visitors has increased dramatically over the past twenty years. In 1983, summer visits to Skagway numbered 164,000. During the 2006 season, there were over one million visits to Skagway by cruise ship passengers and crew, highway arrivals, state ferry, train, water taxi and air taxi visits. This adds over \$110 million in taxable revenue to the year round economy.

The public sector is the next biggest segment of the Skagway economy. These government agencies include National Park Service, City of Skagway, Skagway City School District, Dept. Of Homeland Security, and the Alaska Dept. of Transportation & Public Facilities and represent almost 30% of the year round employment.

In addition to the visitor industry, the transshipment of goods to and from the Yukon continues to be an important part of the economy. Although the Yukon economy declined somewhat in the 1990's with the drop in metal and timber prices, this trend has reversed itself and the Yukon now is seeing increased amounts of investment especially in the mining sector coming back to the Territory. This has been brought about by the rise in global base metal prices and the short supply of these commodities around the

world. This increased economic activity has trickled out to other sectors of the Yukon Territory and this expansion will increase the demand for goods and more of them will be transported through Skagway to the Yukon.

Skagway's economy continues to expand as more people are being employed in the community during the winter months. As expansion of the port continues, Skagway is well placed to benefit from the construction of the proposed natural gas pipelines; and the railroad and fiber optic cable corridor linking Alaska and Canada with potential spurs to Skagway. There is a plan by the Yukon Government to expand the freight capacity of the Whitehorse International Airport. This will increase its position as a regional freight hub as there are already direct links to Canadian regional cities and Frankfurt, Germany. The Skagway Development Corporation, City of Skagway, and Yukon Government are working to promote this link which will open new market opportunities and could be a boon to the fishing industry of northern Southeast Alaska.

Skagway's winter economy continues to show significant expansion. Employment figures for winter months (October - April) show increases for every month from 2000 to 2005 – in some cases up to 31%. This is most likely attributable to the construction industry which is very busy in the winter meeting the demand for retail space in the commercial district and the growing housing market.

### ***Economic Strengths***

Efforts to strengthen and diversify the year round economy are based on retaining and expanding the businesses that currently provide year round jobs and diversifying into new areas. Efforts in particular include providing small business resources which assist in the development of the community's entrepreneurial capital and providing services which facilitate relocation to Skagway.

### **Transportation**

With road, marine, and air access Skagway is the major transshipment hub between Southeast Alaska and the Yukon Territory, Canada. With new efforts underway to expand these links Skagway now offers opportunities to develop markets on the West Coast, Pacific Rim, South Asia, and Europe. Skagway is one of three communities in Southeast Alaska with road access to the Lower 48 states and to Canada: a distinct advantage for any business that requires access to outside markets. The Klondike Highway meets the Alaska Highway 100 miles away and it is maintained and open year round.

A weekly barge service carries goods into and out of Skagway and the Yukon to Seattle. The AML barge facility as well as two docks, capable of holding three large cruise ships or four cargo vessels, provides the basis for Skagway's freight capacity.

Three air taxi companies provide regular, scheduled year round air service between Skagway, Haines, and Juneau (45 Minutes). The Alaska Marine Highway System (AMHS) provides vehicular and passenger ferry transport, year round between Skagway and most of the Southeast communities and onward to Prince Rupert (British

Columbia) and Bellingham, Washington. Service in the summer is up to 7 days per week whilst in the winter months service continues at a reduced rate. During the summer there are regular daily fast ferry connections to Haines and Juneau.

### **Waterfront and Industrial Land**

The Port of Skagway is a deepwater and ice-free port that serves as a year round transshipment and transportation hub between Alaska and Canada. Port commerce and activity still supports the Skagway economy. Inbound are general cargo, petroleum products, and 700-800,000 cruise ship passengers, while outbound are general cargo, and in the past mineral ore concentrates and logs. Skagway's ore terminal is currently being prepared for reconstruction to store new concentrates from the Yukon bound for Asian markets. Skagway's port houses three major docks (4 large cruise ship capacity), AMHS ferry terminal, barge ramp and storage facility, and a small boat harbor which currently holds 140 boats up to 40' in length.

The small boat harbor is currently undergoing the second phase of a multi-phase upgrade and expansion project. The first phase included the construction of a new seawall which was completed in May 2005. Phase Two is the development of an inter-modal transportation facility in conjunction with a seawalk. This will reduce congestion and potential safety concerns and create an aesthetic walk from the Railroad Dock to the city center. Construction commenced in March 2006 and is scheduled for completion in May 2007. Phase Three is the construction of a wave barrier (to protect the small boat harbor) and future phases are planned for further harbor expansion. This expansion will increase the vessel capacity of the boat harbor as well as provide the infrastructure to enhance the commercial capabilities of the uplands around the small boat harbor. These new opportunities may include a marine repair facility, ice plant, cold storage, fish processing plant, and any other waterfront related activity.

There is approximately 150 acres of industrial and waterfront land zoned for development in Skagway. All of this land is within 1.5 miles of the waterfront itself and is easily accessed by road and utilities.

### **Tourism**

Tourism is the mainstay of the Skagway economy. This sector provides the majority of the income for the residents and out-of-area businesses that operate in Skagway for the summer tourism season, May through September. During these 5 months Skagway sees over 1,000,000 visitors who spend over \$100,000,000 which results in more than \$4,000,000 in City sales tax revenues.

Although summer tourism is healthy, the community is looking at expanding the tourism sector to include a winter segment. Skagway has first class cross country ski trails within 45 minutes of the city. These trails are maintained and groomed and feature the Buckwheat Ski Classic in March each year. There is also spectacular backcountry snowshoeing and ice climbing. For those with a mechanical bent there are unlimited miles of snow machining in pristine country to be explored. In all of these activities the

number of participants is low and therefore a true wilderness experience is available to all.

Skagway's amazing history has been the focus of tourism for much of the last 100 years. An opportunity that has been overlooked is the area's incredible natural beauty and wilderness. With ecosystems ranging from the marine to the alpine the accompanying range of experiences is vast. From whales to mountaintops: the adventures available to all are as immense as the landscape.

## **Manufacturing**

Skagway has a rich history of small time producers who are mainly concentrated in the craftsman/artisan segment of manufacturing. The arts community in Skagway has many very talented people who work in many different mediums. There are ivory carvers, wood and stone sculptors, glass bead makers, jewelers, painters, quilters, hand painted silk scarves and ties, photographers, native carvers, stained glass makers, and more. This artistic presence allows for a large amount of "Made in Skagway" products to be sold in town particularly during the tourist season.

Writers, including two published poets, songwriters, musicians (with a number of CD releases between them), and other people with creative energy find Skagway a wonderful community and place to create. The energy here is conducive to inspiration and yet the chance to work undisturbed is ever present. The benefit of producing art works in Skagway is the proximity of the product to the market, allowing producers greater control over what is produced by having direct access to the customer.

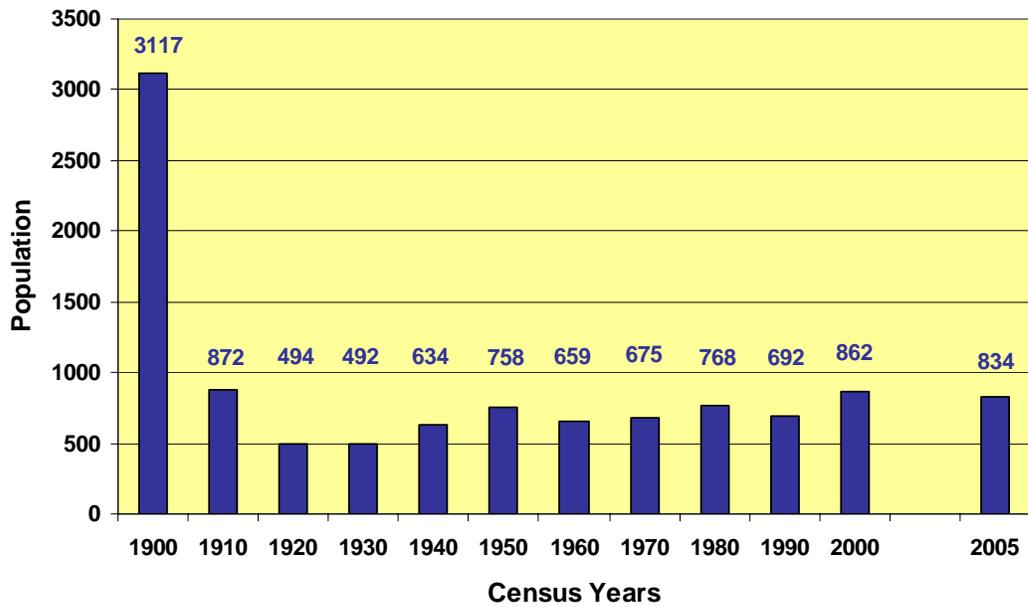
## ***Population & Demographics***

Historical Census data shows that immediately following the close of the Klondike gold rush, Skagway's population decreased significantly from 3,117 in 1900 to 492 through the 1930's. The Census data from 1940 shows that Skagway has maintained a population base that ranges between 650 and 880. There are the usual economic fluctuations within this range for example During World War II (1942-45) we know the population exceeded 1,000, while during the railroad closure of 1982-88 the population dropped to below 400.

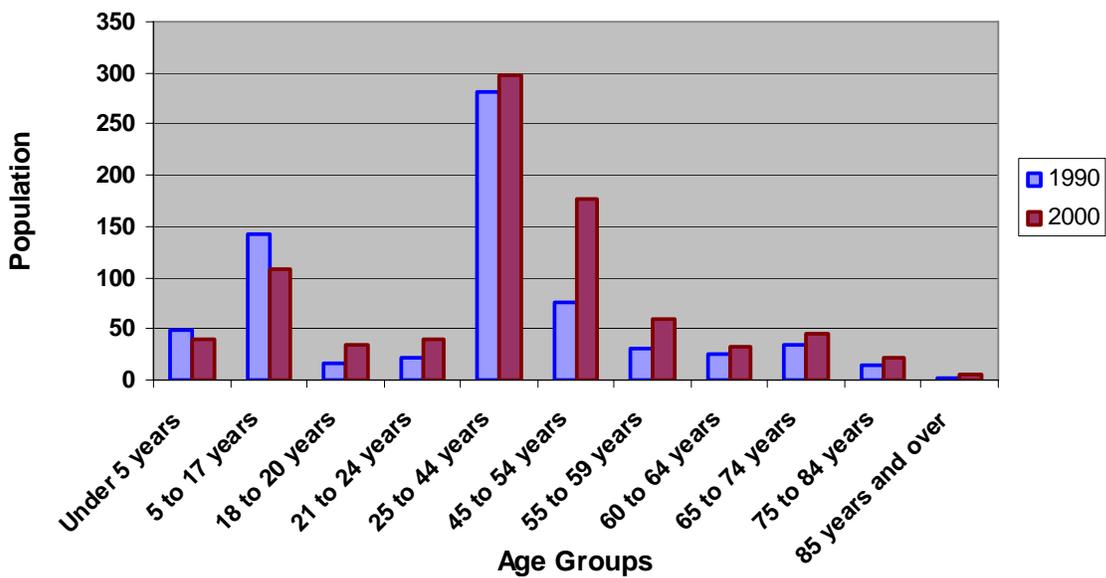
Skagway's age distribution has also changed slightly between the 1990 and 2000 Census reports and Table 2 illustrates where these changes have occurred. It is noticeable that there has been a decrease in the number of children under 17 and yet there has been an increase in every other age group. This may reflect current national childbirth trends rather than a phenomenon unique to Skagway.

The median age of Skagway residents in 2000 was 39.2 for both sexes with males being 39.8 and females 38.1. The ratio between genders was males 52.2% and females 47.8%.

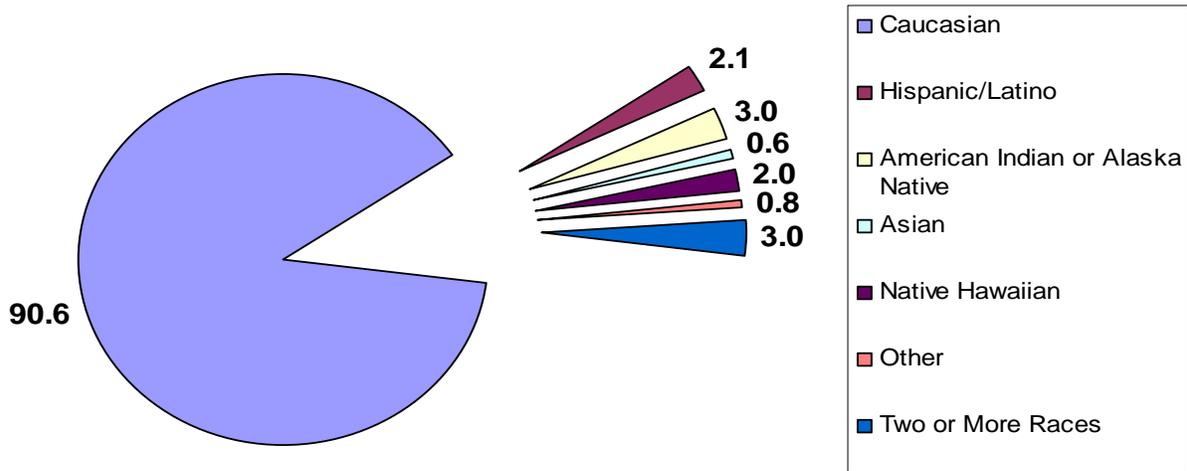
**Figure 1: Historical Census Population Data, 1900-2000; 2005 est.**



**Figure 2: Population Age Groups 1990 and 2000 Census**



**Figure 3: Racial Demographics of Skagway - 2000 Census**



**Income**

According to the 2000 US Census, the median household income for the Skagway-Hoonah-Angoon Census Area (CA) was \$40,879 in 1999. The population living below poverty level in 1999 was 10.5%. Public assistance income comprised 7.9% of the median household income. In 1999 the distribution of income was:

**Table 1: Household and family Income 1999<sup>9</sup>**

Income (\$)	Households (%)	Families (%)
Less than 10,000	3.3	--
10,000 to 14,999	5.5	3.4
15,000 to 24,999	8.0	8.2
25,000 to 34,999	13.8	6.8
35,000 to 49,999	19.8	19.3
50,000 to 74,999	23.1	24.6
75,000 to 99,999	14.3	19.8
100,000 to 149,999	9.3	13.5
150,000 to 199,999	1.3	2.4
200,000 or more	1.5	1.9

Source: US Census Bureau, Census 2000

<sup>9</sup> Profile of General Demographic Characteristics: US Census Bureau, Census 2000

### **Economic Characteristics - Summary of Income (\$)**

<b>Median Household Income</b>	49,375
<b>Mean earnings</b>	53,477
<b>Mean Social Security Income</b>	10,256
<b>Mean Supplemental Security Income</b>	8,462
<b>Mean Public Assistance Income</b>	600
<b>Mean Retirement Income</b>	20,461
<b>Median family income</b>	62,188
<b>Per capita income</b>	27,700

### **Median Earnings (\$)**

Male full-time, year-round workers	44,583
Female full-time, year-round workers	30,956

Source: U.S. Census Bureau, Census 2000

## ***Municipal Taxation & Revenue***

Over the last 15 years City property tax, sales tax, and tourism tax receipts have increased. City expenditures have also increased to meet the growing needs of the community due to increased visitation, school district support, and to provide increased levels of service and amenities. Support for the school district, spending on capital projects (that create maintenance and operations demands), and the provision of amenities to enhance year round quality of life must be balanced in relation to revenues to ensure sustainability over time.

The decrease in municipal revenue sharing programs from the state and federal governments to communities has led to increased fiscal pressure on the City and the need to more closely scrutinize its expenditures. Other financial areas the City is grappling with include the ever increasing contributions to city employee's and teacher's state retirement system (PERS and TRS), escalating health costs and increasing insurance premiums. These are all issues beyond the control of the City government, but must be addressed nonetheless.

The State of Alaska does not levy a state sales tax or a state income tax.

## **Real Property Taxes**

Property taxes in Skagway are based on the locally assessed value of a property including the land and any improvements upon that land. These assessments are made annually by a contracted, independent assessor. The aggregate levy shall not exceed three percent (3%) of the assessed value of the property taxed i.e. there is a 30 mill tax cap on real property tax. (See Table 2)

## Personal Property Tax

There is no personal property tax in Skagway.

**Table 2: Property Mill Rates FY02-FY07**

<b>Service Area</b>	<b>FY02</b>	<b>FY03</b>	<b>FY04</b>	<b>FY05</b>	<b>FY06</b>	<b>FY07</b>
<b>I</b>	8.27	8.27	7.78	8.78	8.54	8.48
<b>II</b>	6.82	6.82	6.42	7.24	7.24	7.00
<b>III</b>	5.46	5.46	5.13	5.79	5.79	5.60
<b>IV</b>	3.56	3.56	3.35	3.78	3.78	3.65
<b>V</b>	1.49	1.49	1.40	1.58	1.50	1.53

**Table 3: Real Property Assessments & Taxes 1999-2004**

<b>Year</b>	<b>Locally Assessed Value (\$)</b>	<b>Full Value (\$)</b>	<b>Property Tax Receipts (\$)</b>
<b>1999</b>	160,115,940	165,751,500	927,274
<b>2000</b>	166,260,800	176,086,400	1,058,426
<b>2001</b>	170,690,100	185,331,300	1,076,001
<b>2002</b>	205,046,300	218,832,800	1,148,146
<b>2003</b>	211,397,500	210,345,800	1,523,593
<b>2004</b>	239,114,670	258,322,400	1,338,097

Source: Alaska Taxable: 2000, 2001, 2002, 2003, 2004, and 2005

## Sales Taxes

The City of Skagway levies a four per cent (4%) sales tax on all goods and services sold in Skagway. Currently there are twenty four (24) exemptions to the sales tax including seniors, insurance, medical services, and heating fuels.

A bed tax upon hotel room rentals is levied in the amount of eight percent (8%) of the gross revenues on all hotel and motel rents, and on all services provided in connection therewith.

**Table 4: Sales and Bed Tax Receipts**

<b>FY Year</b>	<b>Bed Tax - 8% (\$)</b>	<b>Sales Tax - 4% (\$)</b>	<b>Total (\$)</b>
<b>2000</b>	159,048	2,978,647	3,137,695
<b>2001</b>	152,406	3,305,513	3,457,919
<b>2002</b>	131,248	3,571,999	3,703,247
<b>2003</b>	116,954	3,892,095	4,009,049
<b>2004</b>	117,516	4,699,860	4,817,376
<b>2005</b>		5,164,004	

Source: City of Skagway

## ***Work Force***

Unemployment in Skagway shows dramatic seasonal fluctuations with rates varying from lows of 6.7% to highs of around 21%. The Skagway-Hoonah-Angoon Census Area year round unemployment rates are above the national average although during the winter months the rate is significantly higher than the national average. The 2004 Skagway-Hoonah-Angoon Census Area (17 separate communities) annual average unemployment rate was 13.5%, up from 9.6% in 2000. This increase represents a decline in fishing jobs, closures of seafood processing plants, and a loss of timber related jobs in the other communities of the Census Area. At the same time there has been a significant increase in the number of year round jobs in Skagway. These figures are approximate because the official numbers lump all of the communities in the Census Area together, and therefore it is difficult to isolate numbers specifically for Skagway.

These higher than average unemployment rates reflect the lack of diversity in employment opportunities during the winter months. In 1999, retail trade employed 32%, service industry 20%, government 26%, transportation and public utilities 14%, construction 6%, manufacturing 2%, and finally finance, insurance, and real estate 1%.

Skagway has a well-educated and skilled labor force. According to the 2000 US Census approximately 90% of Skagway residents 25 years and over have completed a high school education or more. In addition, 25% have a bachelor's degree or higher and 6.9% possesses a graduate or professional degree.

There are renewed efforts to promote increased use of the port by companies in Southeast Alaska and the Yukon Territory. At the same time work is underway to upgrade the infrastructure to re-establish Skagway as a transshipment hub to service the newly conceptualized distribution routes from northern Southeast Alaska to Europe, and other North American markets via the Whitehorse International Airport. This is an opportunity that will not only benefit the seafood industry but also will open the door to

other products such as beer, water, food products, and art work which expand the area's employment opportunities.

**Table 5: Sample Skagway Employers, January & July 2004**

Employer	Industry	Number of Employees	
		January	July
White Pass & Yukon Route	Tour	15	144
National Park Service	Government	23	51 <sup>1</sup>
City of Skagway	Government	38	71 <sup>2</sup>
Skagway School District	Government	26	17
State of Alaska DOT	Government	9	10
Corrington Enterprises	Retail	4	65
Red Onion/Liarsville	Retail/Tour	4	50
Fairway Market	Retail	11	24
TEMSCO	Tour	3	35
Skagway Street Car Co.	Tour	1	35
SMART Bus	City Transit	2	13
Alaska Power & Telephone	Utility	11	11
Skagway Hardware	Retail	10 <sup>3</sup>	14 <sup>3</sup>
Heger Construction	Construction	11	12
Hunz & Hunz Construction	Construction	5	11
Jewell Construction	Construction	7	12
Cruise Line Agencies	Port Services	1	19

<sup>1</sup> – 35.67 Full-time Equivalents    <sup>2</sup> – Full and part-time employees    <sup>3</sup> - Full-time employees only

**Table 6: Skagway Census Area (CA) Unemployment Data (%)**

	January 2006	May 2006	July 2006	September 2006	November 2005
<b>Skagway CA</b>	21.4	9.9	7.1	6.6	19.9
<b>Alaska</b>	7.7	6.9	6.3	5.9	6.8
<b>USA</b>	5.1	4.4	5.0	4.4	4.8

Source: AK Dept. of Labor & Workforce Development

**Table 7: Employment Sectors in Skagway 2000 & 2004**

<b>Industry</b>	<b>2000 %</b>	<b>2004 %</b>
Agriculture, Fishing, Mining	0.40	0.40
Construction	3.22	5.22
Manufacturing	N/A	0.87
Retail Trade	32.25	27.83
Transportation, Warehousing, Utilities	11.83	12.17
Finance, Insurance, Real Estate	2.15	2.60
Professional, Administrative, Waste Management	3.22	2.60
Education, Health & Social Services	3.22	1.74
Arts, Recreation, Accommodation, Food Services	20.43	22.60
Other Services (except public administration)	8.60	11.30
Public Administration	13.98	13.04

Source: Alaska Dept of Labor 2000, 2004.

# LAND USE & ZONING

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## **Land Use**

The Skagway municipal boundaries contain 455 square miles which includes 12 square miles of water i.e. Lynn Canal and Taiya Inlet. According to the 1999 City of Skagway Comprehensive Plan, a mixture of private individuals and companies, the City, the State of Alaska, and the federal government owns land within the City's limits.

About 60% of the land base within the City of Skagway is federally managed. Most of the land that lies east of Skagway is within the Tongass National Forest, which is managed by the U.S Forest Service. These lands are designated by the Tongass Land Management Plan as semi-remote recreation, remote recreation, and research natural area.

Other federal lands include the Klondike Gold Rush National Historic Park, which is managed by the National Park Service. Within the park are parts of downtown Skagway, Dyea, the Chilkoot Trail, and the White Pass unit. The Bureau of Land Management manages federal lands west of the Taiya River Valley.

About 30% of the land base within Skagway is State owned land mostly managed by the Dept. of Natural Resources. The Alaska Mental Health Trust manages approximately 1,400 acres on AB Mountain and a parcel near the Skagway River.

The City manages about 7% of the land base and private individuals own approximately 3%, which includes a few large Native Allotments. The City recently gained patent to 932 of the 7,000 acres of its municipally entitled lands. Around 400 acres of this land is being surveyed for roads, easements, utilities, and lot lines in preparation for a land sale in the spring of 2007.

In the 1999 Comprehensive Plan the City of Skagway identified ten land use designations to help guide future land use and development, including zoning and rezoning decisions. These designations are:

Industrial	Residential
Commercial	Residential Low Density
Waterfront Commercial/Industrial	Recreation Open Space
Watershed/Hydroelectric	Recreation Reserve
Resource Reserve	Historic Values Overlay

## **Zoning**

These land use designations have been used to create seven different zones within the City Municipal Code that maximizes use of our limited lands. The City of Skagway is currently undertaking a complete review of all zones and their regulations to update

them to reflect the current needs of the community. This review process should be completed by the end of 2007. Since these zones were first designated there have been shifts in the economy, demographics, and Landuse needs. These changes have necessitated a myriad of variances and conditional uses permits issued by the Planning & Zoning commission to meet the needs of the community. As a result many of the zones have a broader mix of activities than they were originally planned for. This review is being done across the board and is expected to take more than one year to complete. The P&Z Commission list has been prioritized with the new municipal entitlement lands in Dyea on top of that list. This part of the review will be completed in time for the sale of these lands in 2007.

The current (2006) zones are:

Residential – General	Industrial Light
Residential – Conservation	Industrial
Business – Historic District	Waterfront
Business – General	

## ***Housing***

Land prices in Skagway are somewhat expensive. This is due in most part to the high demand for housing and a lack of residential lots (50' x 100') in town available for sale. There are a large number of undeveloped lots in the downtown area however, most of these lots are not on the market. As of October 2006 the average lot price was \$65,000 - \$70,000.

This low lot availability has led to increased demands for land north of the Skagway River Bridge and out along the Dyea Road. This land is not serviced by town water, sewer, or garbage pick-up but is highly desirable because of its out-of-town location, larger lot sizes, and privacy. The minimum size for residential lots outside of the Skagway town site is 40,000 sq ft. which is governed by environmental regulations for septic tanks, leach fields, and wells.

Development costs are higher in this area as driveways, septic systems, and wells must be developed before any construction on the home begins. This can be expensive although most people feel that the trade off is worthwhile and better reflects their lifestyle choices. General building costs in Skagway run around \$140-\$150 per square foot, with labor being the primary driver.

Single-family housing densities in Skagway range from dwellings on the City's typical 5,000 square foot town site lots, to homes on residential lots over one acre in size along Dyea Road. Multi-family densities range from relatively low-density duplexes on 5,000 square foot lots, to 26 dwelling units per acre in some areas of the City. Skagway has a shortage of affordable seasonal and year round housing in good condition. Additionally, demand for multifamily housing is not being met.

Homes in 2005-2006 sold for approximately \$225,000 - \$320,000. Rents are high which is directly due to the short supply of housing during the summer tourist season. An apartment will cost between \$700 and \$1200 per month while a house will begin around \$800 per month.

According to the 1999 Skagway Comprehensive Plan the following is a breakdown of housing stock in Skagway town proper:

Single family homes and duplexes:	332	82.0%
Multi-family homes:	19	2.5%
Mixed commercial/residential	49	9.7%
Mixed commercial/industrial	1	<1.0%

**HOUSING OCCUPANCY & TENURE<sup>10</sup>**

<b>Total housing units.</b> . . . . .	<b>.502</b>	<b>100.0%</b>
Occupied housing units . . . . .	401	79.9
Vacant housing units. . . . .	101	20.1
For seasonal use . . . . .	47	9.4

<b>Occupied housing units . . . . .</b>	<b>. 401</b>	<b>100.0%</b>
Owner-occupied housing units . . . . .	245	61.1
Renter-occupied housing units . . . . .	156	38.9

Average household size of owner-occupied units: 2.33  
 Average household size of renter-occupied units: 1.87

Commercial lots are less common and more expensive. Commercial property inside the Skagway Historic District is highly sought and demands very high rent and sale prices. Rents on Broadway range from \$4.50 to \$10.00 per square foot, while cheaper rents can be found on the side streets of the district with prices ranging from \$1.25 to \$4.00 per square foot. Industrial and Waterfront Commercial/Industrial property is readily available for projects that meet the zoning criteria.

**Construction**

The construction sector provides the majority of the private economic activity during the winter months. Most commercial construction is conducted during the winter in order for the projects to be completed and operable in time for the tourist season. Residential construction mainly occurs in the summer months in lieu of commercial activity. Many winter construction employees work in the summer tourism industry and most construction companies keep small crews during the slower summer months.

<sup>10</sup> U.S. Census Bureau, Census 2000.

Construction activity continues unabated to most people's surprise. It has often been said "Where else can they build?" Most of the construction is new commercial property and commercial rebuilds. The City recently sold six residential lots and is preparing to subdivide up to 900 acres of its municipal entitlement land in the very near future. The majority of this land will be opened up to residential development and will create more demand for residential construction. Major capital projects such as the seawalk, boat harbor upgrades and expansion, new clinic, water booster station and well, and bus barn will continue to keep the construction sector busy over the next few years.

**Table 8: Building Permits 1999-2003**

<b>Year</b>	<b>New construction Permits</b>	<b>Planning &amp; Zoning Permits</b>	<b>Remodel, Building Modification</b>	<b>Other: Bench, Painting, Sign Permits</b>	<b>Total Value of Construction (\$)</b>
<b>1999</b>	26	5	39	71	2,484,609
<b>2000</b>	33	8	29	67	3,385,789
<b>2001</b>	21	13	20	80	2,772,087
<b>2002</b>	24	13	16	62	3,141,686
<b>2003</b>	17	9	17	67	3,622,318
<b>2004</b>	19	12	53	40	5,881,366
<b>2005</b>	11	15	33	70	3,036,922

Source: City of Skagway

**Table 9: Upcoming Capital Projects**

<b>Project</b>	<b>Estimated Cost (\$)</b>	<b>Estimated Completion Date</b>	<b>Funded Yes/No</b>
Water Booster Station	600,000	May 2007	Yes
Seawalk Phase 1	2.3 million	December 2006	Yes
Seawalk Phase 2	<\$1.0 million	May 2007	Yes
Small Boat Harbor - Electrical Upgrade	800,000	February 2007	Yes
Small Boat Harbor - Expansion	3.2 million	May 2010	Partially
Wave Barrier	1.0 million	December 2007	No
Flood Control	1.9 million	September 2006	Yes
Municipal Bus Barn	350,000	May 2007	Yes
New Medical Clinic	8.0 million	May 2008	Partially

# INFRASTRUCTURE

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## ***Airport***

Skagway Airport is owned and operated by the State of Alaska Department of Transportation & Public Facilities (DOT&PF). Total enplanements for the years 1999-2003 are listed below. The one noticeable figure is the drop in numbers after the 9/11 incident. Numbers are slowly recovering but due to a move away from large scale flight-seeing tours by Skagway Air and LAB Flying Service these numbers may not rise again to those of the Nineties.

<b>1999</b>	15,963	<b>2000</b>	15,626
<b>2001</b>	7,479	<b>2002</b>	5,641
<b>2003</b>	6,340	<b>2004</b>	6,046
<b>2005</b>	6,382		

Note: Numbers for 1999-2001 are for April to September

Note: Numbers for 2002 are for May to October

Note: Numbers for 2003-2005 are for May to September

## A. Location

**FAA Identifier:** SGY

**Lat/Long:** 59-27-36.223N / 135-18-56.389W

59-27.60372N / 135-18.93982W

59.4600619 / -135.3156636

(estimated)

**Elevation:** 44 ft. / 13.4 m (surveyed)

**Variation:** 29E (1985)

## B. Airport Operations

**Airport use:** Open to the public

**Sectional chart:** JUNEAU

**Control tower:** No

**Attendance:** Unattended

**Wind indicator:** Yes

**Segmented circle:** No

Radio-Control

**Lights:** Activate MIRL Runways 02/20 & REIL runways 02/20 - CTAF

VASI runway 02 operates continuously.

**Taxiway:** 4,690 x 35 ft.

**International operations:** US Customs landing rights airport

### C. Airport Services

**Fuel available:** 100LL  
**Parking:** Tie downs  
**Airframe service:** NONE  
**Powerplant service:** NONE  
**Bottled oxygen:** NONE  
**Bulk oxygen:** NONE

### D. Runway Information

#### **Runway 2/20**

Dimensions: 3550 x 75 ft. / 1082 x 23 m  
Surface: Asphalt Concrete  
Runway edge lights: Medium intensity

	<b>RUNWAY 2</b>	<b>RUNWAY 20</b>
Traffic Pattern:	Left	Right
Markings:	Basic	Basic
Runway end identifier lights:	Yes	Yes
Visual Slope Indicator:	2-box VASI on left	

### **Airport Operational Statistics**

Aircraft based on the field: 17  
Single engine airplanes: 15  
Multi engine airplanes: 1  
Ultralights: 0

Aircraft operations: average 34 per day

43% air taxi  
43% commercial  
10% transient general aviation  
4 % local general aviation

REMARKS: Airport closed to aircraft over 12500 lbs gwt except by prior permission in writing to Regional Director, Department of Transportation and Public Facilities.

### **Port**

The Port of Skagway is a deep-water, ice-free port that serves as a year-round transshipment and transportation hub between Alaska, the Yukon Territory, Asia, and Europe. The Port of Skagway is located at 59°27'N, 135°18'W at the northern end of

Lynn Canal, Taiya Inlet. The approach is via Cross Sound, Lynn Canal, and Taiya Inlet. Pilotage is compulsory, with the pickup point being Point Retreat.

Port commerce and activity still predominates the Skagway economy. Principle cargo consists of general freight and petroleum products. Water, diesel, and gasoline are available. Stevedoring is handled through Southeast Stevedoring. Tariffs and other information are available through the Harbor Master.

There is a fenced upland staging and storage area of 120,000 sq ft adjoining the State/City floating dock. It is suitable for container, log, and general cargo use. The community's cargo handling equipment includes mobile cranes, and forklifts with capacities up to 50,000lbs.

**Table 10: Cruise Ship and Ferry Passengers, 1992-2004**

YEAR	CRUISE SHIP <sup>1</sup>	ALASKA MARINE HIGHWAY SYSTEM	
		Disembarking	Embarking
1992	145,973	44,027	43,364
1993	192,549	40,789	38,808
1994	204,387	41,516	38,486
1995	256,788	40,569	39,013
1996	299,651	38,253	37,524
1997	438,305	35,057	32,541
1998	494,961	36,377	33,797
1999	525,507	36,205	34,725
2000	565,639	34,850	33,656
2001	599,520	29,080	27,531
2002	611,638	32,598	30,762
2003	639,742	30,359	28,897
2004	722,095	28,824	27,800
2005	772,332	Not Available	Not Available

<sup>1</sup> - These figures do not include crewmembers who account for an additional 40% of the number of passengers.

The port has always been a major transportation hub and continues to grow in this role as cruise ship tourism increases each year. The increase in cruise ship passengers has more than compensated for the decline in ferry passengers. Table 13 shows the number of passengers each year since 1988 from cruise ships and state ferries.

### **Dock Information**

There are five docks in Skagway and a small boat harbor. The White Pass & Yukon Route (WP&YR) railroad presently owns and operates three deepwater docks capable of handling large vessel traffic: the White Pass Railroad Dock, the Broadway Dock, and the Ore Dock.

The State of Alaska Ferry Dock is owned by the State of Alaska, and a portion is leased by the City of Skagway.

The AML Barge Dock is owned and operated by Alaska Marine Lines / Lynden Transport.

### **Small Boat Harbor**

Owned and operated by the City of Skagway. There is a full-time harbormaster and a seasonal assistant. The harbormaster monitors channel 16 on VHF radio. The boat harbor is ½ mile from downtown. The Skagway Small Boat Harbor is a full service marina with moorage for pleasure and commercial vessels up to 150 ft.

HARBOR CAPACITY: Approximately 145 vessels up to 40 feet in length

BERTHING ACCOMMODATIONS & FEES: \$12.00 per foot per year

TRANSIENT MOORAGE & FEES: \$3.00 per foot per month on a space available basis.

LIGHTING ON FLOATS: Yes

POWER ON FLOATS: Yes, 20 amps

WATER ON FLOATS: Yes, potable in summer only

STORAGE: Upland storage is available adjacent to the harbor.

TELEPHONES: Public phones at harbormaster's office

INTERNET: Wi-Fi hotspot available

RESTROOM/SHOWER FACILITIES: Yes

GRID FACILITIES: Yes; 8-foot grid

BOAT RAMP: Yes

MARINE WAYS AVAILABLE: No

REPAIR FACILITIES: Yes one marine mechanic and electrician

FUEL AVAILABLE: Yes, at the fuel float

REMARKS: Seaplane float available. There is a pump-out facility for holding tanks, and garbage receptacles at each ramp. Haul-outs for shallow draft vessels up to 20 tons and 40 ft. are possible with a hydraulic trailer.

### **White Pass Railroad Dock**

Owned and operated by White Pass & Yukon Route railroad. Historically used for containerized cargo ships it is currently utilized by cruise ships. The Railroad Dock can accommodate two large cruise vessels and does so approximately four to five times a week during the summer season.

LENGTH: 1764 feet and up to 100 feet wide (total berthing length is 2000 feet). Shore bollards at the south end of the dock allow for extra ship lines increasing capacity for longer vessels.

DEPTH AT FACE: 20 to 43 feet (35 feet at mean low water)

DECK SURFACE: Concrete

RAILROAD SPUR: 800' on to dock

STORAGE: No covered storage; 80,000 sq. ft open storage

REMARKS: Telephone landlines and fresh water are available seasonally, and passenger/freight rail services. The topography at this location prohibits reliable satellite communications.

### **Broadway Dock**

Owned and operated by WP&YR. Primarily used as a cruise ship docking facility although it has been used for shipping logs in the past.

LENGTH: One berth at 637' (deck only) and 962' with dolphins. In the winter of 2005-06 its capacity will be extended by 100' after which it will be able to accommodate the new 950' Vista Class cruise vessels of the Holland America Lines.

DEPTH AT FACE: 35' at mean low tide

DECK SURFACE: Concrete

RAILROAD SPUR: 100' from end of dock

REMARKS: This dock is centrally located within the Skagway waterfront and is ideal for passenger operations and shore excursions. Telephone landlines and fresh water are available seasonally.

### **Skagway Ore Dock**

Owned and operated by WP&YR. Generally used for bulk cargo ships including a fuel barge, and cruise ships. The dock was renovated and expanded to handle the new generation of larger cruise ships.

LENGTH: 1600 feet, 1800' with dolphins

DEPTH AT FACE: 42.5 feet

DECK SURFACE: Concrete/timber

RAILROAD SPUR: 700' dockside

STORAGE: No covered storage; 120,000 sq. feet open storage.

REMARKS: 64,000 lb G.V.W. vehicle ramp; 1,500 ton per hour loading spout (originally used for ore concentrate). Telephone landlines and fresh water are available seasonally. Dockside fuel headers are available for loading/unloading.

## **State of Alaska Ferry Dock**

Owned by the State of Alaska and operated in conjunction with the City of Skagway. Generally used to facilitate the state's passenger and vehicular ferries, small cruise ships (May - Sept.), and other day boats.

STORAGE: 120,000 sq. feet upland open storage

CARGO CAPABILITIES: Pass-Pass and Ro-Ro

PASSENGER/VEHICLE NUMBERS: In 2003 59,256 passengers passed through the terminal as did 16,378 vehicles.

REMARKS: There is a harbor crane with a 2 ton capacity at the dock for loading and unloading supplies for small vessels. The dock and transfer bridge have an 80 ton gross deck load capacity.

## **Alaska Marine Lines Barge Facility**

Skagway freight service is provided by Alaska Marine Lines, Inc. with trucking by Lynden Transport. Barge service is provided weekly, departing on Wednesday from Seattle and arriving in Skagway on Monday nights. Alaska Marine Lines / Lynden Transport are capable of shipping a wide variety of materials, equipment, and freight. Prices vary by weight, size, and type of material shipped.

DOCK SIZE: 120' L x 34" W x 26' H

OPEN STORAGE: 100,000 sq. ft.

COVERED STORAGE: 2,000 sq. ft. in a 40' x 50' metal building.

CARGO CAPABILITY: Pass-Pass

REMARKS: 100 ton GVW on the dock. There are two large forklifts with 45 ton and 30 ton lifting capacities.

## **Skagway Ore Terminal<sup>11</sup>**

The facility was constructed in 1968 to serve as a warehouse and shipping operation for base metal concentrates exported from the Yukon Territory to international markets. In July 1990 the Alaska Industrial Development & Export Authority (AIDEA) purchased the ore terminal from White Pass Railway with a sub-lease of City property approved by the City. This was to bring stability to Skagway's then year-round major industry; fund essential environmentally efficient renovations to the facility; and open the door to additional economic growth through marketing the facility to other potential users.

The shipping of mineral concentrated occurred intermittently until the spring of 1998, when soft zinc prices closed the mines in the Yukon. The Skagway Ore terminal consists of a 6.7 acre waterfront industrial lot whose primary features include: a 98,000 square foot 16 inch thick concrete floor (the concentrate storage building situated on this floor was demolished in 2003) surrounded by concrete containment walls, office, shop, laboratory, electrical and wash buildings, enclosed materials handling loadout

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<sup>11</sup> Skagway Ore Terminal Fact Sheet – AIDEA, August 2006

conveyors, and a ship loader. The terminal may be reconstructed during the winter of 2006-07 in preparation for copper shipments beginning in the summer of 2007.

### ***Klondike Highway***

Skagway is one of three Southeast Alaska communities that are accessible by road. The State of Alaska owned and maintained Klondike Highway provides tidewater access for the northern highway system to Interior Alaska, Northwest Canada, and the Continental US. The highway which is paved and open year-round, crosses the coastal mountains to meet the Alaska Highway 114 miles away near Whitehorse, Yukon Territory.

The Klondike Highway was designated an “Industrial-Use Highway” (IUH) in 1989 to accommodate the heavy use of the road by oversize/overweight trucks, primarily hauling ore concentrate from the Yukon mines to Skagway’s port. This IUH designation allows for a combination of vehicles, consisting of a truck and one cargo-carrying vehicle or a truck tractor and two cargo-carrying vehicles, whose overall length does not exceed 85 feet. Overweight permits are available from the Alaska Department of Transportation & Public Facilities.

**Table 11: People Driving into Skagway 1998-2003**

<b>Year</b>	<b>Number of People</b>
<b>1998</b>	100,784
<b>1999</b>	92,291
<b>2000</b>	94,925
<b>2001</b>	82,269
<b>2002</b>	87,851
<b>2003</b>	74,750
<b>2004</b>	77,837

Note: 1998-2001 totals are for the months of April through September.

Note: 2002 totals are for the months of May through October (six months).

Note: 2003 & 2004 totals are for the months of May through September (five months).

## UTILITIES

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### **Energy**

Electric power, telephone and internet services are provided by the Alaska Power and Telephone (AP&T) Company, a private utility with 13 full-time, year round employees in Skagway.

### **Electricity**

Power in Skagway and Haines is supplied by the Alaska Power Company (APC) which is a subsidiary of AP&T. Skagway is completely covered by the local electric power grid which runs throughout the townsite, out to 7 mile on Klondike Highway, Liarsville. Long Bay, and out to Dyea.

Power Cost Equalization (PCE) is a program under which the State of Alaska pays a portion of the electric bills for rural residential consumers served by utilities participating in the program. The Commission sets the PCE amount (cents/kWh) applicable to each utility participant's billings. The PCE amount varies according to the utility's rates and its costs of producing electricity. In most cases, the PCE per kWh is the same for all the customers of a utility, but it may vary by rate schedule. Generally, PCE reduces the effective rate per kWh up to 500 kWhs per month per customer.

Power is generated from a series of hydro facilities in Skagway and Haines, which are backed up by diesel generators. Currently hydro plants generate all of the community's power needs. The diesel generators are only run when the hydro plants are being maintained. The table below shows total output generated:

**Table 12: Power Generation Output**

	Hydro (MW)	Diesel (MW)
<b>Dewey Lakes</b>	0.94	
<b>Goat Lake</b>	4.00	
		2.50
<b>Kasidaya<sup>1</sup></b>	3.00	
<b>Haines</b>		3.50
<b>Lutak</b>	0.35	
<b>TOTAL</b>	<b>8.32</b>	<b>6.00</b>

<sup>1</sup> – Not yet operational: completion scheduled for late 2007.

Currently, the proposed Kasidaya Creek Hydro Project has received funding and was issued a FERC license in 2002. The project is to be completed by the end of 2007. It will

be a 3.0 MW facility and once this plant comes on line it will boost the total peak power capacity to 14.3 MW. The communities of Skagway and Haines are joined by a 13 mile submarine cable inter-tie allowing two-way movement of power between them. This cable's carrying capacity is over and above the projected power generation for the near future.

Electrical demand in Skagway varies from a peak of about 2.2 MW in the summer to a low of 500KW during the winter. The grid is currently sufficient to meet the predicted energy demand for the next 10 years. The largest commercial users of electric power in Skagway are the City of Skagway, White Pass and Yukon Route railroad, Skagway School District, and the National Park Service.

**Table 13: Power Rates - October 2006**

Schedule	Electric Rate (per kWh)		Energy Rate (per kWh)	Customer Charge (per month/meter)
A-1 Residential & Small Business	\$0.1243		\$0.0743	\$11.86
	Electric Rate (per kWh)	Demand Rate (per kWh)		
A-2 Bulk Power	\$0.0901	\$6.59	\$0.0743	\$80.46
A-3 Rates for Large Customers	\$0.0828	\$5.42	\$0.0743	\$134.10

Source: Alaska Power Company

### **Petroleum Fuels**

Electric energy is supplemented by propane and heating oil. There are three operators who supply propane and heating oil in Skagway. Many homes use heating oil because of the expense of electric power. There is no natural gas or other piped energy source in Skagway.

**Table 14: Fuel Prices - September 2006**

Fuel Type	\$/Gallon	No. of Outlets
Regular	3.68	2
Super	3.92	2
Diesel	3.84	2
Heating Oil No. 1	3.27	1
Heating Oil No. 2	3.18	1
Aviation 100LL	4.48	1
Propane	3.00	1

Gasoline, diesel, and aviation fuels are barged in to Skagway twice a month and stored at the Petro Marine Services facility which has a 4.6 million gallon petroleum product storage capacity. A wide range of fuels such as aviation, automotive, heating and marine diesels are available year round. The Skagway Plant also carries the complete line of Chevron lubricants, FPPF and Power Service additives, Interstate Batteries, sorbents and oil spill response products. This facility is the main distribution outlet for bulk fuels transferred into the Yukon Territory via North 60 Petro LTD. of Whitehorse YT.

There is currently one gas station in Skagway serving regular, super, and diesel fuels. There is also one commercial Cardlock filling station operated by Petro Marine Services.

## ***Telecommunications***

### **Telephone**

Local telephone service is provided by the Alaska Telephone Company (ATC) a subsidiary of Alaska Power & Telephone Company (AP&T). AP&T LD and ATT Alascom provide long distance service. AP&T LD has 300 trunk lines out of Skagway and a capacity of well over 20,000 calls per day. Skagway is linked via microwave between Haines and Lena Point (Juneau) and from there by cable to destinations beyond.

Telephone Rates are:<sup>12</sup>

Residential: \$15.20 Residential line charge + tolls and taxes per month

Business: \$22.50 Business line charge + tolls and taxes per month

**Cellular telephone service** is provided by Cellular One and Alaska Communications Systems (ACS). Both have differing programs and it is best to contact them for specific details.

Cellular One: [www.celloneusa.com](http://www.celloneusa.com)

ACS: Lori Barnhart-Blood at [lori.barnhart@acsalaska.com](mailto:lori.barnhart@acsalaska.com) or 907-463-8920

[www.acsalaska.com](http://www.acsalaska.com)

### **Internet**

APTAlaska.Net is a full service internet provider and is a division of Alaska Telephone Company.

Basic Dial-Up Internet Access (56K, V.90) Includes:

Unlimited Access – No Hourly or LD Charges

Unlimited toll free technical support

20 Email Accounts (20MB for each account)

Email Features (POP, IMAP, SSL, Spam Filtering, Web Mail, Virus Scanning)

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<sup>12</sup> Alaska Power & Telephone Company - as of October 2006

10MB of Web Storage Space  
 Usenet News Groups  
 Low user to modem ratios  
 Cost is \$25.00 a month  
 Setup Fee for \$10.00  
 Login Name Change for \$10.00  
 Additional Web Storage (per MB) for \$1.00 a month  
 Static IP Address (per address) for \$10.00 a month  
 Email Only Account (per account) for \$5.00 a month

DSL Account Pricing: (Home)

Upload/Download	Data Transfer/month (GB)	Price/Month (\$)
64K/64K	2	29.95
128K/128K	2	49.95
256K/256K	3	69.95
384K/384	4	89.95
512K/512	5	109.95

DSL Account Pricing: (Business)

Upload/Download	Data Transfer/month (GB)	Price/Month (\$)
64K/64K	2	49.95
128K/128K	3	69.95
256K/256K	4	89.95
384K/384	5	109.95
512K/512	6	129.95
512K/512	12	249.95
512K/512	24	469.95

Includes a dial-up account, 20 email accounts, 10MB web space, and technical support. There is a throughput cap for the flat rate price with an overage fee of \$30 per GB.

DSL Account Additions:

Data Transfer Overage is \$30.00 (per GB)  
 Login Name Change for \$10.00  
 Additional Web Storage (per MB) for \$1.00 a month  
 Static IP Address (per address) for \$10.00 a month  
 Email Only Account (per account) for \$5.00 a month

Both Home and Business accounts are charged the following fees and have the same account features:

Setup Fee (paid in full) for \$99.00 (Currently Waived)  
 Setup Fee (monthly) for \$8.25 a month (Currently Waived)  
 NIC (ISA & PCI) for \$25.00

AP&T have established three Wi-Fi Hotspots in Skagway, two of which are operational year round. They include the small boat harbor, Haven Café, and the Skagway Bazaar. Rates for access are:

<u>Time</u>	<u>Speed</u>	<u>Capacity</u>	<u>Price</u>
1 Hour	256K/256K	40MB Limit	\$2.95
1 Day	256K/256K	0.4GB Limit	\$6.95
3 Days	256K/256K	0.8GB Limit	\$14.95
1 Week	256K/256K	1GB Limit	\$29.95
1 Month	128K/128K	2GB Limit	\$39.95
1 Month	256K/256K	3GB Limit	\$59.95
1 Month	384K/384K	4GB Limit	\$79.95
1 Month	512K/512K	5GB Limit	\$99.95

Starband Satellite internet service is also available

1. **Residential** costs include equipment: \$499 to \$699 depending on the length of contract. Monthly fee: \$50 to \$70 depending on length of contract.
2. **Home Office** costs include equipment: \$499 to \$799  
Monthly fee: \$110 to \$130 depending on length of contract
3. **Small Business** costs include equipment: \$599 to \$899  
Monthly fee: \$140 to \$160 depending on length of contract.

Alaska Communications Systems (ACS) also provides broadband internet service and their service packages and rate information can be found at [www.acsalaska.com](http://www.acsalaska.com)

## ***Solid Waste***

Skagway's vastly fluctuating seasonal economy requires that the community's sanitation systems must be capable of meeting the considerable summer population increase (approximately 1,000,000 visitors). The community of 880 people generates approximately 8 tons of garbage per week during the winter and 8 tons of garbage per day in the summer. This requires a disposal system that will work efficiently and effectively at all times of the year. The City decided to move forward with an incinerator in 1996 to best address the expanding demand on its municipal solid waste facilities.

Skagway provides a curb-side pick-up service year round for businesses and residences in the townsite area. All other areas are responsible for disposing of their own trash. During the winter there is a weekly pickup in the downtown business district while in the summer it is expanded to three times a week. Residential pick-up is on a weekly basis year round.

Skagway also provides a limited in recycling program. The Public Works shop on the corner of 5th and Alaska St. accepts aluminum, glass, and tin cans. The tin and aluminum is shipped out and sold while the glass is crushed locally and used to cover the ashfill. Cardboard is collected at the incinerator then baled and transported to Haines for composting.

There is a scrap metal barge that visits Skagway approximately once every 12-24 months and ships the scrap to Washington State. Scrap metal such as lawn mowers, white goods, bicycles, and vehicles are collected and stored at the incinerator until the barge comes to town. There is a Household Hazardous Waste Collection once a year and the van makes the rounds of Southeast Alaskan communities collecting all sorts of hazardous wastes. This is then transported by barge or ferry to Washington State for disposal. The City also has a used battery collection building (in the Staging Area) which was made possible through a grant secured by the Skagway Traditional Council.

The City recently purchased a multi-material primary reducer (a larger shredder with a maximum capacity of 7 tons per hour) which will lead to cost savings and increased efficiencies in how Skagway handles its solid waste in the future. This will facilitate the disposal of burn piles, landscaping materials, scrap metal, white goods, railroad ties, and construction debris.

## **Incinerator**

The incinerator and ashfill are located 6 miles north of Skagway on the Klondike Highway away from any built up areas. The City selected a (Thermal) Waste Oxidizer by Eco-Waste Solutions Inc. of Burlington, Ontario to dispose of its solid waste in the mid-1990's due to the practical long-term benefits over opening another landfill. The incinerator is capable of burning up to eight (8) tons of waste per day with virtually no air emissions. While the incinerator is located close to town, it is distant enough to reduce the potential negative impacts from airborne pollutants or noise.

The unit and facility is equipped as follows:

- 2 primary (waste) chambers;
- 1 secondary (afterburner) chamber;
- 1 exhaust stack;
- 1 operator control system for minimal labor and automatic operation;
- 1 building (3-levels), fuel and water storage tanks, fence/gate; and
- 1 ash disposal cell, lined geomembrane with leachate collection system.

One complete combustion cycle burning 8 tons of garbage takes approximately 24 hours. At the end of 24 hours, the ash is cool enough to remove from the unit. The original volume of waste is reduced by over 90% and the remaining products are sterilized ash, metals and glass suitable for recycling. This unit complies with state and federal air quality, water quality, and solid waste standards. Regular ash and leachate monitoring have shown compliance with standards.

The ash disposal facility is lined with 60 mil HDPE which is installed over a woven geotextile fabric cushion on a 4-inch layer of sand. The initial disposal area was sized to accommodate approximately 11 years of ash. Thus far, the amount of ash delivered to the site indicates that the original 11-year life span will be exceeded.

## **Water**

### **Water Supply**

Skagway's drinking water supply consists of 3 deep wells located on 15<sup>th</sup> Avenue between Main Street and the airport. Water is pumped directly into the distribution system without treatment. The water source received a final determination as true groundwater, not under the influence of surface waters from the Alaska Dept. of Environmental Conservation (ADEC) in 1999. Total production capability of all 3 wells combined is approximately 1,300 gallons per minute (1.9 million gallons per day if pumped continuously). Water storage consists of 2 redwood tanks on the hillside with a combined capacity of 300,000 gallons. For residential use and sales of water to ships, supply and storage appear to be adequate with room for some increased residential demand.

Consumption varies greatly between the summer and winter seasons. In July the amount of water being pumped ranges between 600,000 and 890,000 gallons per day, while in January it ranges between 220,000 and 571,000 gallons per day<sup>13</sup>.

Skagway's water source and distribution system is routinely maintained and tested by the City of Skagway Water Department. Drinking water in Skagway is of a very high quality with only one contaminant violation according to the 2003 annual water quality report. In July 2003, a routine total coliform sample tested positive. Four repeat samples were taken, and one again tested positive. Again, four more samples were taken and all four tested negative. Because coliforms were found in more samples than allowed, a State violation was recorded. The source of the contamination was found to be naturally present in the environment.

There are some issues with the water system that should be addressed. Existing water pressure in the north end of town is not stable, dropping to such levels as to create a nuisance as well as potential for contamination from any cross connections that may exist. Also, the current configuration for the water system is unable to provide for expansion north beyond the Skagway Bridge. No residential supply or fire protection can be supported by the system to those property owners, as it exists. Finally, overall fire fighting ability is limited by volumes produced and storage. According to Fire Department personnel if a downtown fire were underway 3,000 gallons per minute could easily be drawn from the system. This would cause a depletion rate at the tanks of 2,300 GPM. Were this to occur during a busy summer day when tank levels were nearing 50% the water tanks would be empty within 2 hours if absolutely no other water were being used.

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<sup>13</sup> City of Skagway Comprehensive Plan, 1999

The City has received a \$400,000 federal earmark to construct a new well and water booster station. In July 2005 a bid was awarded for the design work of the fourth well and booster station to remedy pressure problems experienced by some of the residences in the north end of town. This additional well will assist in keeping the storage tanks full during the high demand periods in the summer. These peak periods are due to cruise ships filling their holding tanks and as the water level drops in the storage tanks the pressure in town also drops. Construction is expected to be completed by September 2007.

## **Wastewater Treatment**

Skagway's wastewater treatment plant is designed to operate efficiently at a maximum flow capacity of 630,000 gallons per day: in 2000 the Average Daily Flow was 329,700 gallons. When these levels are infrequently exceeded it is generally attributed to excessive rainfall or snow melt flowing into the collection system, and is normally short term. Ongoing rehabilitation of the collection system has reduced the frequency of those events as well as reduced the annual average daily flows. The treatment facility is capable of efficiently handling the hydraulic loads placed on it for the foreseeable future. The wastewater collection system is capable of conveying much larger hydraulic loads than are currently realized and with proper maintenance should provide for a certain amount of expansion into the future. Skagway is currently operating under a 301(h) waiver and is only required to provide primary treatment. As solids loading is increased it may be necessary to expand the clarification process to meet the 30% removal requirements of the discharge permit.

The City received notice (2006) from the EPA stating that it had violated its discharge permit and was fined. The City in turn was required to upgrade the treatment plant to ensure compliance with its discharge permit. The City is currently in the process of installing a new clarifier and a new chlorinator to further treat the sewage before it is discharged. These upgrades will decrease Biological Oxygen Demand (BOD)<sup>14</sup> and coliform<sup>15</sup> amounts and will bring the facility back into compliance with the City's permit.

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<sup>14</sup> BOD is one of the most common measures of pollutant organic material in water. BOD indicates the amount of putrescible organic matter present in water. Therefore, a low BOD is an indicator of good quality water, while a high BOD indicates polluted water.

<sup>15</sup> The presence of fecal coliform bacteria in aquatic environments indicates that the water has been contaminated with the fecal material of man or other animals.

## TRANSPORTATION

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Skagway's compact size makes it easy to get around and many people choose to walk and/or bike year round. Those choosing to drive have a very short commute. People living within the township can reach their destination by car in less than 5 minutes. The longest commute is reserved for those living in Dyea (*Die-ee*). Dyea is 9 miles from downtown Skagway and the drive can take up to 20 minutes depending on road conditions.

### ***Buses and Taxis***

Skagway has a public transit system, Skagway Municipal and Regional Transit (S.M.A.R.T. Bus). The shuttle provides service in May – September, 7 days a week from 7:00am to 9:00pm. From October – April, on call service is available from 8:00am to 5:00pm.

There are currently no taxi companies operating in Skagway.

The Alaska Direct Bus Line provides year-around service between Fairbanks, Anchorage, Whitehorse YT, Haines, and Skagway; also provides service between Tok and Dawson City YT, in the summer. Summer service on the Fairbanks/Anchorage/Whitehorse routes is normally three times a week; winter service is normally twice a week, with adjustments for periods of severe weather.

### ***Ferries***

The Alaska Marine Highway System (AMHS) uses 6 passenger/vehicle ferries to serve Skagway. Ferry frequency varies during summer and winter months. In summer there can be up to one ferry per day including visits by the M/V Fairweather fast ferry, and in the winter the schedule can drop to around 3 visits per week. The AMHS Ferry service can be used to travel throughout southeast Alaska and can be taken south to Prince Rupert BC or to Bellingham WA.

The MV Fairweather fast ferry is based in Auke Bay, Juneau and serves Skagway, Haines and Sitka. Both the standard and the fast ferries have the capacity to transport vehicles and freight on trailers. The standard ferry ride to Haines takes about 1 hour, if traveling to Juneau the ferry ride will take about 6 hours. The MV Fairweather fast ferry can reach Juneau in less than 3 hours.

A one-way adult ticket between Skagway and:

- Haines - \$30.00;
- Juneau - \$48.00;
- Ketchikan – \$142.00
- Prince Rupert B.C. – \$184.00
- Bellingham WA - \$352.00.

*Fares current as of September 2006.*

Fares for vehicles up to 19 feet between Skagway and:

- Haines - \$47.00;
- Juneau - \$108.00,
- Ketchikan – \$364.00
- Prince Rupert B.C. – \$474.00
- Bellingham WA - \$946.00

*Fares current as of August 2006.*

Additional fees are charged for cabins, bicycles, and other walk on items.

Most ferry vessels have forward facing observation lounges, solariums, gift shops, cabins, and information programs. All vessels serving Skagway offer meal and beverage service and most offer a cocktail lounge.

During the summer tourist months Chilkat Cruises & Tours operates three high-speed catamarans between Skagway and Haines up to 26 crossings each day. Travel time is around 35 minutes and the cost for an adult round trip in 2007 will be \$53.00. Also in the summer Alaska Fjordlines Inc. operates a daily fast speed catamaran one-day tour to Juneau for \$149.

### **Air Carriers**

Three private air carriers, Skagway Air Service, Wings of Alaska, and LAB Flying Service, offer regularly scheduled daily flights between Skagway, Juneau and Haines, as well as sightseeing, freight, and charter services. Skagway Air Service additionally has regularly scheduled daily flights to Gustavus (Glacier Bay National Park) in the summer (May -September) which cost \$130 one-way and \$250 round-trip.

The number of passengers has declined since the highs of the nineties but is showing signs of rebound. The volume of cargo and mail transiting Skagway by air continues to grow, especially during the bust summer season. Measured by emplanements, Skagway was the one of the ten busiest airports in Alaska in 1997.

Flying time from Skagway to Haines is approximately 15 minutes.  
 Flying time from Skagway to Juneau is approximately 45 minutes.

**Table 15: Adult Fares & Flights from Skagway to Haines and Juneau**

Airlines	One Way (\$)		Round Trip (\$)		Frequency
	HNS	JNU	HNS	JNU	
<b>Skagway Air Service</b>	50	100	85	185	3-6 daily
<b>Wings of Alaska</b>	50	100	100	200	3-4 daily
<b>LAB Flying Service</b>	65	125	120	220	3-5 daily

Fares current as of October 2006

# **CIVIC INSTITUTIONS**

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## ***Local Government***

The City of Skagway was the first incorporated city in the State of Alaska: incorporated on June 28, 1900. The mayor and members of the council are elected at large by a direct vote of the voters of the city.

The mayor serves a 2-year term. The mayor serves as the presiding officer at meetings, is not a voting member, but may vote in the case of a tie. The mayor has veto powers. The Mayor holds office hours at City Hall on Monday's, Wednesday's and Friday's from 1:00 - 3:00 p.m.

The Council is elected at large and each of the 6 members serves a 3-year term. Council members don't hold regular office hours at City Hall but can be reached at their homes or offices.

The City Council meets in Council Chambers at 7:00 p.m. on the first and third Thursday of each month.

There are no term limits.

The Standing Council Committees are as follows and meet as is necessary:

- Civic Affairs
- Finance
- Health, Education & Welfare
- Parks & Recreation
- Public Safety
- Public Works

The Mayor and City Council preside over a City Manager who is responsible for the daily operations, personnel, and budget of the City. The administrative staff at City Hall includes a Municipal Clerk, Treasurer, Administrative Assistant/Deputy Clerk, Building Code Enforcement Officer, and a Receptionist/Billing Clerk.

## **City Departments**

The City has 10 departments with approximately 40 year round employees.

The Departments within the City structure include:

- Administration
- Police
- Fire and Emergency Services
- Dahl Memorial Clinic
- Public Works

- Recreation Center
- Skagway Public Library
- Skagway City Museum
- Ports and Harbor
- Convention and Visitor Bureau

## **Boards & Commissions**

The City of Skagway has several Boards and Commissions.

The Historic District Commission is comprised of 7 voting members: 1 member from the National Park Service, and 6 members at large; 4 of whom must be historic district business or property owners. Each member serves a 3 year term. These positions are appointed by the Mayor and confirmed by the City Council.

The Historic District Commission reviews all plans for the construction, alteration, repair, moving, or demolition of structures in the Historic District with consideration given to:

1. The historical or architectural value and significance of the structure and its relationship to the historic value of the surrounding area;
2. The general compatibility of exterior design, arrangement, texture and materials proposed to be used; and
3. Any other factor, including aesthetic, which it deems pertinent.

The Planning & Zoning Commission is comprised of 5 voting members nominated by the Mayor and confirmed by the City Council. Each member serves a 3 year term. P&Z has a broad range of duties and includes: monitoring zoning regulations including: variances and conditional use permitting; the comprehensive plan; platting; and the Skagway Coastal Management Plan.

Other Commissions/Committees established by Code:

- Convention & Visitors Bureau
- Dahl Memorial Clinic Board
- Dyea Community Advisory Board
- Library Board
- Museum Board
- Port & Harbor Advisory Board
- Recreation Center Advisory Board

Other committees established by the Mayor are as follows:

- Fish Hatchery Oversight Committee
- North Lynn Canal Transportation Committee
- Senior Citizen Task Committee

**Table 16: Skagway Voter Turnout Statistics 1999-2006**

<b>Date</b>	<b>Registered Voters</b>	<b>Local Turnout %</b>	<b>National Turnout %</b>	<b>Type of Election</b>
November 2006	934	41	37	General – Mid Term
October 2006	919	37		Local - Regular
October 2005	887	59		Local - Regular
December 2004	924	33		Local - Special
November 2004	905	45	60	General
October 2004	899	62		Local - Regular
October 2003	879	39		Local - Regular
November 2002	909	36	40	General – Mid Term
October 2002	906	45		Local - Regular
October 2001	924	58		Local - Regular
November 2000	876	42	54	General
October 2000	866	32		Local - Regular
August 2000	857	46		Local - Special

Source: City of Skagway, Alaska Division of Elections, United States Election Project

## ***Civic Organizations***

Skagway has numerous civic organizations designed to improve the quality of life within the community. Ranging from childcare to eldercare, the people of Skagway are very generous when it comes to supporting community members and organizations. A 2003 survey by the Chronicle of Philanthropy showed that the Skagway Census Area was the second most giving in the state of Alaska, with 17.5% of discretionary income going to charitable causes. The Skagway business community also makes significant charitable donations throughout the year. The community holds multiple fundraising events for various causes including fundraisers to assist with community members' emergency medical expenses.

### Charitable Organizations:

- American Legion Post #7
- American Legion Post #7 Auxiliary
  
- Fraternal Order of Eagles #25
- Eagles #25 Auxiliary
  
- Benevolent Order of Elks #431
- Emblem Club #111
  
- Masons, White Pass Lodge #1
- Eastern Star, Naomi Chapter #9

Community Groups:

- Big Brothers Big Sisters
- Breast Cancer Awareness Fund
- Fine Arts Council
- Firefighters Association
- Klondike Stampeders Association
- Paws & Claws Animal Shelter
- SDC-Community Development Services
- Skagway Bird Club
- Skagway Chamber of Commerce
- Skagway Child Care Council
- Skagway Development Corporation
- Skagway Food Bank
- Skagway Railroaders Association
- Skagway Senior Center
- Taiya Inlet Watershed Council

## PUBLIC SAFETY

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### ***Police Department***

The City of Skagway Police Department provides local police protection. Police personnel consist of a full-time Police Chief, 3 full-time year round officers, and 2 full-time seasonal officers (May-Sept). Dispatch services are currently 24 hours per day during the summer months (May-September), and 18 hours per day during the rest of the year. Currently, Dispatch Center personnel consist of one full time Clerk/Dispatcher, one full time Lead Dispatcher and one full time Dispatcher. The winter night-time 911 is channeled directly to the police officer on duty. There are five police vehicles, four of which are 4x4 SUV's.

The police department is housed in a 2,000 square foot building located at First and State Streets in downtown Skagway. The department has two holding cells, a large office with three workstations, a booking office, an office for the police chief, a multi-purpose room, and a garage. The design of the station also incorporates risk management techniques, such as video cameras in the holding cells and booking area with monitors in the main office and booking area and the ability to drive a vehicle into the building thereby reducing public contact with suspects if necessary.

The Police Department purchased two police patrol bikes and instigated a seasonal bike patrol during the 2005 summer tourist season. This bike patrol replaced the officer who patrolled the downtown area by foot. There will be two bike patrol officers trained and the area of patrol will be widened beyond the downtown area to include the three main cruise ship docks, ferry terminal, and small boat harbor. The department believes that community and visitor relations have been substantially improved as officers utilizing bikes are more easily approached by community members due to their unique uniform and transportation.

**Table 17: Summary of Police Activity 2001-2005<sup>16</sup>**

	2005	2004	2003	2002	2001	5 Year Average
<b>Arrests</b>	46	61	30	40	58	<b>47.0</b>
<b>U/21 with Alcohol</b>	6	6	6	11	23	<b>10.4</b>
<b>Traffic Accidents</b>	37	29	29	22	30	<b>29.4</b>
<b>DUI</b>	8	17	9	11	16	<b>12.2</b>
<b>Traffic Citations</b>	154	176	218	536	412	<b>299.2</b>
<b>Calls Received</b>	4,156	6,359	7,612	13,131	9,495	<b>8,151</b>

With over 1,000,000 visitors a season, the Skagway Police Department is quite busy during the summer months. Many incidents requiring police personnel are tourist related

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<sup>16</sup> Skagway Police Department – 2003, 2004, and 2005 Annual Reports

injuries, inquiries about lost property, and calls to downtown businesses. Occasionally police respond to major incidents involving vehicular or airplane accidents. Despite the large number of visitors and the influx of seasonal workers, crime in Skagway is virtually non-existent. The Skagway-Hoonah-Angoon 2000 Census Crime reports 0 total crimes reported for the census area: obviously this is untrue but it does indicate the level of crime in the area. Skagway is a place where you can safely walk the streets any time of day. Overall, residents feel safe year round but the winter months truly allow residents to relax even further. During the winter, most residents leave their vehicles running while they run into the grocery store or post office, and very few residents lock the doors to their homes. Children are free to play or bike outside with little concern for criminal interference. This low crime rate is a significant factor in the high quality of life for year-round and seasonal residents.

## ***Fire Department***

The Skagway Volunteer Fire Department provides responses to emergencies such as:

- Fire Suppression
  - Residential and commercial properties
  - Ship board fire fighting
  - Wildland fire response
  
- Emergency Medical Services
  - Basic Life Support (BLS)
  - Advanced Life Support (ALS) depending on personnel availability
  - Medevac air and ground transportation
  
- Search and Rescue Incidents
  - Swift water rescue
  - Avalanche
  - Wilderness
  - High-angle response

The Fire Department supports and initiates community education programs such as fire and accident prevention, CPR and First Aid training.

The Fire Department is staffed with a full-time fire chief, 1 full-time responder/administrative assistant, 1 part-time support technician/fire safety inspector, and 1 part-time maintenance technician/responder. All paid fire department personnel are EMT responders. The majority of personnel are volunteers: up to 40 during the summer and up to 25 during the winter.

There have been discussions to increase the fire service capabilities out in the Long Bay and Dyea areas, especially now with the upcoming development of 900 acres over the next few years. Eventually there may be a small fire department sub-station located

in the area but for the immediate future the City is looking at installing seasonal 10,000 gallon water tanks to expedite pumper truck re-filling. In 2007 two of these tanks will be installed closer to town servicing those residences on the first two miles of the Dyea Road. This should result in lower ISO ratings for those along the Dyea Road with a corresponding reduction in their insurance premiums.

## **Fire Department Vehicle & Equipment Inventory**

### EMS Apparatus

1996 Freightliner

1980 Chevy

2005 Ford F-450 Northstar

### Fire Apparatus

#### Fire Pumpers

- 2002 Pierce Air Foam System 2000 gpm
- 1986 GMC 1000 gpm pump
- 1978 La France 1250 gpm pump

1990 GMC Fire Tanker – 1750 gallon capacity with a 500 gpm pump

1996 Brush Truck with pump

1997 GMC Jimmy – Command vehicle

★A new engine to replace the 1978 La France will be ordered in 2007.

### Search and Rescue

2002 Mini-Rescue Truck – 5 passenger capacity

2006 34 ft Munsen Rescue Boat

## QUALITY OF LIFE

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### ***Health Care Facilities***

#### **Dahl Memorial Clinic**

The Clinic is city owned and operated although it contracts management services with Bartlett Regional Hospital in Juneau. Skagway is classified as a medically underserved community, and is found in EMS Region 3A in the Southeast Alaska Region.

Services include:

- routine family health care
- emergency room care
- urgent care
- X-ray
- laboratory services
- dispensary

#### Staffing

The clinic is staffed by experienced mid-level providers –Nurse Practitioners and/or Physician’s Assistants. There are currently two Advanced Nurse Practitioners and two Medical Assistants.

A Medical Director from Juneau oversees all aspects of health care delivery.

The Clinic Administrator is responsible for administrative operations and management. There is also two full-time administrative staff a billing clerk and a receptionist.

Several itinerant physicians visit the clinic on a regular basis and appointments can be made by contacting the clinic. These physicians include:

- A general preactioner (MD/ER)
- Pediatrician
- Internist
- Dentist
- Ophthalmologist

The mammogram mobile van makes visits to Skagway on a biannual basis.

The nearest available hospitals are in Juneau and Whitehorse. These cities also provide a broad range of medical and dental services equal to that of any comparable sized community.

The City of Skagway is currently working with the Denali Commission to plan, design, and construct a new clinic facility. The current clinic building was built by the City approximately 35 years ago and is now in poor condition and can no longer effectively meet the health care needs of the community. This new clinic is designed to be a

modern, state of the art facility with telemedicine and digital radiography capabilities. The new clinic will be over 11,000 sq. feet dwarfing the current facility at 4,500 square feet. The new clinic is scheduled to be completed by the end of 2008.

The Denali Commission fully funds (100%) the first two phases of a new health facility – the Conceptual Phase and the Design Phase (of which the clinic is now). If approved, Skagway will get a 50% match for the construction phase. Livingston Slone, Inc., an architectural firm, recently finished their cost estimate of the proposed building, with a one year escalation for inflation. They are estimating the construction costs to be \$8.0 million – with Skagway’s share to be approximately \$4.0 million.

The six residential lots donated by Wells Fargo for the new clinic will be used as part of the City’s matching monies for this project. The clinic is currently determining the additional costs of furnishing and equipping this larger facility and these are in addition to the construction costs. There are additional funds available through the Denali Commission and private foundations for some of these other costs.

## **Other Services**

- Public Health Nurse  
The State of Alaska offers public health nurses to communities throughout Alaska. The goal of the program is to provide professional public health nursing services to Alaskans, particularly very young children, medically under-served pregnant women and the elderly in a manner that maintains their dignity, promotes their self-reliance and cultural integrity in order to enable individuals, families, and communities to be healthy and productive. The Public Health Nurse visits Skagway on a regular basis. They offer a wide variety of free services. Visit the state’s website at: <http://www.hss.state.ak.us/DPH/nursing/services.htm>
- Lynn Canal Counseling is a non-profit organization delivering counseling services to the Upper Lynn Canal. LCC has an onsite counselor in the clinic who provides services such as: mental health assessments; individual, group, and family counseling; substance abuse evaluations and counseling; crisis intervention; psychiatric evaluations; medication management; mental health consultation; and community education.
- Bartlett Regional Hospital’s Mammogram Unit visits Skagway twice a year. Call the clinic to schedule an appointment. Thanks to the local Eagles Auxiliary, monies are available to women who need help paying for mammograms.

## **Bartlett Regional Hospital**

The Bartlett Regional Hospital (BRH) is located 90 miles south of Skagway in Juneau. BRH is one of two main healthcare providers in Southeast Alaska. Healthcare services at Bartlett include:

Cardiac/Pulmonary Rehabilitation  
Critical Care Unit  
Diagnostic Imaging  
Emergency  
Health Information Management  
Industrial Rehabilitation  
Infection Control  
Infusion and Chemotherapy  
Juneau Recovery Hospital  
Laboratory  
Medical / Surgical Unit  
Physical Rehabilitation In-patient  
Mental Health Unit  
Nutrition Services  
Obstetrics Unit  
Physical Rehabilitation Services: Physical, Occupational, and Speech Therapies  
Patient Education  
Pharmacy  
Respiratory Therapy  
Same Day Care Unit  
Sleep Lab  
Social Work Services  
Surgical Services

BRH has recently completed a major construction project which includes a new addition with the following improvements:

- Expanded the overall hospital bed capacity by 12 beds
- Transformed the present semi-private patient rooms throughout the hospital so each patient has a private room with its own shower and toilet facilities.
- Provided five private Labor-Delivery-Recovery-Postpartum Rooms (LDRPs) that will allow new mothers to stay in the same room from their arrival in the hospital through discharge. Each LDRP will have a private bath/shower/Jacuzzi combination. In addition, the rooms will be large enough to accommodate "rooming in" by spouses or significant others
- Increased the Critical Care Unit from four to eight beds. The renovation will improve CCU rooms to allow for patient family members to remain in a room with a loved one.
- Expanded the Emergency and Radiology departments' waiting areas, and provided for a new Pediatric waiting area in the Emergency Department
- Improved traffic flow patterns between departments. The project will group similar departments in the same area. In addition, some Radiology services have been grouped to form a "Women's Diagnostic Health Center."
- Expanded the Mental Health Unit by six beds to meet current community and regional demands for mental health services.

- Provided space for a Hemodialysis Unit which allows these services to be provided locally.
- Improved the hospital's Pharmacy, including pharmacy security.

## **Southeast Alaska Regional Health Consortium (SEARHC)**

SEARHC provides high quality health services in partnership with Native people. SEARHC has succeeded in building a network of health care services spanning prevention, education, and outpatient clinics to inpatient hospital services throughout 18 Native communities in Southeast Alaska, including Skagway. The tribal governing body in each community selects the board's representatives.

### Mt. Edgecumbe Hospital (Sitka)

Although the emphasis is on family medicine, the hospital medical staff also includes physicians specializing in pediatrics, OB/GYN, anesthesiology, radiology, and internal medicine. Hospital services include full service dental, optometry, and mental health clinics.

### Juneau Medical & Dental Clinic

The Juneau Clinic is one of the largest ambulatory care facilities in Alaska. This facility includes: a full service dental clinic; radiology department (including mammography), laboratory, and pharmacy. The clinic offers regular ENT, pediatric, orthopedic and other specialty clinics.

### Community Clinics

In addition to the major medical facilities in Sitka and Juneau, SEARHC operates smaller physician-staffed clinics including one in Haines (12 miles from Skagway).

### Community Health Services

Sitka is also the headquarters of SEARHC Community Health Services (CHS), which operates community-based health programs in the small towns and villages of Southeast Alaska. Among these programs are Community Health Aides, Community Family Service Workers, Environmental Health, Emergency Medical Services, and Health Promotion.

## **Health Profile**

Skagway health issues are similar to those throughout the state of Alaska. The following tables show the causes of mortality between 1990 and 1999 in the Skagway-Hoonah-Angoon CA, Southeast Alaska, Alaska, and the US.

**Table 18: Deaths 1990-1999 Skagway-Hoonah Census Area**

Rates per 100,000, Age Adjusted to US 2000 Population

	Skagway-Angoon-Hoonah		Southeast Region Health Area	
	Deaths*	Rate	Deaths*	Rate
All Causes	<b>163</b>	<b>731</b>	<b>3,467</b>	<b>853.8</b>
Cancer	<b>32</b>	<b>148.1</b>	<b>819</b>	<b>197.3</b>
Lung Cancer	<b>11</b>		<b>247</b>	<b>58.8</b>
Diseases of the Heart	<b>49</b>	<b>264.6</b>	<b>794</b>	<b>220.5</b>
Coronary Heart Disease (Ischemic)	<b>33</b>	<b>165.4</b>	<b>562</b>	<b>151.8</b>
Cerebrovascular Disease (Stroke)	<b>10</b>		<b>194</b>	<b>66</b>
Chronic Lower Respiratory Disease	<b>5</b>		<b>148</b>	<b>45</b>
Diabetes	<b>4</b>		<b>85</b>	<b>26</b>
Homicide	<b>3</b>		<b>27</b>	<b>11</b>
Suicide	<b>3</b>		<b>119</b>	<b>22</b>
Teen Suicides ***	<b>0</b>		<b>11</b>	
Unintentional Injuries	<b>18</b>		<b>394</b>	<b>64</b>
Motor Vehicle Accidents**	<b>3</b>		<b>77</b>	<b>18</b>

Source: Alaska Bureau Vital Statistics, National Center for Health Statistics

**Notes:**

\*Data for years 1998 and before were modified for comparability with data after 1998, using comparability ratios of ICD-10 cause of death coding (used after 1998) and ICD-9 cause of death coding (used 1998 and before).

\*\*Includes snowmobile, ATV and other off-road vehicle accidents.

\*\*\*Teen suicide rate is the number of suicides by teens ages 15-19 per 100,000 teens ages 15-19 (age-specific rate)

*Age-adjusted rates are per 100,000 population, adjusted to the 2000 U.S. standard million population.*

*Rates based on fewer than 20 deaths are not statistically reliable and are not reported.*

**Table 19: Deaths 1990-1999 Southeast/Alaska/USA**

Rates per 100,000, Age Adjusted to US 2000 population

	Southeast Health Area		Alaska Totals		US 1999
	Deaths*	Rate	Deaths*	Rate	Rate
All Causes	3,467	854	24,643	910	882
Cancer	819	197	5,759	211	203
Lung Cancer	247	59	1,699	61	56
Diseases of the Heart	794	221	5,131	232	268
Coronary Heart Disease (Ischemic)	562	152	3,624	156	196
Cerebrovascular Disease (Stroke)	194	66	1,342	72	62
Chronic Lower Respiratory Disease	148	45	1,102	51	46
Diabetes	85	26	597	25	25
Homicide	27	11	498	8	6
Suicide	119	22	1,248	22	11
Teen Suicides ***	11	*	160	38	8
Unintentional Injuries	394	64	3,194	62	36
Motor Vehicle Accidents**	77	18	1,015	18	16

Source: Alaska Bureau Vital Statistics, National Center for Health Statistics

**Notes:**

\*Data for years 1998 and before were modified for comparability with data after 1998,

\*\*Includes snowmobile, ATV and other off-road vehicle accidents.

\*\*\*Teen suicide rate is the number of suicides by teens ages 15-19 per 100,000 teens ages 15-19 (age-specific rate)

*Age-adjusted rates are per 100,000 population, adjusted to the 2000 U.S. standard million population.**Rates based on fewer than 20 deaths are not statistically reliable and are not reported.*

For females in Skagway the two leading causes of mortality are diseases of the heart, and Malignant Neoplasms (cancer) respectively. For males, the two leading causes of mortality are diseases of the heart, and unintentional injuries respectively. Furthermore, Skagway residents face all of the behavioral risk factors that effect health throughout Alaska. According to *Alaska Health Profiles Online* ([www.hss.state.ak.us/dph/profiles/southeast/default.htm](http://www.hss.state.ak.us/dph/profiles/southeast/default.htm)) the major behavior risk factors affecting health in Southeast Alaska are: Acute (binge) Drinking, Chronic Drinking, Overweight, High Blood Pressure, and Smoking.

The rural location of the Skagway-Hoonah-Angoon census area creates issues for prenatal care. Skagway residents may receive some care at the local clinic, but have to travel to Juneau for full care and delivery. As a result, the percentage of women receiving adequate prenatal care is a very low 34.8%, with 66.5% receiving prenatal care in the first trimester. However, low birth weight rates account for less than 1.0% of all births. Additionally, the infant mortality rate for the Skagway CA is less than 1 per 1000: significantly lower than the national average of 7 per 1000.

The numbers of young teen (15-17) and teen (15-19) births are low compared to Alaska and the U.S.

**Table 20: 1999 Young Teen & Teen Birth Rates<sup>17</sup>**

<b>Area/Age</b>	<b>15-17</b>	<b>15-19</b>
<b>Skagway CA</b>	<1	<1
<b>Southeast</b>	18	33
<b>Alaska</b>	27	48
<b>US</b>	29	50

Sources: Alaska Bureau of Vital Statistics, National Center for Health Statistics

Skagway organizations help promote healthy living and well being throughout the year. The Alaska Health Fair, sponsored by the Skagway Recreation Center, Dahl Memorial Clinic, and the Fire Department is held biennially in April. Furthermore, the recreation center offers a variety of weight and cardiac equipment, and multiple exercise classes throughout the year. In addition, the Fran Delisle Breast Cancer Awareness Fund offers subsidized yearly mammogram and prostrate screening. Testing is available for any current resident. The Fund provides residents, both male and female, with financial assistance for cancer related testing and treatment.

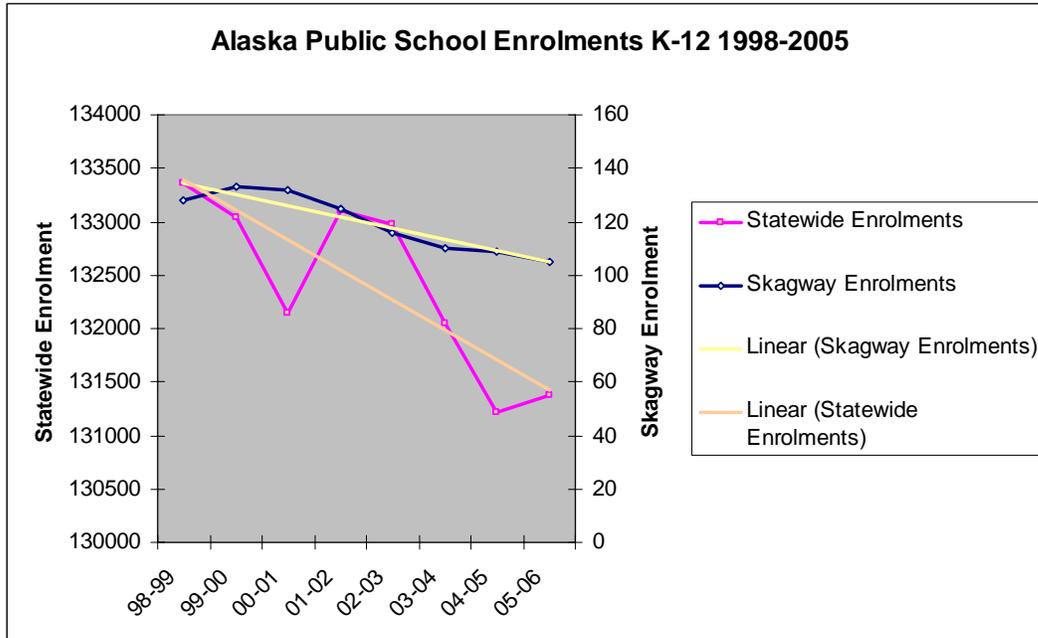
## ***Education***

### **Skagway City School**

The Skagway City School is a public school, and is the only school in Skagway. The school houses grades K-12 as well as pre-school for 3 and 4 year olds. Enrollment for 2004-05 was 109 plus 13 pre-school students. Enrolments are showing a downward trend which is mirroring statewide reductions in enrolments. This is mostly likely due to the national trend of families having fewer children and of a general trend of rural families moving to urban areas. There are 12 certified K-12 teachers and three teacher's aides which represents a student to teacher ratio of 9:1. The students are 92% White and 6% American Indian, and 2% other ethnicities. In the 2004-2005 school year, school spending per student is approximately \$12,825 and includes, State and City contributions, grants, and other project funding sources.

<sup>17</sup> Rates are per 100,000; US Year 2000 standard population.

**Figure 4: Alaska Public School Enrolments 1998-2005**



Source: Dept. of Education & Early Development, "Report Card to the Public": 1998 to 2005

No Child Left Behind – Adequate Yearly Progress (AYP) Report

The Skagway School District has been a highly rated district in the State of Alaska for several years. In fact the 2002-2003 and 2003-2004 AYP results put Skagway in the number one position throughout the state. The district's AYP results, for Grades 3 through 10, demonstrate the district's commitment to providing the highest quality education possible for the children of Skagway.

**Table 21: AYP Results 2002-2005**

School Year	Participation %	Language Skills % Proficient	Mathematics % Proficient
<b>2002-2003</b>	95.7	92	88
<b>2003-2004</b>	98.5	91	87
<b>2004-2005</b>	95.6	92	76
<b>2005-2006</b>	98.2	90	81

According to the 2000 Census for the Skagway-Hoonah-Angoon Census Area (CA): 11.5 % of students were attending colleges or graduate schools.

The 2000 Census also showed that Skagway's residents over 25 years of age are generally well educated:

- 26.1 % - Graduating high school;
- 35.6% - Some college, no degree;
- 3.4% - Associate Degree;
- 18.1% - Bachelor's degrees;
- 6.9% - Graduate or professional degrees;
- 90.1% - High school graduate or higher.

## **University of Alaska**

The University of Alaska Southeast is a growing regional university with the main campus located in Juneau and extended campuses in Sitka and Ketchikan. Each campus of the University of Alaska Southeast, and the communities in which they're situated, offers learning experiences and outside-the-classroom opportunities that are totally unique.

The University of Alaska Southeast Juneau campus (90 miles from Skagway) is the scholastic home to about 700 full-time and 2,000 part-time students. It offers a variety of degree and certificate programs including Masters and Bachelors degrees. All degree programs, and especially programs in public administration and business administration, take advantage of the campus' location in the state capital. Small classes, personal attention and interaction with faculty, a dynamic location and real educational value are all key components of a UAS education.

## **The Skagway Library**

The Skagway Public Library, serving an area of 880 residents, has a collection of 13,200 books and periodicals; in addition, there are 176 CDs, records, cassettes and other audio materials, as well as 920 video items, such as DVDs and VHS tapes. Internet terminals are available for use by the general public. Staffing consists of 2 employees, including one fully accredited librarian, plus volunteers. Annual expenditures on the library collection total \$11,500. Patrons make 25,000 visits annually, and check out materials 13,200 times. Twenty-two percent (22%) of all check-outs are children's materials.

## **School Hatchery Program**

The City of Skagway in cooperation with the Skagway School District has operated a small fish hatchery on Pullen Creek since 1979. A Skagway elementary teacher directs the operations of the hatchery and school students learn the science of aquaculture as part of a marine biology curriculum. The Jerry Myers Fish Hatchery has recently partnered with the Alaska Dept. of Fish & Game, City of Skagway, and DIPAC in a project to enhance Chinook salmon sport fishing opportunities in the Skagway harbor and Pullen Creek. Staffing was most recently funded through a Carl Perkins Grant. Due

to cuts in the City's FY07 budget and the current lack of student interest, the school hatchery program will be put on hold for the foreseeable future.

## **Arts & Culture**

Skagway's pre-gold rush history is becoming a more overt part of the community's persona. This is a direct result of greater emphasis being placed on its teaching by the Skagway Traditional Council and the National Park Service. As more becomes known it will be as vital as the community's gold rush history.

Gold rush history is a vital aspect of the Skagway community. The Historic District Commission diligently maintains strict appearance requirements for buildings in the historic district, retaining the town's "historic gold rush" feel. The McCabe Building has a rich and varied history beginning as a girl's school and currently houses City Hall. A two year restoration project saw this building finished in time for the City's Centennial celebrations in 2000. The Skagway Museum and Archives were moved into the first floor, and the city offices, council chambers, and the state court into the second.

One of the most unique buildings in Skagway is the Artic Brotherhood Hall. Located on Broadway and unmistakable with its driftwood façade it is often cited as Alaska's most photographed building. The building's façade underwent a major restoration which was completed in May 2005. The restoration included removing most of the 8,800 pieces of driftwood, cleaning and repairing them before they were replaced; Many pieces of the building's architectural details have been lost over the years and all efforts were made to reconstruct them using old photographs as guides.

Skagway is fortunate to have several museums with various collections including:

Skagway Museum and Archives (in the McCabe Building)  
Klondike Gold Rush National Historic Park  
Skagway Sculpture Garden  
Corrington Museum of Alaskan History

While Skagway is a small community, the residents are very supportive of artistic ventures resulting in a wide range of artistic opportunities. Many artists make their home here and find a readily accessible market for their art during the summer tourist season. The Haven Café, a local coffee shop, displays various local artists' work year round. More information regarding the many artists and crafts people who live in Skagway can be found at [www.skagwaydevelopment.org/madeinskagway.html](http://www.skagwaydevelopment.org/madeinskagway.html). Additionally, poetry and music nights, visiting musicians, fashion shows, folk festivals, Yuletide Weekend, and a host of other events make for a busy year round social calendar. Additionally, the Skagway Museum and Archives host various Alaskan and Skagway artists year round. A complete and updated list of Skagway events is available at the Skagway Convention & Visitors Bureau web site: [www.skagway.com](http://www.skagway.com)

## **Sports & Recreation**

Skagway is near the start of the historic Chilkoot Trail that follows the path of the stampeders on their way to the Klondike goldfields in Dawson City, Yukon Territory back in 1897-99. While starting in Dyea (9 miles from Skagway) the 33 mile trail ends on the shores of Lake Bennett in British Columbia, Canada. The Chilkoot Trail is administered by the National Park Service and is a unit within the Klondike Gold Rush National Historic Park. This trail is a must for experienced and novice hikers alike; or those looking to trace the Stampeders' route and experience close up the incredible diversity of environments along the way (from coastal rainforest to alpine passes and glaciers). The Klondike National Historic Park was designated an International Historic Park in 1998

In addition to the Chilkoot Trail, Skagway has a wide range of hiking trails with varying difficulty. Most of the trails in Skagway are accessible year round. The best known trails in the immediate Skagway vicinity include: Denver Glacier, Laughton Glacier, Lost Lake, Dewey Lakes Trail System, A.B. Mountain, and Yakutania Point. Within a three hour drive from Skagway there is limitless hiking, canoeing, biking, fishing, and other outdoor recreational activities in the Yukon and British Columbia. During the winter months, skiing, snowshoeing, ice climbing, and snowmobiling opportunities abound around town and nearby on the passes and Canadian side of the border.

In addition to hiking trails, Skagway contains numerous parks within the city. Following is a list of Skagway public parks and attractions:

**Skagway Centennial Park** – 1st and Broadway – Statue of Tlingit Packer, Rotary Snowplow #1, time capsule, monuments, orientation signs, native plants, and a covered waiting area with benches.

**Klondike Gold Rush National Historical Park** - Skagway Historic District – Seven block corridor along historic Broadway Street containing many restored private and park-owned structures used by business.

**National Park Service Visitor Center** - 2nd and Broadway - houses many gold rush exhibits and railroad photos.

**Mascot Saloon** – 3rd and Broadway – an exhibit about city life in 1898

**Moore House** – 5th and Spring Street – homestead of first white settlers William and Bernard Moore.

**Pullen Creek Park** – Located between small boat harbor and the railroad depot. Fishing and picnicking are favorite activities and it is also used to rear salmon to enhance Skagway's salmon population.

**Mollie Walsh Park** – Located on 6th Avenue across from the Eagles Hall – a small playground - great for kids.

**Seven Pastures Ball Park Complex** - 2 softball fields, soccer field, BMX track (in the planning stage), ATV trails and riverside viewing.

Opportunities are plenty for fishing (salmon, grayling, pike, and Dolly Varden), shrimping, hunting (goat, black bear), berry picking (blueberries, salmonberries, raspberries).

For the sports enthusiast, Skagway provides many outlets for recreation. Skagway is graced with excellent sports facilities including a skate park, outdoor ice rink, three softball fields as well as a ¾ sized soccer field. The summer softball league is a favorite pastime among seasonal and year round residents alike. Skagway hosts a 4<sup>th</sup> of July international softball tournament, with teams from Haines, Juneau, and Whitehorse. In turn, Whitehorse hosts a yearly tournament that is heavily attended by Skagway softball players.

In addition to softball, there are several foot and bike relay races throughout the year hosted by Skagway, Whitehorse, and Haines. These include the Klondike Road Relay, Kluane to Chilkat International Bike Relay, and the Yukon River Trails Marathon. These annual events have continued to grow in popularity and participation (both relays have over 1200 participants) and attracting competitors from around the world.

### **Skagway Recreation Center**

The Skagway Recreation Center provides multiple outlets for physical fitness and recreation. The Recreation Center houses a gymnasium with a full sized basketball court that may be used for volleyball, badminton, tennis, and roller blade hockey. In 2003, the Recreation Center opened to the public its new 1700 square foot climbing wall. The Recreation Center also has fully equipped weight and cardio-vascular rooms, a multi purpose room with a kitchen, and a dance/yoga studio. Furthermore, the Recreation Center offers a wide variety of fitness classes including yoga, spinning, step aerobics and more. For kids there is an outdoor skate park, playground, and a basketball court that is converted to an ice skating rink during the winter months. There are also programs designed for children of all ages throughout the year.

Everyone is welcome to use the Recreation Center for a nominal day fee, and longer memberships may be purchased. Class descriptions and times are published by the recreation center, and may be viewed on the Skagway Recreation Center web site ([www.skagwayrecreation.org](http://www.skagwayrecreation.org)). The Skagway Recreation Center is funded by the City of Skagway and up to 40% of its operating costs are recouped through membership fees. The annual user numbers continue to grow and in 2005 the total number was over 15,000 visits. The Recreation Center operates with 2.5 full time equivalent employees and a number of contract laborers and volunteers.

### ***Environmental Organizations***

There are several organizations in Skagway and SE Alaska that promote environmentally friendly practices as well as emergency containment.

In October of 2000, the Skagway Traditional Council initiated the Skagway IGAP Program, which has now developed into the Tribal Environmental Protection Program (TEPP). The goals of the TEPP are: to promote environmental education and collaboration within the boundaries of the Tribe; to serve as a consultation resource for the Tribal Staff and Board of Directors; to cooperate with regional and statewide Tribal

Environmental Programs and help determine the best possible solutions to problems that exist at such scales; and to develop into a community resource that responds to environmental hazards and assists with the coordination of clean up and prevention efforts.

The Taiya Inlet Watershed Council was formed in 2003 and was granted 501(c)(3) tax-exempt status in 2004. The Taiya Inlet Watershed Council is concerned with the health and vitality of Upper Taiya Inlet streams and rivers including the Skagway and Taiya Rivers, Burro Creek, Kasidaya Creek, and Pullen Creek.

Land ownership in these watersheds is a complex mix of private property and public lands administered by the City of Skagway and various state and federal agencies. The main watersheds extend from tidewater to nearly 6,000' elevation, and contain two of the three passes into the Interior in this part of Alaska—the White Pass (2,900') and the Chilkoot Pass (3,525'). Except for the Skagway and Taiya river valleys, most of the land is very steep and mountainous, carved by glaciers and dissected by the Skagway and Taiya Rivers and many streams.

The objectives of the TIWC are:

- To Develop an Effective Citizen's Organization to assist the Skagway community in attaining the knowledge and skills required to balance and sustain a diverse economy within a healthy watershed.
- To Promote Education and Outreach Programs in hydrology, stream ecology, fisheries management, aquatic habitat enhancement, and the science of watershed management to enable the Skagway community to make informed decisions in sustaining healthy watersheds and coastal environments.
- To Encourage Economic and Community Development projects that provide for the community's needs while promoting and sustaining a healthy watershed system.
- To Develop Restoration and Enhancement Projects that support salmon-spawning habitats, salmon runs, and improved water quality within the watershed system which provides economic, recreational, subsistence, and educational benefits to the community.

Southeast Alaska Petroleum Resource Organization (SEAPRO) is Southeast Alaska's Response Action Contractor and Oil Spill Removal Organization. It is a cooperative non-profit corporation serving the needs of various facilities and vessels throughout the Southeast Alaska region. SEAPRO's mission is to provide oil spill response resources to any of its member companies in a spill. The organization's corporate offices are located in Ketchikan, Alaska.

SEAPRO's certifications and expertise include being:

- A Response Action Contractor (RAC) in accordance with the State of Alaska, Selected Oil and Hazardous Substance Pollution Control Statutes and Regulations, Section 18 AAC 75.500
- A State of Alaska Non-Tank Vessel (NTV) Cleanup Contractor.

- Classified by the U.S. Coast Guard as a MM, W1, W2 and W3 Oil Spill Removal Organization (OSRO) for Rivers/Canals for vessels and facilities; and holding
- An Inland classification of MM, W1 and W2 for facilities and vessels. SEAPRO expects to soon receive W3 Inland classification for facilities and vessels.

SEAPRO was established as a cooperative in 1990 as a result of passage of the Oil Pollution Act of 1990. In 1992, SEAPRO was incorporated and established private, non-profit status. As of January 2001, 37 companies that store, transport or transfer petroleum products in Southeast Alaska make up the cooperative's membership.

## **Pollution**

Skagway is lucky to be free of the pollution that plagues many other Alaskan and US communities. The issues that Skagway does face are well under way to being identified and mitigated. Skagway has seen a lot of historic contamination due to its roles as a railroad terminus, silver, lead, and zinc ore terminal, oil pipeline terminus, and as an army supply town during the construction of the Alaska Highway (1942-43).

## **Air**

Overall, the state of Alaska has high air quality with the EPA Air Quality Index Summary Report stating zero (0) unhealthy days in the AQI. Skagway maintains a high level of air quality, receiving a letter grade of "B" in the US Air Quality Grade Book - Alaska Air Pollution Sources. The community's air quality is another aspect that adds to the overall quality of life for Skagway's residents.

In 2004-05 the City of Skagway, Skagway Traditional Council, and the Alaska Department of Environmental Conservation (ADEC) partnered on a yearlong air quality-monitoring project. This project was designed to measure the amount of 2.5 micron particulate matter in Skagway's air. This project's preliminary results show no readings which constitute a concern. There were 11 days with readings over 10 ug/m<sup>3</sup> with the highest value being 44 ug/m<sup>3</sup> (summer of 2004 was the worst fire season on record for AK). The current standard for fine particulate is 65 ug/m<sup>3</sup> although EPA will revise the standard in late September 2006 to around 35 ug/m<sup>3</sup>. The study also found no impact from cruise ships or other summer related activities. This project was instigated because of incidents of smoke from open burns been trapped in the valley by inversion layers which produced situations where people with respiratory ailments would suffer some discomfort. This has been addressed somewhat by a moratorium on the open burning of large piles of brush and construction debris.

## **Land**

Skagway has seen some issues arise around its role as a terminal for lead, silver, and zinc ore concentrate from mines in the Yukon Territory. Much of this contamination was due to the ore being transported in open cars by the railroad. Over the years this ore dust accumulated on the ground etc. and caused some local concern. In 1988, a major effort was made to clean the community of this dust. VECO Alaska Construction Group was contracted to vacuum the town and remove the surface ore residue. The practice of

shipping ore in open cars was discontinued many years ago and was transported in closed containers, either by train or truck, until ore shipments stopped in 1998.

In November 1988 and September 1989 Skagway residents voluntarily participated in blood test programs to measure levels of lead and *erythrocytic protoporphyrin*. The investigation was conducted by the State of Alaska and the Centers for Disease Control with the final report published October, 1989. According to the bulletin released (10/26/1989) by the State of Alaska Epidemiology Department, Skagway residents have much lower lead levels than the U.S. population tested in the survey. Additionally, the community of Skagway does not have a serious health problem from lead. While the risk from exposure to lead ore cannot be said to be zero, the contribution from ore to the body burden of lead among Skagway residents is so low as to constitute no basis for public health concern.

Following are the results of the blood tests conducted in 1988 and 1989:  
Of 48 children tested, none had blood lead levels exceeding 15mg/dl.  
Of 116 adults, only one had a blood lead level higher than 21mg/dl.

Nationally, only 22.1% of the 9,933 persons tested had blood lead levels less than 10mg/dl compared to 78.4% of Skagway residents.  
Nationally, 85% of those tested had blood lead levels less than 20mg/dl compared to 97.4% of Skagway residents.

Skagway is fortunate not to have had any further major contamination of its land surface.

## **Water**

Skagway's contamination issues have been most prominent in its ground and surface waters.

### **1. Groundwater**

The majority of the groundwater contamination has resulted from activities in the past. The most significant being the old tank farm site. This was the site of several fuel storage tanks that formed the terminus of a 110 mile pipeline from tidewater to Whitehorse YT. Over the years leaks and poor monitoring procedures led to fuel contamination of the soil and especially the groundwater.

The tanks were dismantled in the mid-nineties and the land belonging to Russell Metals Inc. was ordered to be remediated and the contaminants removed. The land, approximately 70 acres, was systematically excavated, remediated, and replaced. Currently, a 10 acre holding cell is still being worked while the rest of the land has been replaced. There are 42 wells on this property that are monitoring the groundwater for contaminants. This process is expected to last another 3-5 years, at which time, if the land is given a clean bill of health, 70

acres of prime real estate will be available for residential, commercial, light industrial and industrial activity.

Other sources of groundwater contamination have also been identified and have been addressed. The railroad yards were a source of contaminants, again remediation has been in place for some time and wells are used to monitor the groundwater at the yards.

Skagway's drinking water source is 3 deep wells, with the upper intake depths ranging from 45-60 feet and extending down an additional 30 feet. This water is monitored closely and an annual water quality report is released to the community. The water source is clean and of excellent quality. The ADEC has determined that the water is a true ground water source and therefore no treatment such as filtration or disinfection is required.

The EPA finalized the Ground Water Rule (GWR) in October 2006. The purpose of the rule is to provide for increased protection against microbial pathogens in public water systems that use ground water sources. EPA is particularly concerned about ground water systems that are susceptible to fecal contamination since disease-causing pathogens may be found in fecal contamination.

The GWR will apply to public water systems that serve ground water. The rule also applies to any system that mixes surface and ground water if the ground water is added directly to the distribution system and provided to consumers without treatment.

The risk-targeting strategy incorporated into the rule provides for:

- regular sanitary surveys of public water systems to look for significant deficiencies in key operational areas;
- triggered source water monitoring when a system that does not sufficiently disinfect drinking water identifies a positive sample during its Total Coliform Rule monitoring and assessment monitoring (at the option of the state) targeted at high-risk systems;
- implementation of corrective actions by ground water systems with a significant deficiency or evidence of source water fecal contamination to reduce the risk of contamination; and,
- compliance monitoring for systems that are sufficiently disinfecting drinking water to ensure that the treatment is effective at removing pathogens.

In compliance with the GWR, a source water assessment was conducted for the Skagway water system in October 2004<sup>18</sup>. The water system received a natural susceptibility rating of Very High. This rating is a combination of a susceptibility rating of Very High for the actual wellhead and a High rating for the aquifer from

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<sup>18</sup> *A Hydrological Susceptibility and Vulnerability Assessment for the Skagway Water System, Skagway Alaska.* Alaska Dept. of Environmental Conservation. October 2004.

which the well is drawing water. Combining the natural susceptibility of the well with the contaminant risk, the Skagway water system received an overall vulnerability rating of Very High for bacteria and viruses; High for nitrates and/or nitrites, VOCs, and other organic chemicals; and Medium for heavy metals, and other inorganic chemicals.

As the rule is now just being implemented the City of Skagway is partnering with the Alaska Rural Water Association to develop a water source protection plan which will identify drinking water protection areas to protect Skagway's groundwater capture zones. This plan and the protection areas will be implemented in Skagway by May 1, 2007.

## 2. Surface Water

The two main bodies of water that have issues are the Port of Skagway and Pullen Creek. All other bodies of surface water show no signs of contamination.

“Skagway Harbor and Pullen Creek were on the Section 303(d) [Impaired Water Bodies List] list since 1990 for non-attainment of the Toxic & Other Deleterious Organic and Inorganic Substances standard for metals. No additional information was evaluated by DEC since then. An undated draft report from the U.S. Fish and Wildlife Service titled Trace Metals Contamination at an Ore Loading Facility in Skagway, Alaska indicated that trace metals contamination is due to an ore loading facility in Skagway. Elevated levels of lead, zinc, cadmium, copper, and mercury in marine sediments were found to exceed the values of the control area. Additionally, infauna found in the marine sediments were much reduced and diversity was correlated with the concentration of lead and zinc in the sediment; an adverse effect to the aquatic life designated use.”<sup>19</sup>

Pullen Creek was added to the list without an assessment and based on inference. The Taiya Inlet Watershed Council and the Skagway Traditional Council are currently assessing the creek. This assessment is a collaborated effort to have this stream removed from the list. It is hoped that in the very near future a TMDL<sup>20</sup> for the creek will be determined and the creek monitored for future removal from the list.

## **Noise**

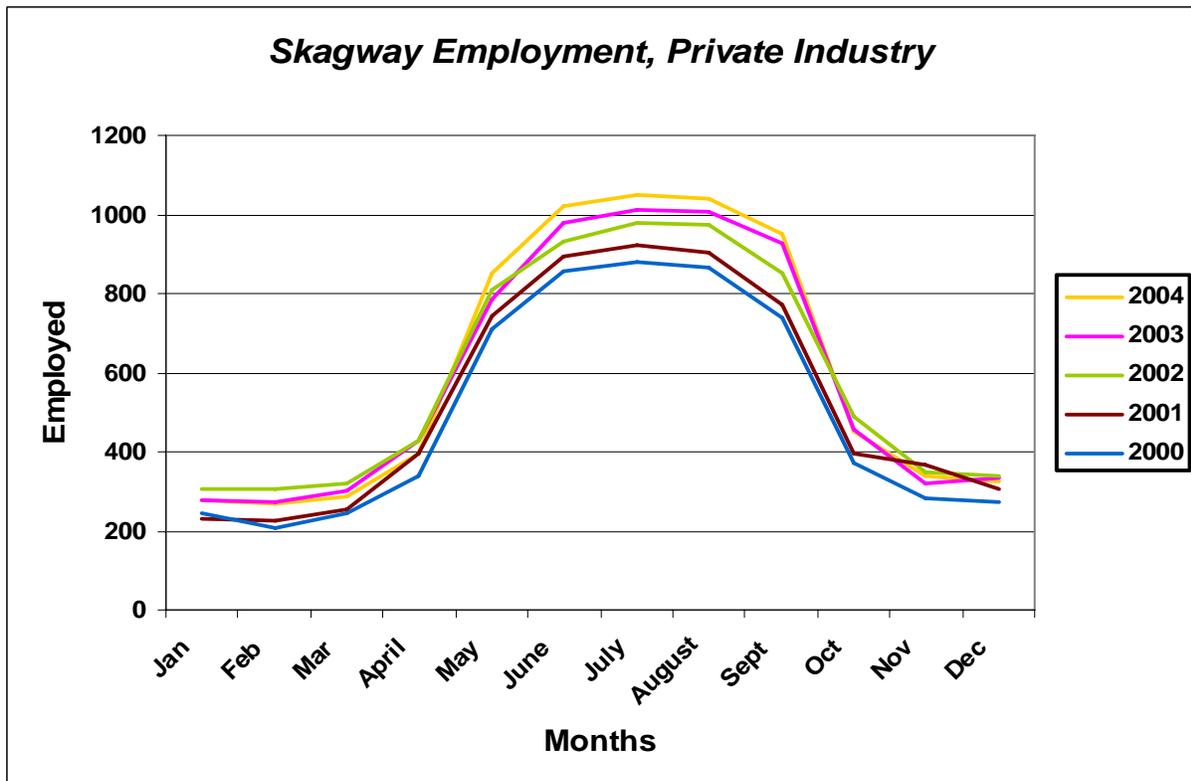
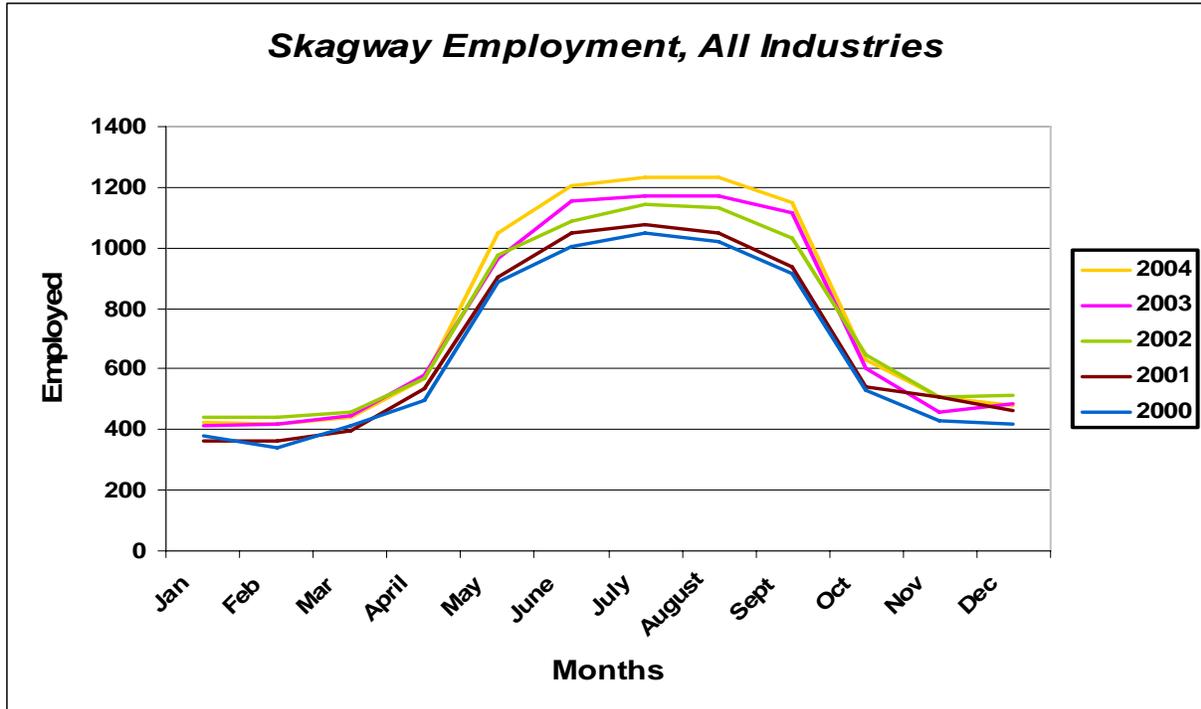
Noise can be an issue from 7:00am to 5:00pm during the summer tourist season (May to September). During this time there may be airplanes, helicopters, buses, vans, other vehicles, cruise ships, and trains all contributing some degree of noise. Although short lived, it represents a marked increase from the winter months when you can hear a pin drop in town. Night-time noise is not an issue at any time of the year.

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<sup>19</sup> Alaska's Final 2002/2003 Integrated Water Quality Monitoring and Assessment Report, December 2003 - ADEC

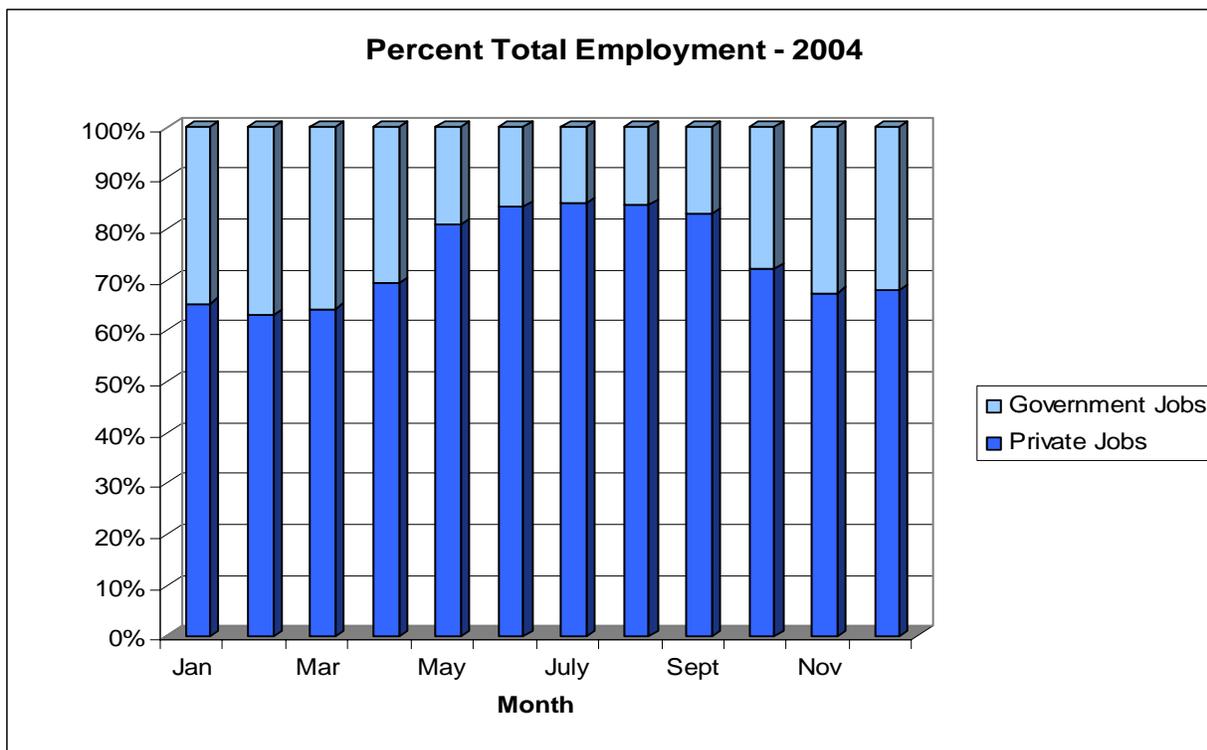
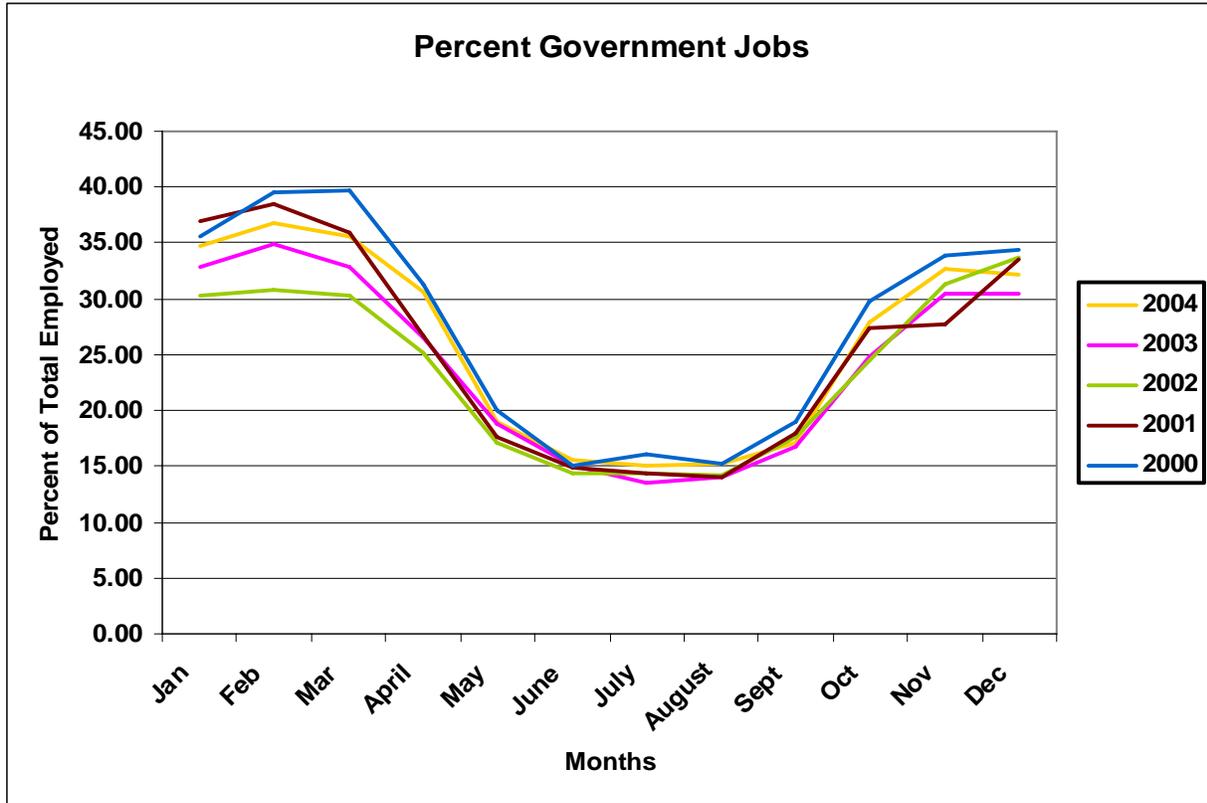
<sup>20</sup> Total Maximum Daily Load

## APPENDIX A Skagway Employment 2000-2004<sup>21</sup>



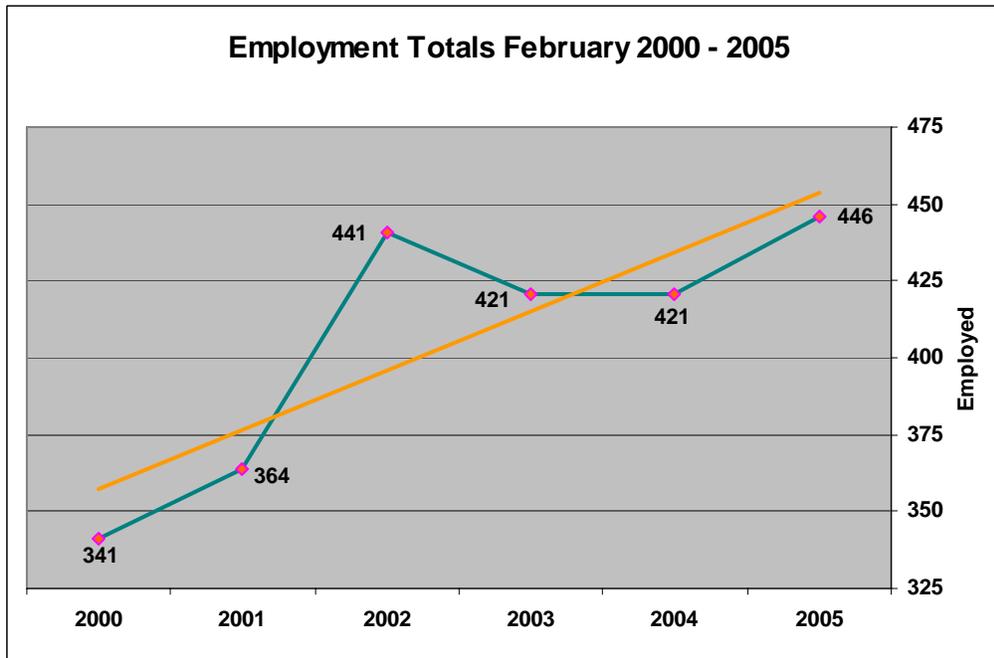
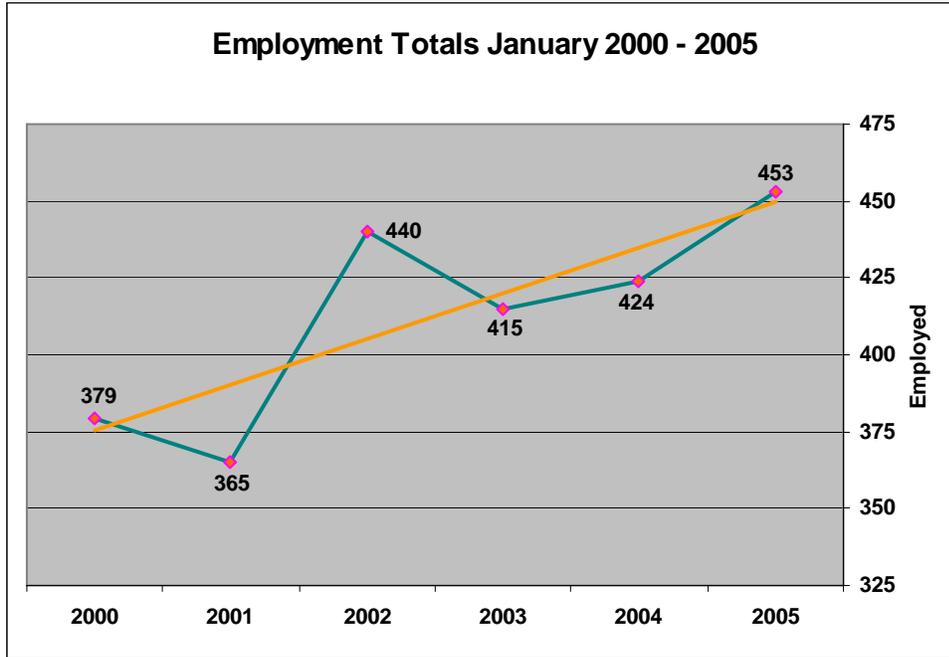
<sup>21</sup> Data Source: Alaska Dept of Labor

**APPENDIX A (cont.)**



## APPENDIX B Skagway Winter Employment 2000-2004<sup>22</sup>

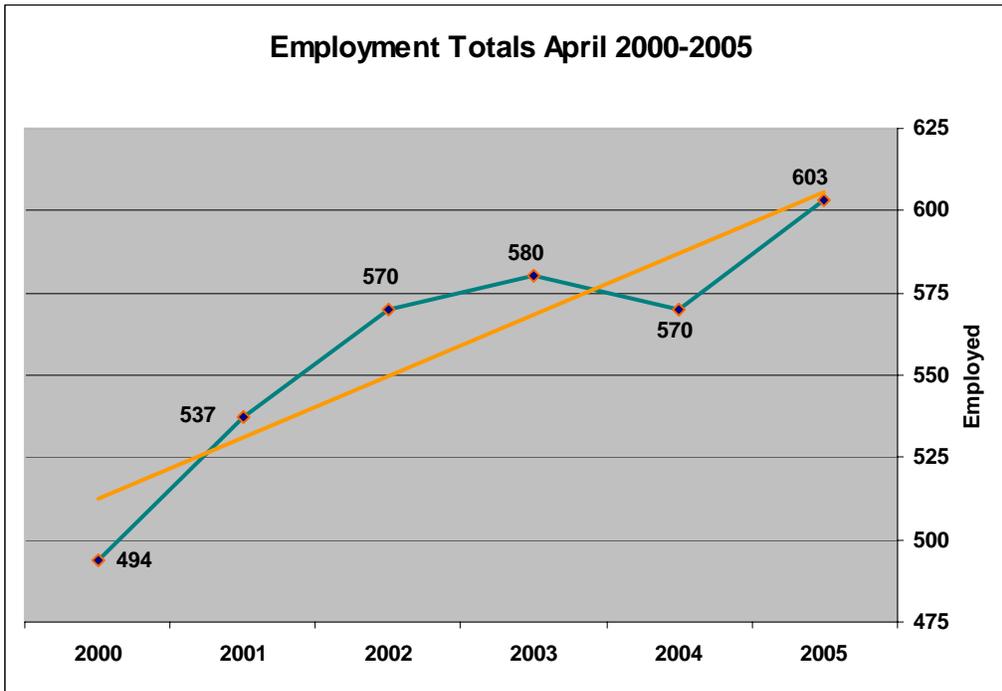
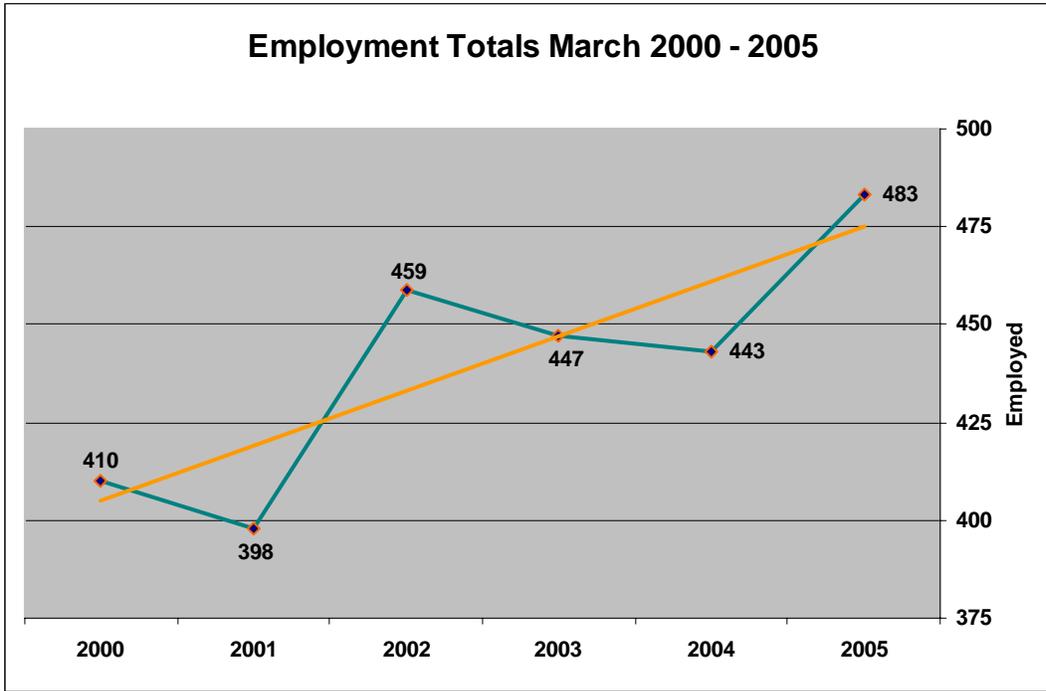
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<sup>22</sup> Data Source: Alaska Dept. of Labor

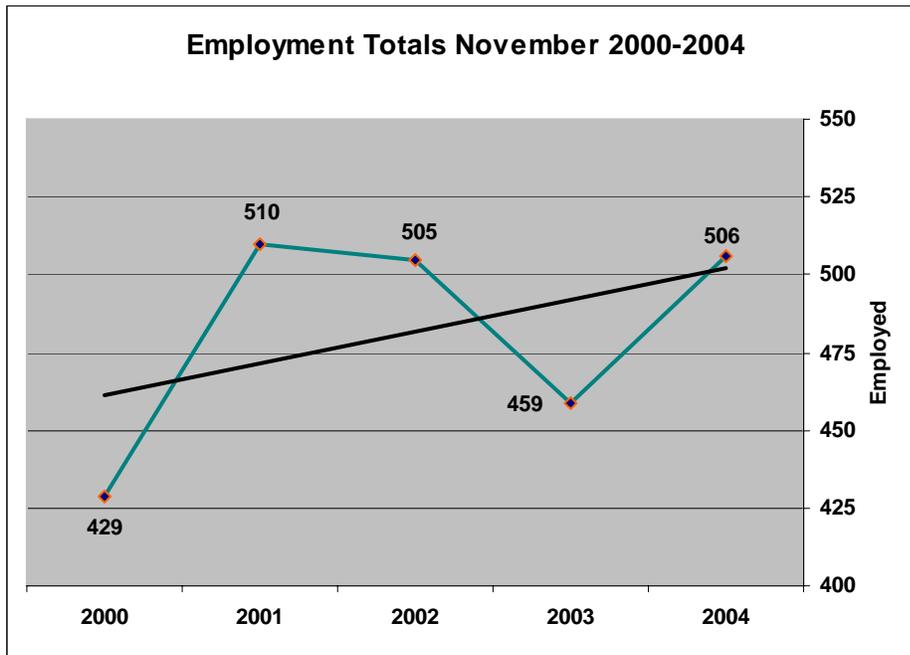
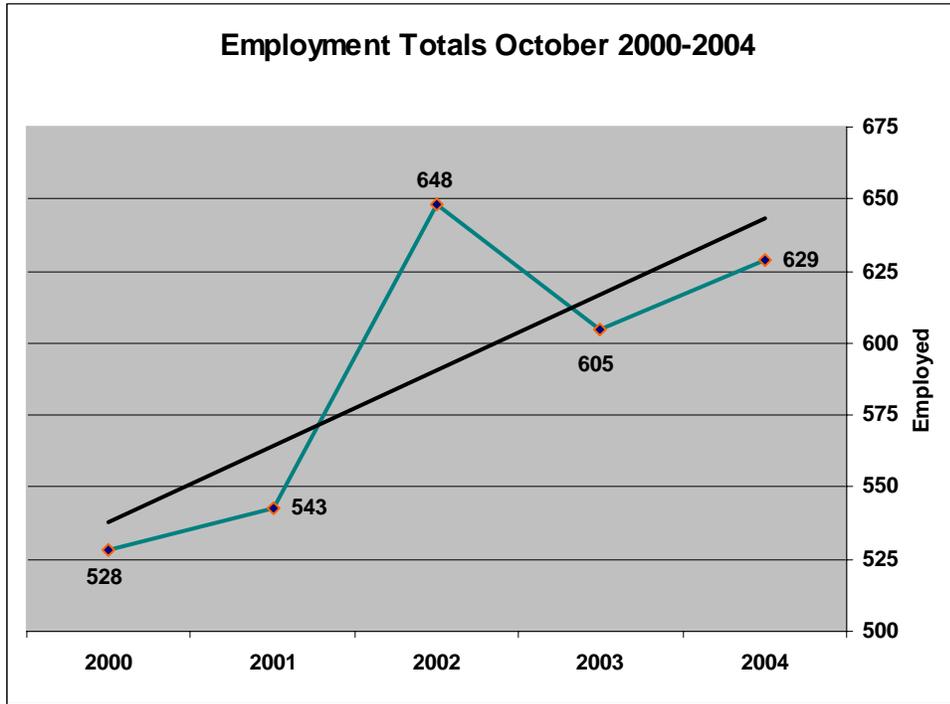
## APPENDIX B (cont.)

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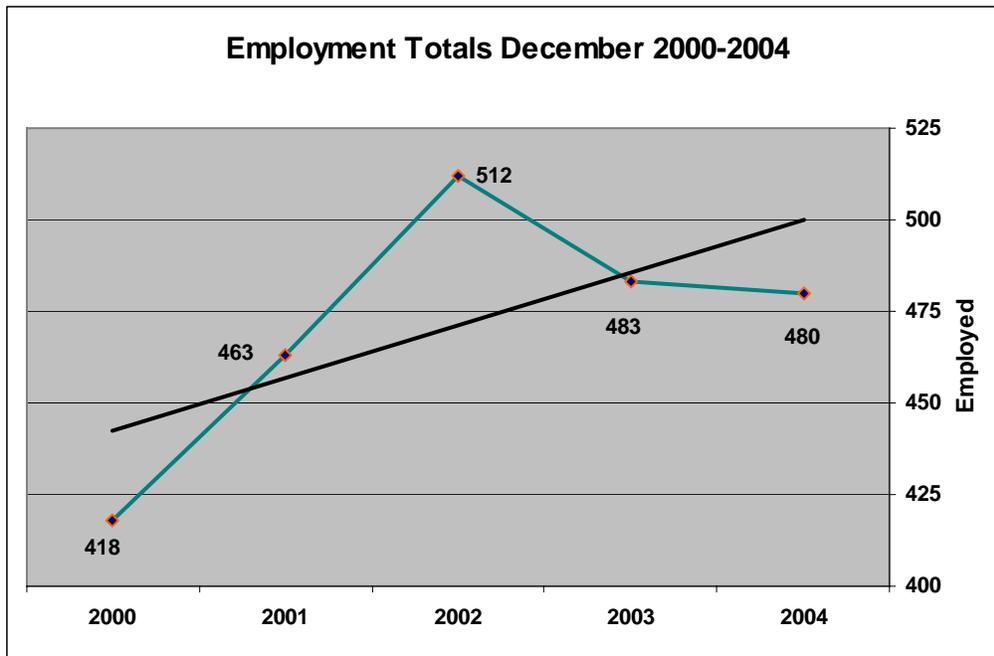
## APPENDIX B (cont.)

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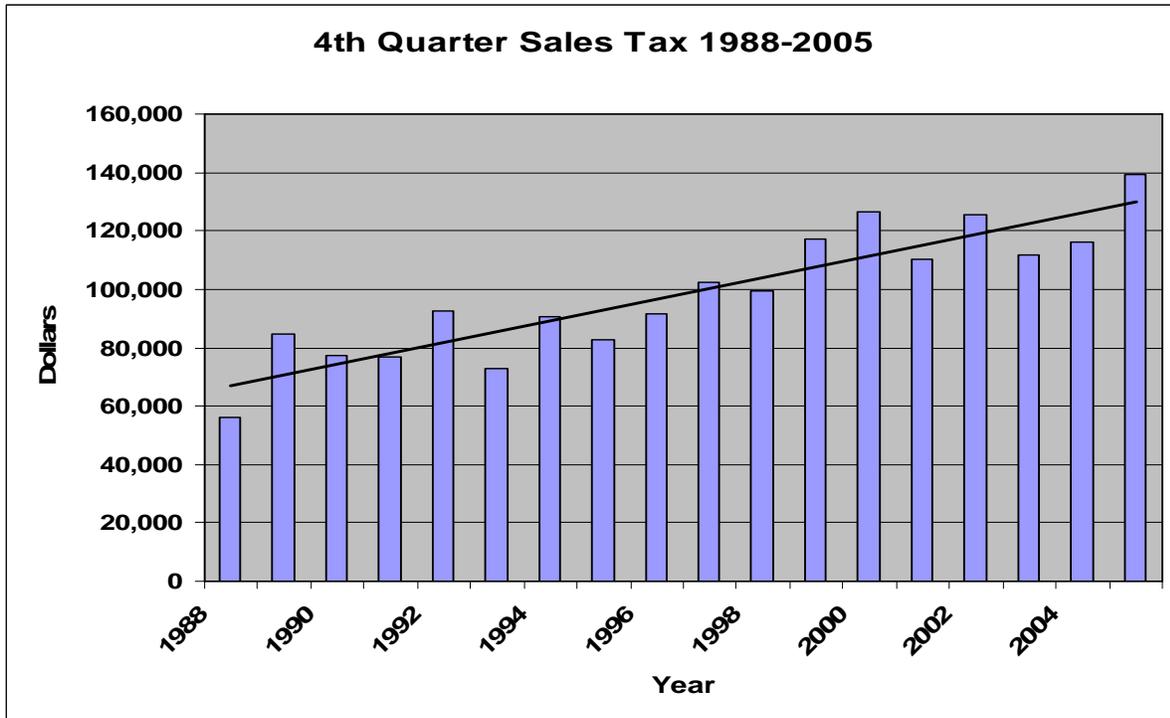
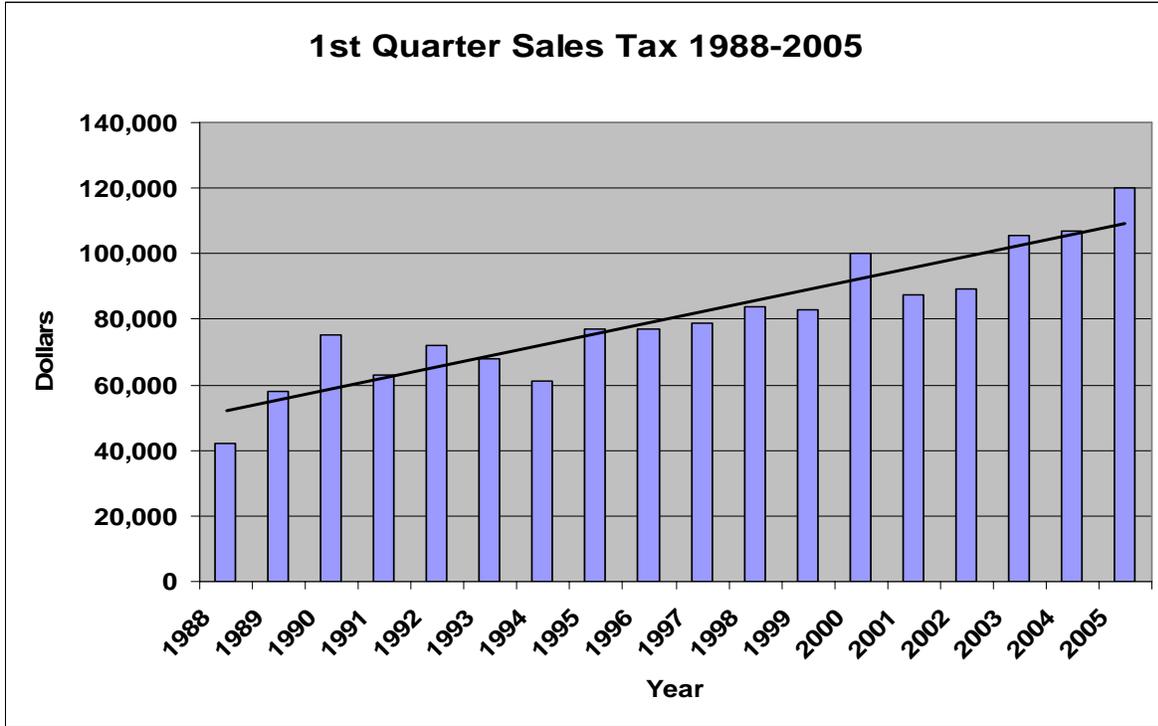
## APPENDIX B (cont.)

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# APPENDIX C

## Skagway Sales Tax Receipts 1<sup>st</sup> & 4<sup>th</sup> Quarters (Winter) 1988-2005<sup>23</sup>

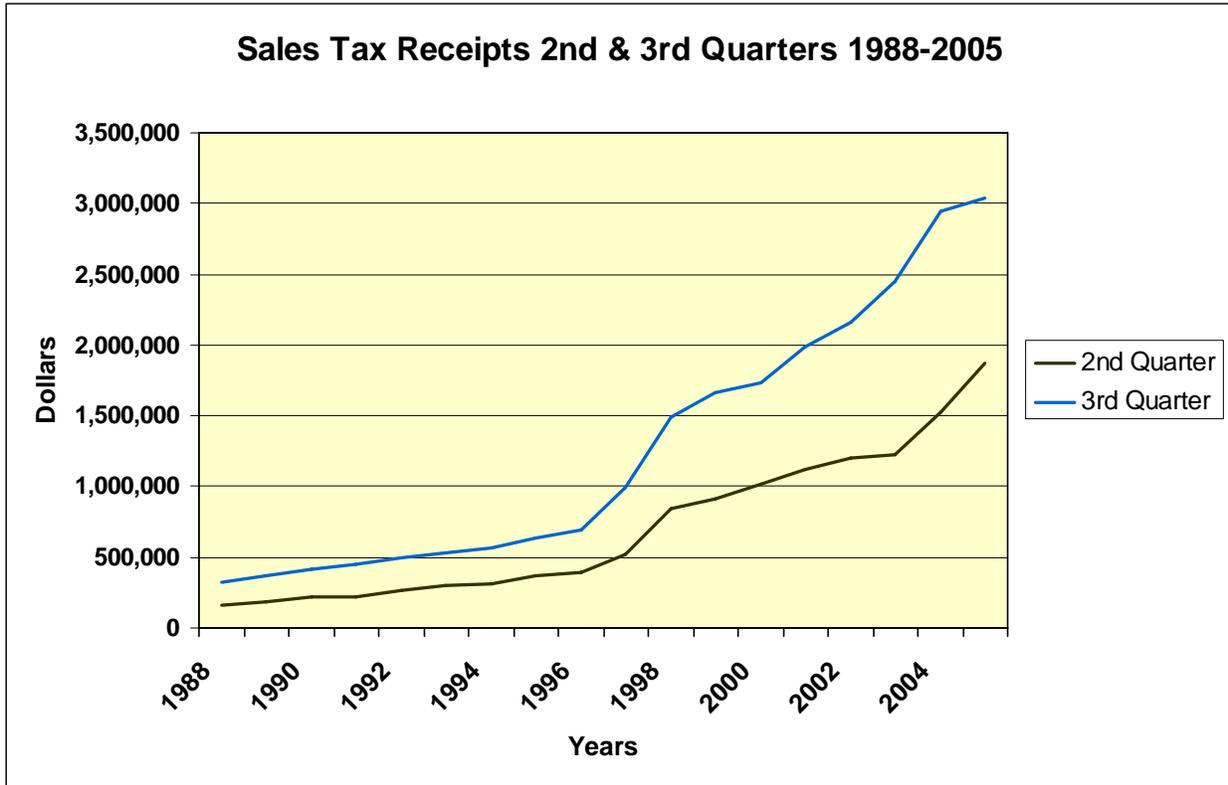


<sup>23</sup> Source: City of Skagway

## APPENDIX D

## Skagway Sales Tax Receipts

2nd & 3rd Quarters (Summer) 1988-2005<sup>24</sup>



<sup>24</sup> Source: City of Skagway