

# Sitka Public Transit-Human Services Transportation Coordinated Plan For 2015 through 2019



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<b><i>SITKA PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATED PLAN</i></b>	

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# Overview

This Five-Year Plan for Coordination of Public and Human Services Transportation for Sitka contains an evaluation of community characteristics, a stakeholder assessment, an inventory of existing transportation services, and a list of goals and priorities. It also provides a description of the unmet transportation needs in the region as determined through various analytical methods such as human service agency and transportation provider interviews, demographic research, local public meetings, and conversations with local stakeholders. This planning effort is the foundation for a series of approaches to address current and projected unmet transportation needs for people with low incomes, older adults, and individuals with disabilities. The intent of this document is to create a guide for local decision-makers as they consider advances in the coordination of transportation resources within Sitka.

This five-year plan meets the requirements for the Federal Transit Administration's (FTA) required local coordinated transportation plan as set forth in the Moving Ahead for Progress in the 21st Century Act (MAP-21) guidelines (aka P.L. 112-141), <https://www.fhwa.dot.gov/map21/>.

Any reader of this plan must know that no agency in Sitka, not the public transit providers, nor any other agency, is funded by a grant to, or required by any laws to implement this plan. This plan discusses possible strategies, and provides the background data and a planned focus for continued work in Sitka on better use of transit and human service agency transportation resources. This plan is not a promise of implementation; it is a source of knowledge and a shared vision of where coordination efforts in Sitka may try to go in the future.

The planning process was undertaken by the Center for Community (CFC) and Sitka Tribe of Alaska, with financial assistance from Alaska Department of Transportation. The three primary transit providers in Sitka (CFC, Sitka Tribe, and SESS-Southeast Senior Services) have other transit plans and work obligations (per funding sources) that fully occupy their current staff resources. The human service agencies in Sitka also have other mandates and goals that occupy their staff. However, as all of these agencies find staffing resources, unmet client needs, or funding opportunities, they can turn to this Plan to guide their shared efforts to improve transportation in Sitka for human service clients as well as the general public.

This is Sitka's third public transit-human services coordinated transportation plan, and it builds on the five-year plan published in July 2010 and Sitka's first plan published in May 2007, which was a rough initial effort at meeting the coordinated planning needs in the community. The five-year plan completed in 2010 improved greatly on the 2007 plan, which was not designed as a long-term plan. The 2007 plan lacked strategies for increasing coordination and sharing of resources among human service providers, the public transit systems, and private transportation providers. CFC and Sitka Tribe conducted the 2010 plan in order to enhance their 2007 coordination efforts and because any organization that intended to apply for grant funding during the planning period for which SAFETEA-LU (Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act) guidelines applied needed to use the information contained in the plan. The plan is being updated now because the 2010 plan is five years old and because SAFETEA-LU has been replaced by the Moving Ahead for Progress in the 21st Century Act (MAP-21).

The objectives for this planning effort are to more accurately and carefully (1) establish the current and



future needs of Sitkans and visitors to Sitka for community transportation and gaps in existing service, (2) determine the resources available and lacking to meet the needs, (3) create strategies to develop public transit, human services transport, and private sector transport options to fill gaps, and (4) develop the most effective means and models for coordinating (sharing) resources.

## **WHY A COORDINATED PUBLIC TRANSPORTATION PLAN?**

In July of 2012, President Obama signed the Moving Ahead for Progress in the 21st Century Act (aka MAP-21), which reauthorized the Surface Transportation Act. This was the first major, multi-year reauthorization of the Surface Transportation Act since Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in August of 2005. As part of this reauthorization, grantees under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Formula Grants for Rural Areas (Section 5311), and Bus and Bus Facilities (Section 5339) grant programs must meet certain requirements in order to receive continued funding through MAP-21.

In addition to federal funds available through MAP-21, the Alaska Department of Transportation & Public Facilities/Alaska Community Transit program offers grants through the Alaska Mental Health Trust program to nonprofit and governmental organizations that serve Alaska Mental Health Trust beneficiaries. A coordinated public transportation plan allows us to maximize our resources while eliminating gaps in service.

## **INTRODUCTION**

One of the MAP-21 requirements is that projects from the programs listed above must be part of a “locally developed coordinated public transit-human services transportation plan.” This transportation plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers, and the general public.

Transportation coordination has been increasing across the nation because the benefits of coordination are clear. According to the Federal Coordinating Council on Access and Mobility’s (CCAM) United We Ride information, nationally, \$700 million could be saved if transportation providers would coordinate their individual resources which are dedicated to providing transportation. This conservative estimate is based on a study conducted by the National Academy of Science’s Transportation Research Board (TRB), but it highlights the fact that transportation resources (funding, people, vehicles, and services) could be more effectively utilized to provide more transportation for communities.

Transportation coordination, while making sense from an efficiency and resource utilization standpoint, is also becoming a national mandate. During the last few years, the Federal Transit Administration, with the CCAM, developed a national campaign entitled “United We Ride,” to help promote transportation coordination. State “United We Ride” grants have also been awarded to encourage transportation coordination planning at the state level. This locally developed five-year coordinated transportation plan for Sitka is a result of the national United We Ride campaign and efforts for coordination that originated at the Federal level and have reached through to the Alaska Department of Transportation and, finally, to local communities.

As indicated above, the U.S. Congress is also supporting the new emphasis on coordinated human service agency and public transportation efforts with the passage of SAFETEA-LU. Coordinated transportation is now an eligibility requirement for the following FTA grant programs:

**Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)** – This program (49 U.S.C. Section 5310/MAP-21 Section 20009) is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. States apply for funds on behalf of local government authorities, private nonprofit agencies, and other public transportation providers. Capital projects are eligible for funding. Most funds are used to purchase vehicles, but other eligible expenses include acquiring transportation services under contract, lease or other arrangements, operating assistance, and state program administration. This revised Section 5310 under MAP-21 consolidates the Transportation for Elderly Persons and Persons with Disabilities (Section 5310 under SAFETEA-LU) and the New Freedom Program (Section 5317 under SAFETEA-LU), which encouraged transit systems to go beyond the ADA requirements when they provide services and facility improvements that address the transportation needs of individuals.

**Formula for Grants for Rural Areas (Section 5311)** – This program (49 U.S.C. Section 5311/MAP-21 Section 20010) provides capital, planning, and operating assistance to states and Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. States and Indian tribes apply for funds, with states applying on behalf of local government agencies, private nonprofit agencies, and other public transportation providers. Planning, capital, operating, job access and reverse commute projects are eligible for funding, and so is the acquisition of public transportation services. The revised Section 5311 incorporates low-income populations as a formula factor, which is similar to the repealed Job Access and Reverse Commute (JARC) program from SAFETEA-LU (Section 5316). In addition, other changes include the tribal program now provides formula funds and discretionary awards, planning now is eligible, certain vanpool expenditures may be used for local match, and more.

**Bus and Bus Facilities (Section 5339)** – This program (49 U.S.C. Section 5339/MAP-21 Section 20029) provides capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. States and designated recipients that operate or allocate funding to fixed-route operators apply for funds on behalf of public agencies and private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability or low income. Section 5339 replaced the Bus and Bus Facilities Program (Section 5309) from SAFETEA-LU. States are eligible to transfer funds in order to supplement urban and rural formula grant programs (MAP-21 Sections 5307 and 5311, respectively).

**Alaska Mental Health Trust Program** – The State of Alaska established the Alaska Mental Health Trust (AMHT) to channel revenues earned from lands deeded to the state by the federal government expressly for the benefit of Alaskans who experience mental illness. Each year the Alaska Mental Health Trust Authority funds the Coordinated/Non-coordinated Transportation Program for the benefit of all the beneficiaries identified by the trust's board of directors, including those with mental illness, developmental disabilities, Alzheimer's and other dementias, chronic alcoholism, and traumatic brain injury. At times the Alaska Legislature also adds a contribution from the state's general funds through the capital budget. Nonprofits and governmental organizations that serve AMHT beneficiaries are eligible to receive funds. Planning, limited operating or start-up projects, purchase of rides (such as through cab vouchers), the purchase or repair of vehicles, equipment and technology, and match for federal transportation projects all are eligible to receive AMHT funds. ([http://dot.alaska.gov/stwdplng/transit/hs\\_funding\\_amht.shtml](http://dot.alaska.gov/stwdplng/transit/hs_funding_amht.shtml))

One of the prerequisites to apply for funding under these federal MAP-21 and state AMHT programs is participation in the creation of a "locally developed coordinated public transit-human services

transportation plan.” This five-year human services and public transportation coordination plan is the first step for Sitka toward satisfying that application requirement. The plan is a living document that may be amended as new organizations join the effort in future years.

## **METHODOLOGY**

This report contains information gathered from a variety of sources to help support the key findings and recommendations emerging from this plan. The community background and demographics sections include information gathered from the Alaska Department of Commerce, Community and Economic Development, Division of Community and Regional Affairs community profile database, and from the Sitka Economic Development Association (SEDA) Sitka, Alaska, Community Profile 2014-15. In addition, other information for these sections was obtained from national census and weather data, and from state economic and human services data.

For the inventory of resources and services and gaps in service sections, each coordinated group member was asked to supply data either through interview or survey. This helped us get an idea about what services already are provided in Sitka, including fixed-route public buses, dial-a-ride paratransit, vanpools, school buses (including for activities), and other transportation services provided or sponsored by social service agencies in town.

Each coordinated group member was interviewed or surveyed about their needs assessments. The general public participated in the planning process through a community meeting and a community survey posted online and distributed on the RIDE and Care-A-Van buses, and an opportunity to comment on or testify about the final version of the plan. Our outreach included newspaper press releases, radio PSAs, fliers posted on community bulletin boards, Facebook, and more.

Once we had our stakeholder and community input, this version of the plan was drafted. Finally, a resolution was submitted to our local governmental agency (the Sitka Tribe of Alaska) for approval.

# Community Background

The City and Borough of Sitka, Alaska, is a town of just more than 9,000 people (give or take a few each year) located on the western coast of Baranof Island in Southeast Alaska. Sitka was Alaska's original capital, until Juneau became capital in 1906, and features a rich mixture of Tlingit, Russian and American culture. Sitka is the only large community on Baranof Island, with most of the other communities being small fishing villages such as Port Alexander, Port Armstrong, Port Walker, Baranof Warm Springs, and a few fish camps. Sitka and most of the rest of the Southeast Alaska region are located in the Tongass National Forest, and the Sitka National Historical Park (one of the nation's smallest national parks) is located near downtown Sitka.

The City and Borough of Sitka, which includes almost all of Baranof Island (except a small sliver near Port Alexander) and part of nearby Chichagof Island, is the largest city in the United States by land area (2,870 square miles), water area (1,941 square miles) and total area (4,811 square miles). Sitka is larger than the areas of Delaware and Rhode Island combined. However, the core part of Sitka only has about 14 miles of paved road from end to end along the coast and barely extends more than a mile or so from the shore due to mountains that rise out of the sea. Most of Sitka's urban core is within a two-square-mile radius of downtown, making it a popular location for walkers and bikers. Sitka is 93 air miles SSW from the state capital in Juneau, 590 air miles SE from Anchorage, and 850 air miles NW of Seattle.

Sitka is located in a temperate rain forest, which means there's usually a misty rain falling much of the year but the temperatures are cool and mild. The average annual rainfall in Sitka is 86.72 inches, and the average annual snowfall is 33 inches. August typically is Sitka's warmest month, with an average high of 62 degrees and an average low of 53 degrees and an average rainfall of 6.85 inches. January usually is the coldest month, with an average high of 40 degrees, an average low of 32 degrees, and average rainfall of 8.39 inches and average snowfall of 10 inches. The sidewalks can be difficult to walk during the winter because of frequent freezing rain turning to ice.

Being located on an island, Sitka is off of Alaska's road system. There are short roads to get around town, but no road connections to other communities. The state-operated Rocky Gutierrez Airport features several daily Boeing 737 flights from Alaska Airlines (with Delta Airlines scheduled to start providing seasonal summer service in 2015), along with other commercial and charter flights using smaller planes. The Alaska Marine Highway System, aka the state ferry or Blue Canoe, provides passenger and car ferry service to Sitka once or twice a week, depending on the season or vessel repair/maintenance status. Sitka gets most of its freight by barge from two companies, Samson Tug and Barge and Alaska Marine Lines/Northland Services. When people travel from Sitka, they usually go to Juneau, Ketchikan, Anchorage, Seattle, or one of the nearby villages in the region (Kake, Angoon, Hoonah, etc.).

Sitka is the only Alaska community to hold a Bicycle Friendly Community designation from the League of American Bicyclists (bronze 2008, bronze 2012) and a Walk Friendly Community designation from the Walk Friendly Communities program (bronze 2013) at the same time. Sitka has the highest percentage of people who bike to work of any community in Alaska with more than 750 population (5.4 percent, more than 10 times the national average and five times the state average). Sitka also has one of the highest percentages of people who walk to work of any community in Alaska (13.2 percent). Alaska has the highest percentage of walking commuters of any state (6.0 percent) because so many of Alaska's communities are off the road system and small.





# Service Provider Capabilities

## OVERVIEW

Evaluation of service provider capabilities and the structure of transportation resources in Sitka provides coordinated transportation planners with the necessary foundation for implementing changes that will complete and improve the network of transportation resources. Multiple components of community outreach activities were used to encourage public and human service agency transportation providers and users to participate in the coordination planning efforts, to include focus groups and one-on-one interviews.

An understanding of existing resources, vehicle utilization, and financial information is necessary prior to implementation of new coordinated approaches to service for older adults, individuals with disabilities, and people with low incomes. The summary and vehicle utilization tables at the end of this chapter provide an overview of the vehicle inventories and utilization, hours of service, and passenger eligibility for each of the participating organizations (where information was provided by those organizations).

The ultimate goal for organizations in Sitka that provide, purchase, or use transportation for older adults, individuals with disabilities, people with low incomes, and the general public is to improve upon the existing network of services to create new efficiencies so that programs can provide more service with the existing level of funding. If services are to be expanded in the future, additional funding will be necessary. This document outlines several coordination strategies to be explored that can be accomplished through coordination of existing resources as well as strategies that can only be implemented with additional funding.

Certain coordinated transportation stakeholders are eligible for additional funding through the Federal Transit Administration's (FTA) Section 5310 Program, Enhanced Mobility of Seniors and Individuals with Disabilities; Section 5311 Program, Formula for Grants for Rural Areas; Section 5339 Program, Bus and Bus Facilities; and through the Alaska Mental Health Trust Program. Criteria for eligible applicants to the Section 5311 and 5339 programs are as follows:

- Public entities, including tribes, providing public transit services; or,
- Private, nonprofit entities designated by local government to provide public transit services.

Criteria for eligible applicants to Section 5310 are as follows:

- Private, nonprofit 501(c)(3) corporations;
- Public bodies identified by the state as lead agencies in a coordination project; or
- Public bodies that certify that no private, nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation.

Organizations that are not eligible applicants for Section 5310 or state AMHT funds may still benefit from those programs through agreements with eligible organizations and they should seek partnerships and formal contractual agreements with an eligible applicant in order to achieve the coordinated transportation goals.

## INVENTORY OF SERVICES AND KEY STAKEHOLDERS

Key public and human service agency transportation stakeholders in Sitka were invited to participate in

an email survey or one-on-one interview with a representative from Center for Community to discuss the existing transportation resources utilized for their consumers. The interviewer used a standard set of questions for each interview to promote consistency in the findings. Several organizations volunteered to participate either through email or via a personal, face-to-face discussion or via a telephone interview. Stakeholders that provide transportation described their services and resources. Other organizations that purchase trips from a third-party provider or arrange transportation on behalf of their consumers expressed several common interests regarding the unmet transportation needs of their consumers and the general public in Sitka. Below is a list of the stakeholder organizations that participated in the interviews in 2015:

- Center for Community, Welfare to Work Services
- Center for Community, Services for the Developmentally Disabled
- Center for Community, Infant Learning and Parents as Teachers
- Center for Community, the RIDE (state grants)
- Mount Edgecumbe High School (State of Alaska-operated boarding school)
- SAIL (Southeast Alaska Independent Living)
- Salvation Army
- Sitka Community Hospital
- Sitka Community Schools (afterschool programs)
- Sitka Counseling and Prevention Services
- Sitka Native Education Program (SNEP)
- Sitka Pioneer Home (State of Alaska-operated residential elder care)
- Sitka School District
- Sitka Tribe of Alaska, the RIDE, (FTA to tribe grant)
- Sitkans Against Family Violence (SAFV)
- Southeast Alaska Regional Health Consortium (SEARHC)
- Southeast Alaska Regional Health Consortium Raven's Way Program
- Swan Lake Senior Center, Care-A-Van and the RIDE paratransit contractor
- Youth Advocates of Sitka (YAS)

## **Summary of Transportation Services by Organization**

The following paragraphs take a consumer or public transportation-focused view of the stakeholder organizations that participated in the interview process. Each organization is unique in its approach. Some organizations directly operate transportation, some purchase transportation from third parties, some advocate or refer consumers to available transportation resources, and others have a combination of approaches (i.e., purchase and provide transportation for consumers or the public). Summaries of organizations that directly operate and/or purchase transportation for consumers are listed in Section A. Organizations that advertise or refer people to available transportation services are listed in Section B.

### **A. Organizations that Directly Operate, Administer, and/or Purchase Transportation**

#### **Center for Community (CFC)**

Center for Community (CFC) is a non-profit provider of home and community-based services for people with disabilities, older adults, and others who experience barriers to community living in Alaska. CFC's central administration is in Sitka, but CFC provides services throughout several towns and villages in Southeast Alaska. The organization in Sitka is eligible for FTA Sections 5310 and 5311, and state AMHT funding. It currently receives Section 5310 and Section 5311 funding. CFC provides services through five programs:

- **Independent Living Services for Persons with Developmental Disabilities** – A list of services

pertaining to “learning about living” and “habilitation” are included in this program. Habilitation includes supported living, supported employment, in-home supports, and day habilitation (community activity). Clients are encouraged to exercise, taught to ride public transit, and exposed to social opportunities. For all of these clients, CFC staff provide ongoing case management to help the client or family navigate through all the state public assistance, Medicaid, and health and social service programs’ requirements and services.

- **In-Home Care Services to Adults with Physical Disabilities and Seniors** – Adults with disabilities include anyone age 21 to 65 who struggles with a disability that was caused by an accident or disease. Seniors include anyone older than age 65 who needs assistance to stay at home alone safely, or whose family caregivers need support. CFC provides care coordination for many of these clients, as well as in-home care services with CFC direct service workers: including “hands-on” personal care, assistance with chores, or respite for caregivers. CFC currently serves more than 300 people a year with various combinations of in-home care services.
- **Early Learning/Infant Learning** – This ongoing program receives referrals of 0- to 3-year-old children to screen the children for developmental delays. The program also provides therapies to children and instructional support to parents. The CFC has received several years of Small Projects Grants from the Alaska Mental Health Trust Authority, and offers twice-weekly toddler playgroups to work with emotional development of toddlers and to support parents.
- **Employment Enhancement Services (“Welfare to Work Services”)** – Adults, who receive welfare cash assistance (“TANF”) because they have minor children and where the parents are of working age (between 18 and 65), are supposed to be moved off of cash assistance under federal and state welfare reform. The CFC program provides welfare-to-work counseling and job services to all non-tribal clients in Southeast Alaska.
- **Public Transit for Community of Sitka** – In fiscal year 2014, Sitka’s the RIDE system – managed by a collaborative effort between Center for Community, Sitka Tribe of Alaska and Southeast Senior Services – delivered more than 64,000 one-way passenger trips. The RIDE is a fixed-route bus service operated by STA (described in detail later in this section). Complementary paratransit services are operated by Southeast Senior Services at Swan Lake Senior Center under a contract from Center for Community, and operated in conjunction with transportation services for the elderly or younger Medicaid waiver clients, funded by several other grants secured directly by Southeast Senior Services from state, federal, private, and tribal sources. Fixed-route and paratransit services are open to the public and many of the regular riders are individuals with developmental or physical disabilities.

Three of the five programs at CFC include transportation: Community Services for Persons with Developmental Disabilities; Employment Enhancement Services; and the RIDE fixed-route and paratransit. The following tables outline the transportation that is provided for each program.



## **CFC — COMMUNITY SERVICES FOR PERSONS WITH DEVELOPMENTAL DISABILITIES**

<b>Client eligibility:</b>	Individuals of all ages who have developmental disabilities	
<b>Hours/Days of Service:</b>	Monday-Friday, 8 a.m. to 5 p.m. Saturday and Sunday, 10 a.m. to 3 p.m.	
<b>Peak Hours/Days of Service:</b>	Monday-Friday, 2-5:30 p.m.	
<b>Mode of Service:</b>	Demand Response (but only with other scheduled services provided by CFC staff who must escort client)	
<b>Number of Vehicles:</b>	Seven sedans	
<b>Transportation Staff:</b>	One full-time program assistant manages the staff and client use of the vehicles. Training specialist staff members must provide a mandatory staff escort while providing supportive services to clients, while incidentally driving the vehicles. There are no dedicated drivers on staff. There is low potential for coordinating these trips with other transportation providers.	
<b>Annual Trips (one-way):</b>	Approximately 9,000 (Due to the nature of the customer needs, trips typically are scheduled with one passenger per trip.)	
<b>Annual Transportation Costs:</b>	\$16,000 (approximately, for vehicle depreciation, fuel, maintenance, but no salary costs).	
<b>Cost Per Trip:</b>	\$1.85 (approximately).	
<b>Transportation Funding Sources:</b>	Various CFC program grants or the Medicaid Waiver Program for individuals with developmental disabilities.	

## **CFC — EMPLOYMENT ENHANCEMENT SERVICES**

<b>Programs:</b>	<b>Purchased Bus Pass Program   Gas Stipend Program</b>	
<b>Client Eligibility:</b>	Adults age 18 to 65 who receive welfare cash assistance, have children at home, and are moving from welfare to work.	
<b>Hours/Days of Service:</b>	Monday-Friday, 8 a.m. to 5 p.m.	
<b>Mode of Service:</b>	Purchased trips through bus passes or taxi vouchers	Stipends to fuel client cars
<b>Number of Vehicles:</b>	0	0
<b>Annual Trips Purchased:</b>	Transportation for about four clients/families per month	Varies

<b>Programs:</b>	<b>Purchased Bus Pass Program</b>	<b>Gas Stipend Program</b>
<b>Annual Transportation Costs:</b>	\$4,200	\$1,500
<b>Transportation Funding Sources:</b>	Employment Enhancement Services contract and grant from State of Alaska	

## **CFC — THE RIDE FIXED-ROUTE AND PARATRANSIT**

<b>Programs:</b>	<b>Fixed Route</b>	<b>Paratransit</b>
<b>Client Eligibility:</b>	General Public	Individuals who are Americans with Disabilities Act (ADA) eligible and people age 60 or older
<b>Hours/Days of Service:</b>	Monday-Friday 6:30 a.m. to 7:30 p.m.	Monday-Friday 6:30 a.m. to 9:30 p.m., Saturday and Sunday by advance appointment only, about five hours per weekend day
<b>Mode of Service:</b>	Fixed Route	Demand Response
<b>Number of Vehicles:</b>	Six total (four CFC-owned buses are operated by STA, two buses owned by STA, one STA-owned snowplow truck)	Three (owned by SESS purchased through grants from 5310/AMHT)
<b>Annual Ridership:</b>	60,606 (total ridership for three routes)	15,473
<b>Annual Transportation Costs:</b>	\$707,326.38	\$310,564.11
<b>Cost Per Trip:</b>	\$11.67	\$20.07
<b>Transportation Funding Sources:</b>	FTA Section 5311 AMHT Purchased Services	FTA Section 5311, FTA Section 5310 AoA Title III and XI, City of Sitka AMHT Purchased Services

In addition to the programs directly provided by CFC in Sitka, the agency facilitates coordination of resources throughout the community and successfully writes grants to assist many local non-profit organizations. Under the public transit program, CFC has Memoranda of Agreements/Contracts with a number of social service agencies in Sitka that receive free vouchers for their clients on the RIDE. Examples of such inter-agency agreements include: Sitka Counseling and Prevention Services, SEARHC, Sitkans Against Family Violence, Youth Advocates of Sitka, and the state offices of Vocational Rehabilitation, and Children's Services, and others.

## **Sitka Tribe of Alaska – the RIDE (formerly known as “the Community RIDE”)**

The RIDE is the fixed route public transportation service in Sitka. In 2002, CFC issued an RFP for a provider of fixed-route services on two proposed routes. Sitka Tribe of Alaska (STA) was the successful bidder under the RFP process. From 2002 until the present, STA has operated the RIDE’s first two fixed routes (Red and Blue Lines) under a contract from CFC that included CFC’s leasing of buses owned by CFC to STA for use on the fixed routes.

In 2007, Sitka Tribe secured its own Tribal Transit grant from the Federal Transit Administration, and has since that time applied its grant plus some of the tribe’s funds from Indian Reservation Roads to the operation of a third fixed route — the Green Line — that is linked to and coordinated as an integral part of the RIDE’s overall fixed route system. The Green Line, like all routes, is open to the general public. However, the route was designed to serve designated tribal housing, medical and educational facilities, and tribal citizens with low incomes.

Also in 2007, the Tribe received a Congressional earmark grant for the “transit needs of Sitka,” which allowed the tribe to purchase two more RIDE buses and a truck and plow for snow removal at passenger shelters on the routes. The tribe’s buses and CFC’s leased buses are used interchangeably on any of the three fixed routes.

Southeast Senior Services (SESS) has a contract from CFC to provide complementary paratransit service for all three fixed routes. CFC, as the grant recipient for FTA Section 5311 and 5310 funds, provides operating and administrative revenue for both the fixed route services, and for the contract for paratransit services. CFC is also the recipient for capital funding for vehicles to support two fixed routes (the Red and Blue Lines) (Note: SESS obtains its OWN capital grants for paratransit rolling stock.)

Continued funding for the transit system remains a challenge, and STA’s funding from several federal and tribal sources is now less than half of what it was a couple of years ago. Other than an annual payment to cover fuel and maintenance for the SESS paratransit buses, the City and Borough of Sitka had not been a regular financial contributor to the transit/paratransit system in Sitka. In 2014, the City made a one-time contribution to the system to help offset some of STA’s funding losses. On March 10, 2015, representatives from CFC and STA went before the Sitka Assembly to request a \$100,000 allocation in FY2016 for public transit, even though the City is in a budget crunch where other programs are being cut. At the time, the Assembly agreed to add \$25,000 as a placeholder and may revise that figure as the budget is finalized.

Today, CFC, STA, and Southeast Senior Services continue to work in coordination to operate three fixed routes and complementary paratransit service in Sitka. Daily hours of operation for public transportation are Monday through Friday from 6:30 a.m. to 7:30 p.m. Transportation is not provided on six holidays — New Year’s Day, Memorial Day, Labor Day, Alaska Day (Oct. 18), Thanksgiving Day, and Christmas Day. One route — the Green Line — operates on a 30-minute frequency; while the other two routes (Red Line and Blue Line) operate on about 60-minute frequencies. The RIDE is open to the general public and all vehicles are wheelchair accessible. The fare structure is described as follows:

<b>One-Way Pass</b>	\$2 adult	\$1 seniors/children/disabled
<b>All-Day/Daily Pass</b>	\$5 adult	\$3 seniors/children/disabled
<b>12-Ride Pass</b>	\$20 adult	\$10 seniors/children/disabled
<b>Monthly Pass</b>	\$50 adult	\$25 seniors/children/disabled

A child is any passenger age 6-17 years old, a senior is age 60 or older.

Bus passes are sold on the vehicles or may be purchased in advance at any of the following locations:

- Sitka Tribe of Alaska Main Office, 256 Katlian St. (upstairs)
- Old Harbor Books
- SeaMart Grocery Store

Route bus stops are as follows:

## THE RIDE BUS STOPS

### **RED LINE (Halibut Point Road) 60-minute frequency**

#### **INBOUND**

McDonald's  
AC/Lakeside Grocery  
Random House/Ernie's  
Crescent Harbor/  
ALL-LINE TRANSFER

#### **OUTBOUND**

AC/Lakeside Grocery  
Sitka Community Hospital

Sitka High School/  
BLUE LINE TRANSFER  
1112 Edgecumbe Drive  
SeaMart Grocery  
Cascade Creek Road  
Sand Dollar Drive  
2700 HPR  
Channel Club  
Sollar Drive  
Across from HP Rec Area  
4408 HPR  
4708 HPR  
Ferry Terminal

#### **INBOUND**

State Troopers  
4317 HPR  
3205 HPR  
2711 HPR  
2219 HPR  
Across from USFS HPR  
SeaMart Grocery

### **BLUE LINE (Sawmill Creek Road) 60-minute frequency**

#### **INBOUND**

Price/Burkhardt Streets  
1211 Sawmill Creek  
National Park Entrance  
Crescent Harbor/  
ALL-LINE TRANSFER

#### **OUTBOUND**

Swan Lake Sr Ctr/Salvation Army  
Monastery/Arrowhead Streets

Arrowhead/Verstovia Streets

Sitka High School/  
RED LINE TRANSFER  
SMC and Baranof Street  
SMC and Biorka Street  
National Park, SMC  
Price/Burkhardt Streets  
Whale Park

#### **INBOUND**

Thimbleberry Trailhead  
Anna Drive  
1517 SMC-Arrohead Transfer

### **GREEN LINE (Downtown/Japonski Island) 30-minute frequency**

#### **IN TOWN**

Community House  
STA Main Tribal Offices  
Center for Community  
SMC and Baranof Street

Indian River: Kaasdaa Heen  
Indian River: Peter Simpson  
Crescent Harbor/  
ALL-LINE TRANSFER (45 min)  
Crescent Harbor/  
NO TRANSFER (15 min)

#### **TO JAPONSKI ISLAND**

University of Alaska Southeast  
USCG Maple  
SEARHC Hospital  
Sealing Cove/O'Connell Bridge



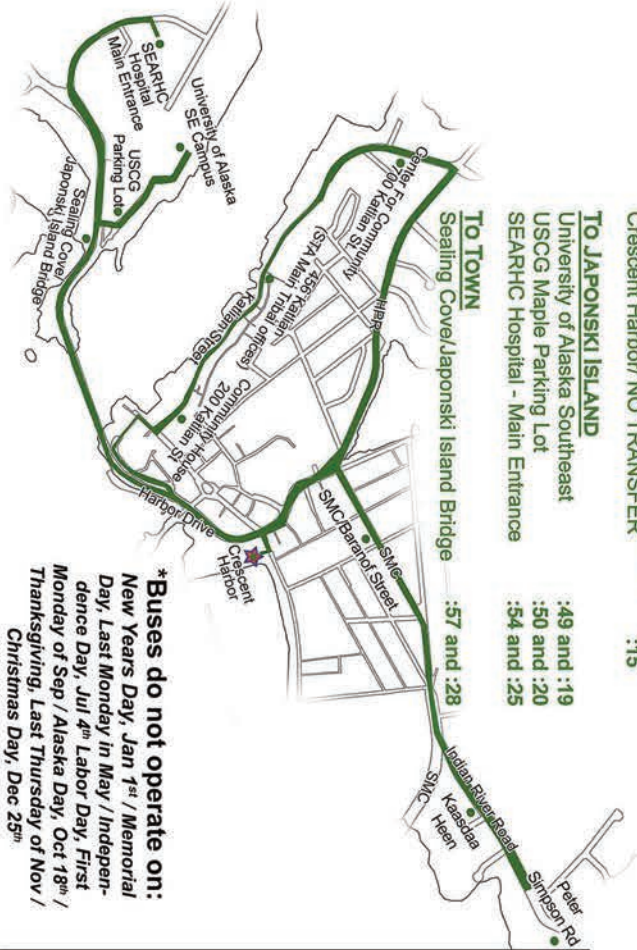


**Have Questions?**  
Call the RIDE Hotline  
Mon-Fri, 8:00am - 5:00pm at  
**(907) 747-7103**

## THE GREEN LINE: DOWNTOWN/ISLAND ROUTE

IN TOWN	
Community House – 200 Katlian St	:30 and :59
456 Katlian (STA Main Tribal offices)	:31 and :00
Center For Community – 700 Katlian St	:33 and :03
SMC & Baranof Street	:35 and :05
Indian River: Kaasdaa Heen	:37 and :07
Indian River: Peter Simpson Road	:38 and :08
Crescent Harbor/ <b>ALL LINE TRANSFER</b>	:45
Crescent Harbor/ <b>NO TRANSFER</b>	:15

TO JAPONSKI ISLAND	
University of Alaska Southeast	:49 and :19
USCG Maple Parking Lot	:50 and :20
SEARHC Hospital - Main Entrance	:54 and :25



**\*Buses do not operate on:**  
New Years Day, Jan 1<sup>st</sup> / Memorial Day, Last Monday in May / Independence Day, Jul 4<sup>th</sup> Labor Day, First Monday of Sep / Alaska Day, Oct 18<sup>th</sup> / Thanksgiving, Last Thursday of Nov / Christmas Day, Dec 25<sup>th</sup>

## SINGLE-RIDE TICKETS & DAILY PASSES are SOLD ON BUSES

**MONTHLY BUS PASSES**  
& Punch Cards for 12 or 24 Trips  
**MAY BE PURCHASED AT:**

- Sitka Tribal Enterprises**  
204 Katlian Street  
Mon-Fri, 8:30a-4:30p
- Old Harbor Books**  
201 Lincoln Street  
Mon-Sat, 10:00a-6:00p
- Bear Country Gifts**  
401 Lincoln Street  
Mon-Sat, 9:00a-6:00p
- Seamart**  
1867 Halibut Point Road  
Sun-Sat, 7:00a-11:00p

## PARATRANSIT SERVICES To Request a Paratransit RIDE Call Monday-Friday, 8:00am - 5:00pm: (907) 747-8617

Swan Lake Senior Center, through the RIDE, provides door-to-door transportation services for seniors, age 60 and older and individuals with disabilities. You are eligible to ride if: a) you are age 60 or older OR b) you are under 60 but need assisted transportation due to a permanent or temporary disability. If you are under 60, please provide a document from a physician attesting to your disability.

### PARATRANSIT FARE STRUCTURE:

Under 60 yrs: \$20one way & \$4/round trip  
Seniors 60+ yrs: Donation Requested

### PARATRANSIT HOURS OF OPERATION:

Monday through Friday, 6:30 am to 9:00 pm  
Saturday and Sunday by reservation only  
Please call 24 hours in advance for a reservation.

Community RIDE can take you where you want to go in Sitka: shopping, to the doctor, or to visit a friend!

**ALL BUSES WHEELCHAIR ACCESSIBLE**



## BUS SCHEDULE

**Catch the RIDE:**  
**Monday - Friday\***  
**6:30a - 7:30p**  
Effective August 2011



**ALL OF OUR BUSES ARE WHEELCHAIR ACCESSIBLE**

**Call the Hotline:**  
**Mon-Fri, 8:00am - 5:00pm at**  
**(907) 747-7103**

**Need door-to-door RIDES?**  
Please see the back panel of this schedule for info about our "PARATRANSIT SERVICES"





## FARE STRUCTURE

Child= 6 - 17 Yrs  
Adult= 18 - 59 Yrs  
Senior= 60+ Yrs  
Disabled= Any Age

	Child	Adult	Senior/ Disabled
One Way:	\$1	\$2	\$1
Day Pass:	\$3	\$5	\$3
Month Pass:	\$25	\$50	\$25
12-Ride Pass:	\$10	\$20	\$10

**FOR FARE INFO**  
Call 747-7103



## THE RED LINE HALIBUT POINT ROAD ROUTE

## THE BLUE LINE SAWMILL CREEK BOULEVARD ROUTE

### INBOUND

McDonald's Parking lot	:30
Lakeside Grocery	:33
Random House/Ernie's	:39
Crescent Harbor/ALL LINE TRANSFER	:45

### DEPARTS

Price/Burkhart Streets	:30
1211 Sawmill Creek (Cascade Laundry)	:34
S.J. Daycare	:36
National Park, Main Entrance (Lincoln St.)	:39
Crescent Harbor/ALL LINE TRANSFER	:45

### OUTBOUND

Lakeside Grocery	:49
Sitka Community Hospital/Cascade Street	:51
Sitka High, Lake St./BLUE LINE TRANSFER	:54
1112 Edgecumbe Drive	:57
Edgecumbe/Charteris	:58
Seamart Grocery	:00
2308 HPR	:03
2700 HPR/Sharon Drive	:04
3318 HPR/Darin Drive	:06
Across from HPR Rec.	:08
4792 HPR	:10
Ferry Terminal	:13

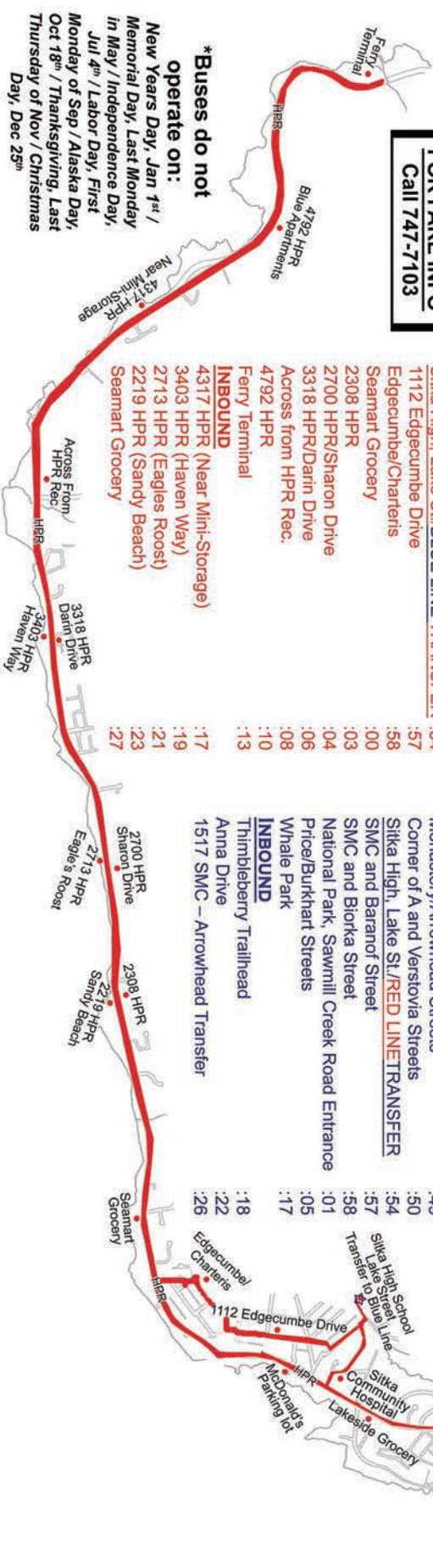
### INBOUND

4317 HPR (Near Mini-Storage)	:17
3403 HPR (Haven Way)	:19
2713 HPR (Eagles Roost)	:21
2219 HPR (Sandy Beach)	:23
Seamart Grocery	:27

Senior Center/Salvation Army	:47
Monastery/Arrowhead Streets	:49
Corner of A and Verslovia Streets	:50
Sitka High, Lake St./RED LINE TRANSFER	:54
SMC and Baranof Street	:57
SMC and Biorka Street	:58
National Park, Sawmill Creek Road Entrance	:01
Price/Burkhart Streets	:05
Whale Park	:17

### INBOUND

Thimbleberry Trailhead	:18
Anna Drive	:22
1517 SMC - Arrowhead Transfer	:26



**\*Buses do not operate on:**  
New Years Day, Jan 1st /  
Memorial Day, Last Monday  
in May / Independence Day,  
Jul 4th / Labor Day, First  
Monday of Sep / Alaska Day,  
Oct 18th / Thanksgiving, Last  
Thursday of Nov / Christmas  
Day, Dec 25th



Each route and associated stops are illustrated on the map on the preceding page (Page III-8-10). As listed above and illustrated on the map, all three routes meet at the Crescent Harbor transfer point in downtown Sitka. Because it is a transfer point where all routes can be accessed, Crescent Harbor is the busiest stop for the system. The top three busiest stops for each route that are not transfer centers are as follows:

### **BUSIEST STOPS BY ROUTE**

<b>ROUTE</b>	<b>LOCATION</b>	<b>NUMBER OF ANNUAL PASSENGER BOARDINGS AND ALIGHTINGS</b>
Red Line	SeaMart Grocery	4,040
Blue Line	Price and Burkhardt Streets	3,509
Green Line	SEARHC Hospital	2,551

Productivity of the service between 2007, 2009 and 2014 is illustrated in the following table. Productivity in terms of passengers per revenue vehicle hour (the number of hours a vehicle is in service) increased significantly between 2007 and 2008 due to a tribal transit grant to STA, which was used to expand service by adding one additional bus route (the Green Line) so that service could be provided on 30-minute frequencies. Reportedly, the number of revenue vehicle hours increased by less than one percent between 2007 and 2008. Prior to operation of the Green Line, annual revenue vehicle hours were 6144 (12 hours a day times 2 routes times an average of 256 operating days per annum.)

In 2014, STA reported 5.90 one-way passenger trips per revenue vehicle hour (up from 3.93 passengers in 2009). This means that for every hour that a vehicle was in service, it carried an average of 5.90 passengers.

<b>CATEGORY</b>	<b>2007</b>	<b>2009</b>	<b>2014</b>
Total one-way trips (rides)	28,172	39,410	58,686
Revenue vehicle hours	9,216	9,216	9,945
Rides per revenue vehicle hour	2.84	3.93	5.90

The following table illustrates the annual operating and capital expenses for the fixed-route services between FY 2008 and FY 2010. Revenue sources from the FTA Section 5311 Grant received by Center for Community (CFC) fund the administrative and operating costs of the Red and Blue Lines. Revenue from the Section 5311 Grant received by Sitka Tribe of Alaska (STA) fund the Green Line. The fiscal year is defined as July 1 through June 30.

<b>CATEGORY</b>	<b>FY2007</b>	<b>FY2009</b>	<b>FY2014</b>
Administrative Costs	\$83,068	\$124,537	\$130,834
Operating Costs	\$820,181	\$793,265	\$773,300
Maintenance Costs	\$41,322	\$25,724	\$61,707
Capital Costs (Vehicles)	\$0	\$133,221	\$0
<b>TOTALS</b>	<b>\$944,571</b>	<b>\$1,076,747</b>	<b>\$965,841</b>

The RIDE receives funding for administrative expenses through the following resources:

- FTA Section 5311;
- FTA Section 5309 for Training needs
- Center for Community (FTA Section 5311);
- Tribal Transit funds (for operations starting in November 2007);
- Tribal Transportation Program;
- Passenger fares.



In terms of capital expenses, CFC owns four buses— two 29-foot buses and two 24-foot buses — leased to STA. STA also owns two 24-foot buses and a snowplow truck.

## **Maintenance**

Sitka Tribe of Alaska intends to build a maintenance facility by 2017. The maintenance facility will have two (2) maintenance bays and space to wash one transit vehicle at a time. The facility will also have office space and space for a driver training room. As this plan goes to press, STA is seeking a suitable site.

## **Paratransit**

Paratransit services for the RIDE are provided by Southeast Senior Services (SESS) working out of the Swan Lake Senior Center. Paratransit is provided as described in the following paragraphs.

## **HUMAN SERVICE AGENCY AND SCHOOL TRANSPORTATION PROVIDERS**

### **Care-A-Van – Swan Lake Senior Center/Southeast Senior Services (SESS)**

Southeast Senior Services is part of Catholic Community Service, a private non-profit organization that provides door-to-door demand response transportation in Sitka for anyone age 60 and older and for any person with a disability, regardless of his or her age. Southeast Senior Services (SESS) operates Sitka's complementary paratransit service, Medicaid transportation, and meal delivery services out of the Swan Lake Senior Center. Transportation provided by SESS is locally known as Care-A-Van.

Southeast Senior Services has provided transportation to seniors since 1974, prior to the development of the RIDE. Southeast Senior Center is a long-time coordination partner with CFC and the RIDE.

#### **CARE-A-VAN SERVICES**

<b>Programs:</b>	Paratransit, Medicaid transportation, and meal delivery
<b>Client Eligibility:</b>	Adults age 60 and older and individuals with disabilities of any age
<b>Hours/Days of Service:</b>	Monday-Friday, 6:30 a.m. to 9 p.m., Saturday and Sunday, 9 a.m. to 2 p.m., by reservation
<b>Mode of Service:</b>	Door-to-door demand response
<b>Number of Vehicles:</b>	Five vans for 6-10 passengers, 100-percent wheelchair accessible
<b>Transportation Staff:</b>	One full-time and three part-time drivers, one manager (shared with other Swan Lake services), one assistant/scheduler (shared with other Swan Lake services)
<b>Annual Trips Provided:</b>	13,600
<b>Annual Transportation Costs:</b>	\$330,355
<b>Cost Per Passenger Trip:</b>	\$24.29

**Transportation Funding Sources:** FTA Section 5311, CFC, City of Sitka

Trip reservations are strongly encouraged at least 24-hours and up to eight months in advance. The scheduler will work late reservations into the schedule, if possible. In fact, the schedulers are well known for their caring attitude and tendency to find a way to provide transportation that is needed.

The manager indicated that the transportation program does not prioritize trips; however, schedulers will make adjustments to the schedule to ensure that passengers are able to get to essential appointments.

#### **Fare Structure and Eligibility**

Passengers older than 60 years ride for free but donations are accepted. The suggested donation amount is \$1 per trip. Passengers younger than age 60 are required to pay a fare of \$2 per one-way trip. Passenger fare revenue is directed to the Swan Lake Senior Center budget.

The scheduler attempts to schedule trips in 20-minute increments and schedules multiple passengers on a vehicles whenever possible. The Swan Lake Senior Center receives about 50 calls per day for trip requests and cancellations, according to the interviewee. CFC's paratransit contract with Care-A-Van pays \$167 per day for dispatch services (through Section 5310).

Passengers younger than age 60 are required to complete an application with approval from a medical professional to determine eligibility for complementary paratransit service prior to receiving transportation services.

Starting in the second half of 2015, people younger than age 60 wishing to use paratransit for more than a short period of time, such as post-surgery, will be required to apply for status as being eligible for Americans with Disabilities Act (ADA) services. If found ADA eligible, a rider of any age will have priority for rides and will receive an ADA card that will give him or her short-term access to paratransit services in other communities.

### **Driver Training and Policies**

Drivers are required to consent to a background check prior to working for the center and must agree to random drug testing. Drug testing is conducted through Work Safe. Driver training is provided through the main office, and all drivers are required to participate in training.

### **Funding**

The sources of revenue for SESS transportation services in Sitka are as follows:

- Center for Community (paratransit contract Sections 5311 and 5310);
- Medicaid Waiver;
- Title III grant of the Older Americans Act through the State of Alaska;
- Title VI of Older Americans Act, through two pass-through grants from with Sitka Tribe of Alaska;
- Passenger contributions and fares;
- In-kind donations from the City and Borough of Sitka (fuel and maintenance); and
- Local fundraising.

The City of Sitka contributes to the senior transportation program by providing all fuel, by providing all SESS vehicles with maintenance services at the City Garage, and by providing the Swan Lake Senior Center building where the transportation program is one of several programs being operated.

Annual transportation operating expenses for FY 2015 were reported by SESS and Center for Community as follows (NOTE: 2016 expenses expected to include \$92,000 for replacement vehicle purchase):

<b>EXPENSE CATEGORY</b>	<b>2015 ANNUAL EXPENSE</b>
Driver Salaries and Benefits	\$122,917
Dispatcher/Scheduler Salaries and Benefits	\$48,708
Fuel (in-kind from City of Sitka)	\$28,692
Maintenance (in-kind from City of Sitka)	\$8,142
Vehicle Insurance	\$4,143
Vehicle License/Registration	\$50
Paraplan	\$2,614
Administrative	\$117,556
<b>TOTAL EXPENSES</b>	<b>\$338,355</b>

Vehicles used for paratransit service are owned by SESS and were purchased through grants received through Alaska Department of Transportation and the Alaska Mental Health Trust (AMHT). SESS obtains fuel for vehicles by direct donation from the City and Borough of Sitka. No vehicles were purchased during 2015.

## **The Salvation Army**

The Salvation Army is a private non-profit agency located at 405 Sawmill Creek Road in Sitka. The agency provides support for individuals with low incomes and operates a daily soup kitchen. Consumers include older adults, individuals with disabilities, at-risk youth, and individuals and families who are homeless. The Salvation Army was listed in the 2010-15 Sitka Public Transit-Human Services Transportation Coordinated Plan, but now does not use its own vehicles to transfer clients, only the occasional church member.

## **Sitka Community Hospital**

Sitka Community Hospital is a public, non-profit hospital that is owned by the municipality. The hospital is one of the area's largest employers with approximately 140 employees. It offers 15 long-term care beds and 12 beds for acute care.

In 2009, Sitka Community Hospital received a 12-passenger van (model year 2009) that is wheelchair accessible and has capacity for one wheelchair. The van is being used to take long-term care patients on outings to the senior center for lunch, parades, church, errands, and once per year it is used to take passengers to a cruise ship for an outing with Sitka Pioneer Home assisted living residents. The van is also used for medical appointment trips between Sitka Community Hospital and SEARHC when Care-A-Van service is not available.

The schedule for using the van has a regularly scheduled trip about once or twice a week to and from the Swan Lake Senior Center for lunch, and all other trips are provided on a demand-response basis.

### **SITKA COMMUNITY HOSPITAL**

<b>Programs:</b>	Hospital Long-Term Care Patients
<b>Client Eligibility:</b>	Patients
<b>Hours/Days of Service:</b>	Transportation Service Hours Vary
<b>Mode of Service:</b>	Demand Response
<b>Number of Vehicles:</b>	One 12-passenger van, wheelchair accessible
<b>Transportation Staff:</b>	Long-Term Care Staff
<b>Annual Trips Provided:</b>	No Stats
<b>Annual Transportation Costs:</b>	No Stats
<b>Transportation Funding Source:</b>	Hospital Budget

## **Sitka Counseling and Prevention Services**

Sitka Counseling and Prevention Services, Inc., is a 501(c)(3) nonprofit corporation whose primary purpose is to prevent and reduce the harmful effects of mental illness and/or substance abuse in the lives of youth, adults and families. The agency does this by providing caring professional and therapeutic services. Sitka Counseling offers a variety of outpatient/group treatment services; children, adult and family services; mental health; co-occurring and substance use disorders. The diverse backgrounds of staff enable the agency to provide an individual approach to the problems which confront our clients in Sitka and Yakutat.

Programs offered by Sitka Counseling include:

The **Residential Treatment** programs have the capacity for 12 beds (six men and six women) and are designed to provide a 'family style' environment, with peer support in a Level 3.1 substance treatment program. During treatment, transportation is used and clients are encouraged to use the RIDE. If the RIDE is not available, the staff on duty will drive the agency SUV vehicle. The program focuses on assisting clients in attaining/maintaining abstinence; establishing a quality program of recovery; integrated treatment for co-occurring disorders; making healthy connection to the community; and achieving economic self-sufficiency. These goals are achieved in three distinct phases. The average resident stays 4-6 months.

**Sitka Counseling** offers outpatient counseling services to youth, adolescents, adults, couples and families who need assistance with mental health, addictions and emotional problems. Both of our locations are on the RIDE bus routes, and clients are encouraged to use public transportation. We do not have designated outpatient transportation.

The **Harbor Lights** program offers confidential support for individuals experiencing symptoms of a mental illness, which negatively impacts their daily lives. The adult severe mental illness program serves 45 clients and offers clients transportation in our sedan to appointments, activities, shopping and events. There also are about 15 clients who use the RIDE daily with the vouchers provided by CFC through a grant from Alaska Mental Health Trust.

The **Family Center** program services 35 clients providing services that are structured, safe, secure, nurturing environment where the children learn to express and manage their emotions. This allows them to develop essential skills to better function at school, home and in the community. They have a van, which is used daily for client pick-up/drop-offs, and also provides transportation for the evening family parenting classes.

**River's Edge Property** is a six-unit apartment complex on Flume Circle (off Indian River Road) for individuals who qualify for HUD Section 8-11 housing. The tenants use the RIDE and have their own vehicles.

### **SITKA COUNSELING AND PREVENTION SERVICES**

**Programs:** Continuum of behavioral health assessments and treatment programs

**Client Eligibility:** Individuals with behavioral health issues, transportation for residents and outpatients

**Hours/Days of Service:** Varies by Program



<b>Mode of Service:</b>	Demand Response, Door-to-Door Client Transportation
<b>Number of Vehicles:</b>	Three (One 12-passenger 2007 Chevrolet Express van, one four-passenger 2011 Subaru Legacy sedan, one six-passenger 2014 Honda Pilot SUV)
<b>Transportation Staff:</b>	Agency staff (no dedicated drivers) operate vehicles
<b>Annual Trips Provided:</b>	Not Tracked
<b>Annual Transportation Costs:</b>	Not Tracked (Transportation costs are part of other agency costs) Sitka Counseling also purchases bus passes for the RIDE
<b>Transportation Funding Sources:</b>	Grants obtained by CFC for the benefit of Sitka Counseling and Medicaid agency revenue (projected)

### **Sitka Native Education Program (SNEP)**

The Sitka Native Education Program (SNEP) is a nonprofit organization dedicated to the education of Native youth in Sitka. The program is a partnership between the Sitka School District and the Sitka Tribe of Alaska, with participation from other programs in town. Services include traditional Native education about language, songs, dance, drumming and beading. The program also provides tutoring services for students of all grade levels throughout all of the schools in the Sitka and Mount Edgecumbe area. The program also has limited preschool tuition assistance. The program did offer student transportation when the 2010-15 Sitka Public Transit-Human Services Transportation Coordinated Plan was compiled, but no longer offers transportation and has put its bus up for sale.

### **Sitka Pioneer Home**

The Sitka Pioneer Home provides assisted living services for Alaska residents who are age 65 and older. The facility is located in downtown Sitka on Katlian Street. The Pioneer Home provides some rides for residents, mostly to medical appointments at the various medical centers and clinics around Sitka. If residents need transportation that is not provided by the home's program, they, or their family, are encouraged to call Swan Lake Senior Center to arrange for their own transportation. Some residents also use the RIDE fixed-route service to get around town. The home is not required, via the resident contract for services, to provide transportation. But it does have a small bus to facilitate medical care and resident recreation, with non-medical transportation provided at the discretion of the home's director.

The Sitka Pioneers Home activities director estimated that the Home's transportation program provides approximately 20 trips per week for medical purposes. In addition, the activities department also provides about two trips per month (10 to 12 passengers each trip) for non-medical purposes. Sitka Pioneer Home was unable to calculate annual transportation expenses or productivity.

## **SITKA PIONEER HOME (STATE OF ALASKA)**

<b>Programs:</b>	Assisted-living services and transportation
<b>Client Eligibility:</b>	Current residents

<b>Hours/Days of Service:</b>	Transportation on weekdays, as needed
<b>Mode of Service:</b>	Demand Response door-to-door
<b>Number of Vehicles:</b>	Three (one vehicle accomodates up to four wheelchairs)
<b>Transportation Staff:</b>	Agency staff (not dedicated drivers) operate vehicles The agenc staff are paid, just not dedicated to driving
<b>Annual Trips Provided:</b>	Approximately 1,160
<b>Annual Transportation Costs:</b>	No tracked, expenses are part of other agency costs
<b>Transportation Funding Sources:</b>	State of Alaska

### **Sitkans Against Family Violence (SAFV)**

SAFV is a non-profit 501(c)(3) organization that offers a 25-bed shelter for women and their children who are victims of domestic violence or become homeless. The main office of SAFV is located in Sitka, with some outreach services provided in Angoon, Kake and Port Alexander by Sitka staff. SAFV makes occasional trips to Angoon, Kake and Port Alexander, and has funds to transport victims to shelter (usually in Sitka) if necessary. In addition to providing safe shelter, the program maintains a primary prevention coalition to work on changing societal norms in order to interrupt violence before it occurs. This coalition provides community education and violence prevention in the community and schools.

SAFV has no fleet vehicles and uses cabs (emergency only) and buses (preferred) to transport clients. The SAFV director said it has spent about \$350 annually for the RIDE bus passes over the past three years. Last year SAFV had a minimal state ferry cost of about \$100 (before it ran about \$200 to \$1,000 a year).

### **SITKANS AGAINST FAMILY VIOLENCE (SAFV)**

<b>Programs:</b>	Domestic violence shelter, community education and violence prevention training
<b>Client Eligibilty:</b>	Anyone in need of shelter from domestic violence
<b>Hours/Days of Service:</b>	24 hours
<b>Mode of Service:</b>	Purchased transportation
<b>Number of Vehicles:</b>	None
<b>Transportation Staff:</b>	None
<b>Annual Trips Purchased:</b>	The RIDE and taxi vouchers: \$350, Ferry service: \$100
<b>Transportation Funding Sources:</b>	About 50 percent of funding is from State of Alaska, including pass-through federal dollars, remaining funds are from local sources (City of Sitka), grants and donations

## **Southeast Alaska Independent Living (SAIL)**

Southeast Alaska Independent Living (SAIL) is an Aging and Disability Resource Center and a Center for Independent Living nonprofit organization that serves anyone with a disability and seniors older than 60. SAIL is currently serving 145 consumers.

Anyone who is eligible for the program also is eligible for transportation provided by SAIL for Outdoor Recreation and Community Access (ORCA) program activities. SAIL operates one 15-passenger wheelchair-accessible vehicle for ORCA program activities. SAIL provides transportation for approximately 20 passengers per week. Staff are trained to operate the vehicle and drive as part of their daily responsibilities. SAIL staff spends about six hours per week driving clients.

### **SOUTHEAST ALASKA INDEPENDENT LIVING (SAIL)**

<b>Programs:</b>	Outdoor Recreation and Community Access (ORCA) Home visits for equipment and home modification assessments
<b>Client Eligibility:</b>	Individuals experiencing disabilities and seniors
<b>Hours/Days of Service:</b>	Three to four days per week between 9 a.m. and 5 p.m.
<b>Mode of Service:</b>	Demand Response, door-to-door
<b>Number of Vehicles:</b>	One 2005 Ford F450 Cutaway 15 passenger, two-wheelchair bus
<b>Transportation Staff:</b>	Two staff members operate the vehicle
<b>Annual Trips Provided:</b>	416
<b>Annual Transportation Costs:</b>	\$2,044
<b>Cost Per Passenger Trip:</b>	\$3
<b>Transportation Funding Sources:</b>	Fees, grants and donations

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

**SEARHC S'áxt' Hít Mount Edgecumbe Hospital** — SEARHC is a nonprofit tribal health consortium of 18 Native communities that serves the health interests of the Tlingít, Haida, Tsimshian, and other Native people of Southeast Alaska. It is one of the oldest and largest Native-run health organizations in the nation. Patient transportation provided by the hospital is described in the following paragraphs.

SEARHC hospital in Sitka operates one (1) Ford Explorer SUV for 4-6 passengers (with no wheelchair lift) for its short-term patient housing facility. The Explorer was purchased from the General Services Administration and is used to transport patients who are coming from nearby villages to the hospital from the airport, floatplane, or ferry. The van is operated on from 8 a.m. to midnight on Monday through Friday. Employees of the hospital drive the van and it is available for any patient or resident of SEARHC short-term housing. Any patient and their escort are eligible for transportation at no cost to the individual.

When the Explorer is not in operation, SEARHC issues taxi cab vouchers for patients staying at short-term housing. SEARHC also purchases and distributes to various clients vouchers for single rides on the RIDE buses.

SEARHC is the city's largest employer. Several first-shift staff use the RIDE's Green Line to get to and from work. The route's 30-minute frequency has encouraged employees to use the service.

## **SEARHC S'ÁXT' HÍT MOUNT EDGE CUMBE HOSPITAL**

<b>Programs:</b>	Hospital short-term housing facility
<b>Client Eligibility:</b>	Patients
<b>Hours/Days of Service:</b>	Daily, as needed, typically Monday-Friday, 8 a.m. to midnight
<b>Number of Vehicles:</b>	One 4-6 passenger Ford Explorer SUV
<b>Transportation Staff:</b>	Agency staff (not dedicated drivers) operate vehicle
<b>Annual Trips Provided:</b>	Not Tracked
<b>Annual Transportation Costs:</b>	Not tracked (transportation costs are part of hospital costs) The hospital also purchases fixed-route trips from the RIDE and private taxi companies.

**Transportation Funding Sources:** Various revenue streams

**Raven's Way** — The SEARHC Raven's Way adolescent residential treatment program directly operates transportation for clients using one 15-passenger van that was purchased through a General Services Agreement (GSA). An employee of the program drives the van, as needed to bring patients to appointments.

## **SEARHC RAVEN'S WAY PROGRAM**

<b>Programs:</b>	Adolescent substance abuse treatment program
<b>Client eligibility:</b>	Adolescents with substance abuse issues
<b>Mode of Service:</b>	Demand response
<b>Number of Vehicles:</b>	One 15-passenger van
<b>Transportation Staff:</b>	Agency staff (not dedicated drivers) operate vehicles
<b>Annual Trips Provided:</b>	400
<b>Annual Transportation Costs:</b>	\$9,000 (not including staff time)
<b>Average Cost Per Trip:</b>	\$2.50

**Transportation Funding Sources:** SEARHC funds

**Bill Brady Healing Center** — The SEARHC Bill Brady Healing Center adult residential treatment program, which was included in the 2010-15 Sitka Public Transit-Human Services Transportation Coordinated Plan, has closed and no longer provides services.

### **Youth Advocates of Sitka (YAS)**

Youth Advocates of Sitka is a nonprofit community mental health program that serves children between the ages of 5 and 21 years and their families. Any youth who is diagnosed as severely emotionally disturbed is eligible for services provided by YAS. The programs include group and individual therapy, residential programs, and skills development. YAS operates four programs.

**YAS Community Mental Health Program** — Outpatient/school-based treatment and accompanying mental health and rehabilitative services are made available to all eligible students in the Sitka School District, as well as students attending Mount Edgecumbe High School and the SEER School (a local private school for grades K-8). Mental health services, including mental health intake assessments and individual, group and family therapy, also are made available to all residents at the Hanson House Level III residential treatment facility.

**YAS Therapeutic Foster Care Program (TFC)** — Therapeutic foster care is a program for children and youth ages 5 to 21 whose special needs can be met through services delivered from adults who are trained, supervised and supported by agency staff. The resource parents play a key role in implementing a comprehensive, client-focused and individualized therapeutic environment for the child placed in their home setting. The program provides clinician-driven intervention that assists children and youth in working toward their long-term treatment goals. In therapeutic foster care, the positive aspects of a nurturing, supportive and healthy family environment are combined with active and structured treatment interventions.

YAS staff, the resource parents, the client, the client's family members (as appropriate) and other professionals work as a team to develop a treatment plan for each child. Resource parents are the primary people who implement the in-home treatment components as determined by the treatment team. Treatment is carried out under the clinical direction of qualified agency staff. Resource parents receive intensive support, consultation, and initial and ongoing training by program staff.

**YAS Hanson House Program** — The Hanson House Program is a Level III residential treatment facility, which also can serve as a Level II emergency shelter in certain circumstances. The Hanson House is licensed to work with up to 10 youth ages 10 to 18, and will maintain a minimum client-to-staff ratio of 5-1. Clients in the program develop a treatment place with a clinician, and the clinician and program staff will provide direction and interventions to help the youth achieve their short- and long-term goals. In addition, residents engaged in the Hanson House program are provided with group therapy five days each week, individual therapy at least once each week, and family therapy and substance abuse counseling on an as-needed or as-prescribed basis. The Hanson House operates on a phase system, where clients are expected to complete treatment work and progress to higher phases of the program that coincide with greater privileges and responsibilities.

The Hanson House program strives to maintain a homelike environment, and uses a positive peer culture model to encourage youth to hold themselves and their peers accountable to each other and the program. Program staff will provide structure and support to clients in the facility and during activities in the community, and will encourage youth to grow socially, academically and emotionally.



**Youth Drop-In Center** — The Family Resource Center youth drop-in center (FRC) focuses on four areas when working with each client:

1. Building independent living skills;
2. Community outreach activities;
3. Prevention services; and
4. Connecting youth to resources in Sitka.

YAS skills trainers under the direction of the FRC program coordinator provide support to youth across programs as well as community youth who access the FRC on a drop-in basis. YAS staff who work with youth ages 14 to 21 are trained in the transition into independence process (TIP). The TIP model is an evidence-supported practice based on published studies that demonstrate improvements in real-life outcomes for youth and young adults with emotional/behavioral difficulties.

Bus stops for the RIDE fixed-route service are located near the Hansen House and the Youth Advocates of Sitka main office. Students who are able to safely manage fixed-route service are encouraged by YAS staff to utilize the bus stop. CFC, through a grant from AMHT, provides Youth Advocates with the RIDE bus passes for clients who use the public transit routes.

Youth Advocates of Sitka operates a 12-passenger Chevy van and two eight-passenger Honda Pilots, and all three vehicles were purchased by CFC on behalf of YAS with AMHT or 5310 funds. YAS also uses a five-passenger Ford Focus.

## **YOUTH ADVOCATES OF SITKA**

<b>Programs:</b>	Community mental health program
<b>Client Eligibility:</b>	Youth (ages 5-21) and their families
<b>Hours/Days of Service:</b>	24 hours
<b>Mode of Service:</b>	Demand response client transportation
<b>Number of Vehicles:</b>	Four (one 12-passenger van, two Honda Pilot SUVs, one Ford Focus)
<b>Transportation Staff:</b>	Agency staff (not dedicated drivers) operate the vehicle
<b>Annual Trips Purchased:</b>	6,783
<b>Annual Transportation Costs:</b>	\$10,728 (based on fuel, maintenance, repair costs, and insurance)
<b>Average Cost Per Trip:</b>	\$1.58
<b>Transportation Funding Sources:</b>	Various federal, state and local program grants, including AMHT funds through CFC

## **SCHOOL TRANSPORTATION**

### **Mount Edgecumbe High School**

Mount Edgecumbe High School is a public boarding school that is operated by the Alaska Department of Education. The school has an average attendance of 400 students in grades 9-12 during the nine-month

school year. Students come from all over Alaska to study at Mount Edgecumbe and live on campus. Transportation for students is provided for school and extracurricular purposes only.

Students are permitted to leave campus on four (4) nights per week; Monday, Tuesday, Wednesday, and Friday. Students also are permitted to leave campus on Saturday and Sunday between 1 p.m. and 4 p.m. The school encourages students to walk to Sitka during their free time for two reasons: First, walking promotes good health. And, second, students are not permitted in private vehicles without supervision. Students are permitted to take a taxi, and in 2010, the school has agreed to start a policy of allowing students to use the RIDE fixed-route services

In addition to the student body, the school employs 100 people during the school year. Most employees use a personal vehicle or carpool to and from work.

For school-related activities, Mount Edgecumbe maintains a fleet of vehicles that are purchased on a statewide basis by the State of Alaska Department of Education.

The director could not estimate fuel expenses because purchases are made through the fleet program and are billed directly to the State Department of Education. The annual cost of maintaining the fleet of vehicles was not provided at the time of the interview, but they are estimated to be about \$28,000, including fuel but not including maintenance.

**MOUNT EDGECUMBE HIGH SCHOOL**

<b>Programs:</b>	Transportation for school activities and extracurricular purposes
<b>Client Eligibility:</b>	Current students and staff
<b>Hours/Days of Service:</b>	As needed for school activities, typically 4-10 p.m.
<b>Mode of Service:</b>	Point-to-point route
<b>Number of Vehicles:</b>	Four 10-12 passenger vans (not ADA-accessible), small school bus, and maintenance vehicles
<b>Transportation Staff:</b>	One part-time maintenance employee and one part-time driver
<b>Annual Trips Provided:</b>	Not tracked
<b>Annual Transportation Costs:</b>	\$28,000 (estimated, includes fuel but not maintenance)
<b>Transportation Funding Sources:</b>	Alaska Department of Education

**Sitka School District**

The Sitka School District provides public education for grades pre-kindergarten through 12. Enrollment at the school district has been declining for the past 10 to 15 years, as the school age population of Sitka has declined. At the time of this report, student enrollment was approximately 1,314. The school district is a major employer in the area with approximately 200 employees and up to 50 contracted employees.

In 2015, the transportation contract was \$544,000 annually. The current contract is set to expire in 2019. Under the contract, Prewitt Enterprises operates six 65-passenger school buses and two 16-passenger small school busses. The small school buses are wheelchair accessible and are available for any student with a special need. The school district also provides car seats for students, as necessary.

## **SITKA SCHOOL DISTRICT**

<b>Programs:</b>	Public school district
<b>Client Eligibility:</b>	School students (Pre-K through Grade 12)
<b>Hours of Service:</b>	Monday-Friday, 7-9 a.m. and 3-6 p.m.
<b>Mode of Service:</b>	School bus routes, after-school trips, and specialized transportation for students with disabilities
<b>Number of Vehicles:</b>	Contracted service provider (Prewitt Enterprises) Six 65-passenger school buses, two 16-passenger short buses
<b>Transportation Staff:</b>	Contracted service provider
<b>Annual Trips Purchased:</b>	Not tracked
<b>Annual Transportation Costs:</b>	\$544,000
<b>Average Cost Per Trip:</b>	Not tracked
<b>Transportation Funding Sources:</b>	Alaska Department of Education

## **Sitka Community Schools Programs**

After-school programs are offered at three primary locations in Sitka — Blatchley Middle School, Keet Gooshi Heen Elementary School and Baranof Elementary School. Evening and weekend programs and sporting activities are offered at these locations for youth and adults. The facilities also offer summer programs including day camps and over-night programs. Summer day-camp programs, start at 7:30 a.m. and end at noon. Children are dependent upon family or friends for transportation to and from the summer programs. Those who are unable to find transportation have less opportunity to participate in the camps.

Approximately 350 students participate in after-school activities and sports during the school year. During the summer, approximately the same number of students participate in summer camps and summer sport activities offered by Sitka Community Schools. All students walk, bike, drive or ride with a family member to those programs.

A new van purchased in April 2010 with the American Recovery Reinvestment Act (ARRA) is used by the AmeriCorps program and shared with Blatchley Middle School, Sitka Community Schools (based at Blatchley) and other schools in the district as needed. The summer S.C.O.R.E. program has in the past contracted one or two private buses depending on attendance for an end-of-the-season celebration at Halibut Point Recreation Area or Starrigavan state parks.

## SITKA COMMUNITY SCHOOLS

<b>Programs:</b>	After-school and summer activities
<b>Client Eligibility:</b>	Sitka youth
<b>Hours/Days of Service:</b>	Transportation, Monday-Friday, 4-5 p.m.
<b>Mode of Service:</b>	Transportation home from after-school activities
<b>Number of Vehicles:</b>	One 15-passenger van
<b>Transportation Staff:</b>	Agency staff (not dedicated drivers) operate van
<b>Annual Trips Purchased:</b>	Three
<b>Annual Transportation Costs:</b>	Approximately \$300
<b>Average Costs Per Trip:</b>	\$100
<b>Transportation Funding Sources:</b>	White Elephant

### SUMMARY OF TRANSPORTATION COSTS FOR ORGANIZATIONS THAT PROVIDE CLIENT AND PUBLIC TRANSPORTATION

The inventory and assessment efforts in this study involved extensive attempts to work with local human service agencies to determine their fully allocated cost for operating transportation services. Agency staff was given as long as four months to gather data and the consulting team offered several simplified options to the agency directors that might help with the process. That said, the lack of detailed information is not the fault of the human service agencies. Rather, it is reflective of the clear problem that exists with respect to FTA's new emphasis on coordination of human services transportation – entities that operate such transportation services as part of other program services often cannot determine the fully allocated costs, and for the most part, have no incentive to do so.

Some advocates for coordination of human services transportation assert that this inability to fully document cost of transportation service provision may result in human service organizations not making informed management decisions with respect to participation in a coordinated transportation system. On the other hand, human service providers often feel that efforts to “coordinate” their transportation services do not adequately respect the linkages between client transportation and other client services, especially not the state or federally-mandated requirements to keep the service and the transportation linked in order for the provider agency to receive payment under various programs, especially Medicaid.

It is imperative for planners, state funding agencies of transportation or human services, and local transit providers to recognize the disparity among client transportation services delivered by different programs. Differences in service delivery methods, reporting, and eligibility requirements can create disparities in reporting transportation costs. These differences are compounded by the fact that no single law or statute created human service agency programs. Unlike Federal Transit Administration-sponsored programs which are all codified under a single piece of authorizing legislation, there is no legislative or statutory uniformity on how human service transportation is to be reported or delivered.

## **B. STAKEHOLDERS THAT ADVERTISE, USE, AND PROMOTE PUBLIC TRANSPORTATION**

The following paragraphs provide a summary of input received through one-on-one interviews with non-transportation providers who are considered to be key stakeholders because they provide various types of human services to support older adults, individuals with low income, and/or people with disabilities.

### **Alaska Housing**

Alaska Housing provides subsidized housing for families with low incomes through the Department of Housing and Urban Development (HUD). Alaska Housing in Sitka serves approximately 90 to 100 families. There are 24 subsidized housing units on Andrews and DeArmond Streets. Most families that live in these units do not have a personal vehicle. There also are 20 units on Lake Street that are designated for older adults with low incomes. A large percentage of the older adults living in the Alaska Housing units use the Swan Lake Senior Center Care-A-Van service or the RIDE. Finally, Alaska Housing provides Housing Choice Vouchers for 45 to 50 families who earn less than \$43,000 annually or individuals who earn an annual income of less than \$27,000. Housing Choice Vouchers are used to subsidize rent. According to Alaska Housing, most of the families who receive vouchers use the RIDE as their primary source of transportation.

Alaska Housing estimates that the greatest unmet transportation need for its consumers is for public transportation that supports non-traditional shift work, such as service after 7:30 p.m., and preferably after 9 p.m.

### **Betty Eliason Child Care**

Betty Eliason Child Care is a private non-profit organization located at 607 Lincoln Street in Sitka. Day care services are provided for children 12 months to 12 years of age. They operate weekdays from 6:45 a.m. to 5:30 p.m. Transportation services to and from the center are provided by the children's parents, Headstart, school buses, and by walking.

This organization commented that longer daily hours would be better for employment, and bus stops should be clearly marked. A transfer station at Harrigan Centennial Hall has been useful. They noted that a more affordable fee structure should be considered.

They suggest speaking to business owners to determine the transportation needs of their employees. In addition, there are low-income housing areas in the downtown area to be considered.

### **Sitka Chamber of Commerce**

The Sitka Chamber of Commerce has a mission to “promote, support, and facilitate economic growth in the community.” The Chamber considers transportation to be an important part of sustaining the community. In the eyes of the Chamber, the existing public transportation providers are serving the community well. Additional service on weekends and evenings, and extending the fixed routes to the industrial park would improve access to local business and support economic development.



## **Sitka City Manager**

The city manager of Sitka participated in a one-on-one interview to discuss transportation services. He indicated that the city is not involved in public transportation. However, he realizes that a shelter for vehicles and a maintenance garage is needed. The present city staff does not have the capacity to handle maintenance for public transportation vehicles in addition to city vehicles.

In addition, the city manager also heard a request to provide city funding to help with operation costs of the RIDE, especially as tribal transportation grant funding declines. One comment made was that when the Sitka transit system asks for federal and state funding, it is asked about the city buy-in. The city manager worked with members of the Sitka Assembly to provide time for CFC and STA to present information on the transit system's fiscal needs. The Assembly in March 2015 put a \$25,000 placeholder amount in the city budget and may revise that amount as it figures out the rest of the budget.

## **Sitka Economic Development (SEDA)**

SEDA is a non-profit, 501(c)(3) organization that is funded through the City and Borough of Sitka to provide Economic Development services and to manage the development of the Sawmill Industrial Area. When the pulp mill factory, which employed 400 people, left Sitka in 1993, unemployment increased within one year to a rate of 13 percent. At that time, the City of Sitka took over the old pulp mill site and designated SEDA as the manager of the site.

The site has been redeveloped since 1993 and today, it continues to be an important location for employment and economic development for Sitka. Currently, Silver Bay Seafood is located at the site. According to SEDA, Silver Bay employs approximately 215 workers during the busy summer fishing months. Another employer at the site, is a water bottling plant that employs approximately 25 employees. An additional employer, a tannery business operated by Sitka Tribe, has plans to move to the site. Also, a short distance beyond the site is the Fortress of the Bear, a non-profit organization that rescues bear cubs and operates as a tourist attraction.

Currently, the RIDE public transit routes do not serve the businesses at the Sawmill Industrial area. SEDA indicated that extending the fixed routes to serve employees, tourists, and local residents who could access the trailheads around Sawmill Industrial Area could benefit the community as well as the employees who earn an average of \$10.00 per hour or less doing seasonal work.

## **Silver Bay Seafood**

Silver Bay Seafood is located at Sawmill Industrial Park. It is a seafood processing operation that fishes and processes during fishing season. The number of employees working at the plant fluctuates throughout the year, but the plant began year-round processing in 2010. According to management at Silver Bay, employment levels fluctuate at the following rates:

<b>Month</b>	<b>Approximate Number of Employees</b>
January	10
February	20-25
March	100
April-May	40
June-September	175-plus

During summer months, the plant operates three 16-hour shifts with the following schedule (schedule subject to change): 2 p.m. to 6 a.m.; 6 a.m. to 10 p.m.; and 10 p.m. to 2 p.m.

Other employees such as managers, kitchen, and office staff may work different schedules, including a more routine shift of 8 a.m. to 5 p.m.

Most employees at Silver Bay Seafoods are seasonal workers who come from Eastern Europe, Dominican Republic, and Jamaica to work during fishing season. They live in a bunkhouse that is within walking distance to Silver Bay. The seasonal employees earn minimum wage. More regular employees earn up to \$10 per hour. Employees are paid bi-weekly.

Employees currently utilize taxis and sometimes purchase second-hand vehicles to share for transportation into town. More reliable transportation is needed to support Silver Bay Seafood employees.

### **University of Alaska Southeast Sitka Campus (UAS)**

The University of Alaska Southeast Sitka Campus (UAS) has a student body of approximately 150 to 200 students per semester. Most students live in Sitka, and there is no student housing on campus. Many students are high school students with dual enrollment who are taking one class per semester to obtain credit for college. Daytime classes generally start at 8 a.m. and evening classes start between 6-7 p.m.

The UAS has adequate free parking for students and staff. The representative from UAS stated that the RIDE bus routes are not always convenient for students or staff because of the transfer needed in the morning from the Red and Blue lines, which extends travel time (UAS is on the Green Line). Also, the bus schedule is not convenient for students in the nursing program who work at the hospital during the day and need to travel back to campus before going home.

Challenges to using public transportation for UAS students and employees, according to the interviewee, are primarily associated with convenient access to bus stops and the bus schedule. According to the interviewee, current bus stops are not located at convenient locations.

### **SUMMARY OF TRANSPORTATION SERVICES**

An inventory of transportation providers was created at the onset of this study. Staff from the RIDE, and 20 other nonprofit organizations, were interviewed to identify the characteristics of transportation services that they provide or purchase. Interviews were conducted using email or a one-on-one format.

There are approximately 45 vehicles operated by 13 public and private non-profit organizations in Sitka including 33 passenger vehicles (vans and sedans), eight (8) maintenance vehicles, six (6) school buses, and three (3) small school buses operating in the Sitka area, not including private taxi providers and city vehicles. Exhibit III.5 at the end of this chapter outlines a vehicle inventory. All of these organizations provide transportation for older adults, individuals with low incomes, and/or people with disabilities, and the general public.

Currently, coordination among the organizations primarily is occurring at the level of some sharing of grant-writing responsibilities for obtaining capital funds for vehicles. Human service agencies depend upon a variety of funding sources including sources dedicated for Natives, older adults, people with disabilities, or individuals with low incomes. The scope of most human services funding programs limits the population to which organizations can offer rides.

Public and non-profit organizations are spending a combined total of more than \$1.5 million on transportation for agency consumers and the general public. In addition, schools are spending \$527,600 on student transportation. Human service agencies paid a combined average of \$14.49 per trip. Public transportation fixed route averaged \$18.50 per trip and paratransit trips were provided for an average of \$20.30 per trip.



# Needs Assessment

## DEMOGRAPHICS OVERVIEW

Sitka is located on the west coast of Baranof Island in Southeast Alaska, facing the Pacific Ocean. No roads connect Sitka to the rest of Alaska. The distance to Juneau is 95 air miles (30 minute flight time). Anchorage is 592 air miles (2.8 hours flight time) and Seattle, Wash., is 862 air miles (2.8 hours flight time) from Sitka. The land area of the Sitka Borough is 2,873.98 square miles. The average high and low temperatures in Sitka are approximately 49 and 39 degrees, respectively.

The City and Borough of Sitka is a unified home rule municipality created in 1971. It is governed by the Assembly composed of seven members, one of whom is the Mayor. The chief administrative officer is the city manager, who serves at the pleasure of the Assembly. In addition to the city and borough government, the Sitka Tribe of Alaska, a federally recognized Indian tribe, holds local governmental responsibilities and powers related to tribal citizens and lands in Sitka. Exhibit II.1 provides a view of the Sitka and Japonski Island area and the major roadways. As illustrated on the map, all major roadways are located near the coast of the island. Exhibit II.2 offers a closer view of the location of major roads in Sitka.

## POPULATION

The population of Sitka in 2014, according to the Alaska Department of Labor and Workforce Development data was 9,061. The U.S. Census listed the 2010 population to be 8,881 people. This is a turnaround from Sitka's 2000 U.S. Census population of 8,835 and 2007 Alaska Department of Commerce and Economic Development estimate of 8,644. Until recently, Sitka's peak population was 8,891 people in 1995 and there had been gradual declines in population from 1995-2007. From 1985 through 1995 Sitka's population rose from about 8,180 people.

### Population Density

Sitka has a population density of 3.15 people per square mile. According to the U.S. Census data from 2010, the block groups with the highest and moderately high densities of persons per square mile were located in and around downtown Sitka. The higher concentration of population is likely due to access to roads and amenities. The population density was low across the undeveloped portion of Baranof Island.

### Population Projections

According to the Alaska Department of Labor and Workforce Development report Alaska Population Projections 2012 to 2042 (<http://labor.state.ak.us/research/pop/projected/pub/popproj.pdf>), Sitka's population is expected to decrease from 9,055 in 2012 to 8,894 in 2027, 8,724 in 2032, 8,520 in 2037, and 8,300 in 2042. The population of the Southeast Alaska region is expected to drop from 74,423 in 2012 to 71,170 in 2042 (with a slight rise in population in 2017 and 2022 before the decrease).

### Population Distribution by Age

According to the Alaska Department of Labor and Workforce Development, Research and Analysis Section, Demographics Unit, the age group in Sitka that is of typical working age (between the ages of 25 and



64 years) is the most numerous age group but is projected to gradually decline in number between 2012 and 2042. The most populous age groups in 2012 were age 50-54 and age 55-59, and Sitka's population is expected to continue aging over the next 20-30 years. For example, in 2012 there are 64 people age 90-plus and that is expected to increase to 170 people age 90-plus in 2042. People age 20-24 make up the smallest adult age group (younger than 65) in 2012, and this age group will continue to be the smallest adult age group through 2042 (possibly due to students off attending college). As Sitka's population ages there will be more demand for paratransit services, since many seniors are unable to drive themselves and they may not have family in town to take care of them.

## **Individuals with Disabilities**

Counting the disabled population in any community presents challenges. First, there is a complex and lengthy definition in the implementing regulations. The definition of the disabled is found in 49 CFR Part 37.3. The definition of disability reads:

*Disability means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment.*

The definition, when applied to public transportation applications, is designed to permit a functional approach to disability determination rather than a categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions. In short, an individual's capabilities, rather than the mere presence of a medical condition determines transportation disability.

## **Survey of Income and Program Participation**

In an effort to make a more appropriate estimation of individuals with a disability in Sitka, as it pertains to their ability to utilize transportation, the Survey of Income and Program Participation (SIPP) was used. The SIPP is characterized by an extensive set of disability questions; generally, the SIPP is the preferred source for examining most disability issues. The reason for this preference is the similarities between questions posted on the SIPP survey and the ADA definition of a disability.

The Americans with Disabilities Act of 1990 (ADA) defines disability as a "physical or mental impairment that substantially limits one or more of the major life activities." For persons 15 years and over, the SIPP disability questions cover limitations in functional activities (seeing, hearing, speaking, lifting and carrying, using stairs, and walking); in Activities of Daily Living (ADL) such as getting around inside the home, getting in or out of bed or chair, bathing, dressing, eating and toileting, and in Instrumental Activities of Daily Living (IADL) such as going outside the home, keeping track of money or bills, preparing meals, doing light housework, and using the telephone. The SIPP also obtains information on the use of wheelchairs and crutches, canes, or walkers; the presence of certain conditions related to mental functioning, the presence of a work disability, and the disability status of children.

## **Approach**

Using the indices or incidence rates for specific disabilities derived from the SIPP, an imputed estimate of the number of individuals, by age group, has been calculated for the area. These estimates for 2010, 2015, and 2020 are found in Exhibits II.7, II.8, and II.9.

**Exhibit II.7: 2010 Estimated Count of ADA Eligible Population, Sitka**

	Ages 15-24 Years		Ages 25-64 Years		Ages 65 Years and Over		Total
		Sitka		Sitka		Sitka	Sitka
Disability Status	Percent		Percent		Percent		
Total Population by Age		1,211		4,839		1,050	7,100
Disability Status							
With a Disability	0.208	252	0.163	789	0.523	549	1,590
Severe	0.137	166	0.108	523	0.369	387	1,076
Not Severe	0.07	85	0.055	266	0.154	162	513
Seeing/Hearing Disability							
With a Disability	0.067	81	0.048	232	0.205	215	529
Severe	0.014	17	0.009	44	0.044	46	107
Not Severe	0.053	64	0.039	189	0.161	169	422
Walking/Using Stairs							
With a Disability	0.114	138	0.08	387	0.382	401	926
Severe	0.059	71	0.036	174	0.221	232	478
Not Severe	0.055	67	0.044	213	0.161	169	449
Had Difficulty Walking	0.094	114	0.065	315	0.318	334	762
Severe	0.051	62	0.031	150	0.195	205	417
Not Severe	0.043	52	0.034	165	0.123	129	346
Had Difficulty Using Stairs	0.092	111	0.065	315	0.312	328	754
Severe	0.031	38	0.018	87	0.119	125	250
Not Severe	0.061	74	0.046	223	0.193	203	499
Used a Wheelchair	0.012	15	0.007	34	0.045	47	96
Used a Cane/Crutches/Walker	0.041	50	0.022	106	0.169	177	334
With an Activities of Daily Life Limitation	0.036	44	0.025	121	0.123	129	294
Needed Personal Assistance	0.02	24	0.013	63	0.071	75	162
Did not Need Personal Assistance	0.016	19	0.012	58	0.052	55	132
Number of ADLs or IADLs for which assistance was needed							
One or more	0.048	58	0.031	150	0.163	171	379

**Exhibit II.8: 2015 Estimated Count of ADA Eligible Population, Sitka**

	Ages 15-24 Years		Ages 25-64 Years		Ages 65 Years and Over		Total
		Sitka		Sitka		Sitka	Sitka
Disability Status	Percent		Percent		Percent		
Total Population by Age		1,079		4,695		1,261	7,035
Disability Status							
With a Disability	0.208	224	0.163	765	0.523	660	1,649
Severe	0.137	148	0.108	507	0.369	465	1,120
Not Severe	0.07	76	0.055	258	0.154	194	528
Seeing/Hearing Disability							
With a Disability	0.067	72	0.048	225	0.205	259	556
Severe	0.014	15	0.009	42	0.044	55	113
Not Severe	0.053	57	0.039	183	0.161	203	443
Walking/Using Stairs							
With a Disability	0.114	123	0.08	376	0.382	482	980
Severe	0.059	64	0.036	169	0.221	279	511
Not Severe	0.055	59	0.044	207	0.161	203	469
Had Difficulty Walking	0.094	101	0.065	305	0.318	401	808
Severe	0.051	55	0.031	146	0.195	246	446
Not Severe	0.043	46	0.034	160	0.123	155	361
Had Difficulty Using Stairs	0.092	99	0.065	305	0.312	393	798
Severe	0.031	33	0.018	85	0.119	150	268
Not Severe	0.061	66	0.046	216	0.193	243	525
Used a Wheelchair	0.012	13	0.007	33	0.045	57	103
Used a Cane/Crutches/Walker	0.041	44	0.022	103	0.169	213	361
With an Activities of Daily Life Limitation	0.036	39	0.025	117	0.123	155	311
Needed Personal Assistance	0.02	22	0.013	61	0.071	90	172
Did not Need Personal Assistance	0.016	17	0.012	56	0.052	66	139
Number of ADLs or IADLs for which assistance was needed							
One or more	0.048	52	0.031	146	0.163	206	403

**Exhibit II.9: 2020 Estimated Count of ADA Eligible Population, Sitka**

	Ages 15-24 Years		Ages 25-64 Years		Ages 65 Years and Over		Total
		Sitka		Sitka		Sitka	Sitka
Disability Status	Percent		Percent		Percent		
Total Population by Age		1,058		4,432		1,475	6,965
Disability Status							
With a Disability	0.208	220	0.163	722	0.523	771	1,714
Severe	0.137	145	0.108	479	0.369	544	1,168
Not Severe	0.07	74	0.055	244	0.154	227	545
Seeing/Hearing Disability							
With a Disability	0.067	71	0.048	213	0.205	302	586
Severe	0.014	15	0.009	40	0.044	65	120
Not Severe	0.053	56	0.039	173	0.161	237	466
Walking/Using Stairs							
With a Disability	0.114	121	0.08	355	0.382	563	1,039
Severe	0.059	62	0.036	160	0.221	326	548
Not Severe	0.055	58	0.044	195	0.161	237	491
Had Difficulty Walking	0.094	99	0.065	288	0.318	469	857
Severe	0.051	54	0.031	137	0.195	288	479
Not Severe	0.043	45	0.034	151	0.123	181	378
Had Difficulty Using Stairs	0.092	97	0.065	288	0.312	460	846
Severe	0.031	33	0.018	80	0.119	176	288
Not Severe	0.061	65	0.046	204	0.193	285	553
Used a Wheelchair	0.012	13	0.007	31	0.045	66	110
Used a Cane/Crutches/Walker	0.041	43	0.022	98	0.169	249	390
With an Activities of Daily Life Limitation	0.036	38	0.025	111	0.123	181	330
Needed Personal Assistance	0.02	21	0.013	58	0.071	105	184
Did not Need Personal Assistance	0.016	17	0.012	53	0.052	77	147
Number of ADLs or IADLs for which assistance was needed							
One or more	0.048	51	0.031	137	0.163	240	429



Data collected in the SIPP do not permit consideration of persons with multiple disabilities. Moreover, the definitions employed can be directly related to the concepts in 49 CFR Part 37.3 definitions with respect to “activities of daily life.”

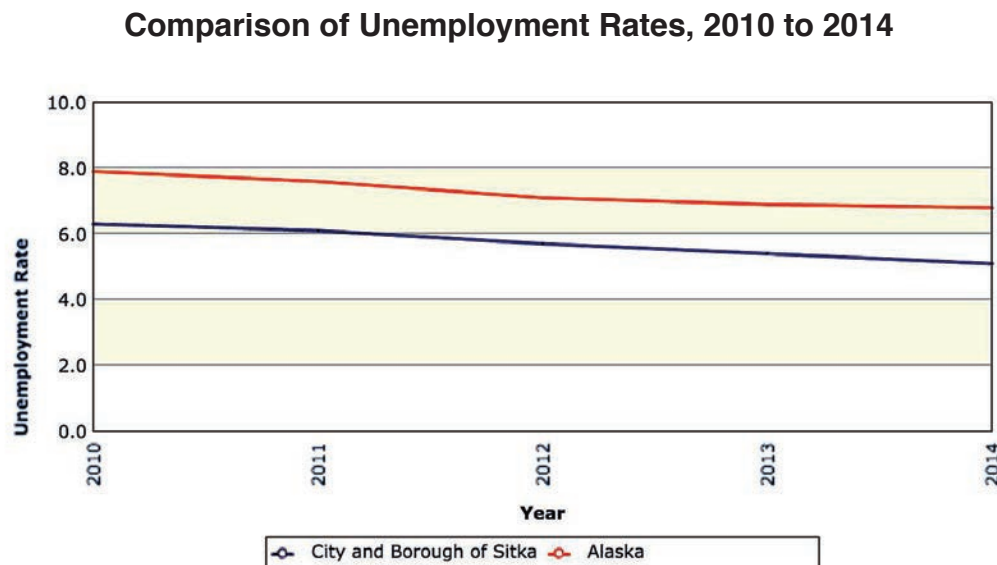
## Findings

The population projections (2010-2015) were obtained from the Alaska Department of Labor and Workforce Development. In 2010, approximately 16 percent of the population age 65 and older reported having one or more disabilities, according to the United States Census’ Survey of Income and Program Participation. The highest percentage of the three age groups that reported a disability was the age group between 25 and 64 years of age. Also, approximately 5 percent of the individuals between ages 15 and 24 reported having one or more disability; and 3 percent of individuals between ages 25 and 64 reported one or more disability.

## INDUSTRY AND LABOR FORCE

### Unemployment

Much of the employment in Sitka is seasonal and related to the fishing and tourism industries, and there can be major changes to the unemployment rate within a couple of months (for example, Sitka’s rate of unemployment in February 2014 was 7.2 percent and it was 3.8 percent in August 2014). Sitka’s yearly unemployment rate was 5.1 percent in 2014, a reduction from 6.3 percent in 2010. Sitka tends to have a lower unemployment rate than the rest of Alaska.



*Source: Alaska Department of Labor and Workforce Development*

### Employment and Earning

The Sitka Economic Development Association (SEDA) reported that the per capita annual income in Sitka in 2012 was \$40,200. SEDA reports that Sitka’s labor force is “highly educated and considered to be industrious, creative and independent minded.” Based on 2008-2012 American Community Survey data, more than 91 percent of the population age 25 and older were high school graduates or higher while 35 percent had a bachelors degree or higher. The Alaska Department of Labor and Workforce Development lists Sitka with an average monthly labor force of 4,403 with a peak on 5,257 in August.



The industries that make up the highest percentage of local employment include health care (16.8 percent), seafood (12.8 percent), government (15.3 percent), and services (14.3 percent).

## **Major Employers**

The top 10 major employers in Sitka in 2013 were as follows — SouthEast Alaska Regional Health Consortium (SEARHC) with 482 employees, Sitka School District 219, U.S. Coast Guard 209, Sitka Community Hospital 176, City and Borough of Sitka 155, Mount Edgecumbe High School 154, Hames Corporation 150, Sitka Tribe of Alaska 134, and Sitka Pioneer Home 105. Employment numbers are based on average monthly employment and include full-time, part-time, and temporary employees.

## **ECONOMIC PROFILE**

### **Household Income Measures**

According to U.S. Census data about household incomes for 2013, 36 percent of households in Sitka earned less than \$50,000 annually and 22.4 percent earned less than \$35,000. The greatest number of households fell into the income bracket of \$100,000 to \$149,999, but that number of households (653) was within 10 families of the income bracket with the second largest number of households (\$75,000 to \$99,999 annually) and within 20 families of the third largest number of households (\$50,000 to \$74,999). The report also states 6.2 percent of families in Sitka were below the poverty level in 2013.

### **Zero-Vehicle Households**

Zero-vehicle occupied housing unit status is another indicator of poverty. According to the 2000 U.S. Census Data, there were a total of 388 out of 3,278 (or 11.8 percent) occupied housing units in Sitka with no vehicles.

### **TRAVEL TO WORK**

According U.S. Census Data for 2013, 56.8 percent of the Sitka workforce age 16 years and over drove alone to work. Another 15.5 percent carpooled and 14.9 percent walked to work. Only 2.0 percent used public transportation excluding taxis, 6.9 percent found another means of transportation to work (more than 5 percent bike in Sitka) and 4.0 percent worked at home.

### **Home-Base to Work Trips**

An analysis of home base to work trip interchanges within the City and Borough of Sitka was conducted to determine whether or not there are any observable community patterns within the area that could be served by transit. The analysis uses 2006 U.S. Census Longitudinal Employer-Household Dynamics (LEHD) data sets. LEHD is an innovative program that links place of employment data with U.S. Census place of residence data. The result is a very useful tool that transportation planners can use to analyze the origins and destinations of home-based work trips.

The 2006 LEHD data set for Alaska was queried to produce a dataset that contains only the City and Borough of Sitka residents who worked in the City and Borough of Sitka. The resulting block group data was used to create the following data sets:

1. Location of Jobs by Block Groups (see Figure 1)
2. Location of Low-Income Jobs by Block Groups (see Figure 2)
3. HBW trip interchanges within the City and Borough of Sitka (see Table 1)

In conclusion, the analysis revealed that over half of the total employment (57 percent) in the City and Borough of Sitka is concentrated in the city center and Japonski Island (Block Groups 2005 and 2006). Low-income jobs are more widely scattered however with a substantial number of them (32 percent) located to the north of the city center in Block Groups 2001 and 2002 (see Figure 3)

The primary HBW trip interchanges occur between the residential areas north of the city center in Block Groups 1003, 2001, 2002, and 2003 and the largest employment center (i.e., Block Group 2005). Other block groups attracting a substantial amount of HBW trips included Block Groups 2001, 2004, and 2006.

Based on the LEHD data, it appears that there is demand for a new transit route linking the residential areas to the north (Block Group 2001) and the jobs located between Block Groups 2001 and the city center.

**Table 1**  
**Home-Base to Work Trips**  
**Within the City and Borough of Sitka**

Work Block Group	Home Block Group											
	1001	1002	1003	1004	1005	2001	2002	2003	2004	2005	2006	Total
1001		1	1	3		1		2				8
1002	2	4	8	4	4	10	11	6	5	2	3	59
1003		2	7	5	4	2	2	5		2	4	33
1004	2	15	40	30	25	34	29	41	12	10	12	250
1005		3	11	9	12	9	6	6		1	1	58
2001	4	15	52	41	27	97	66	65	30	23	18	438
2002	2	10	32	27	29	65	47	42	26	17	9	306
2003		1	4	4	3	12	5	10	3	1	3	46
2004	2	12	48	30	30	98	54	57	27	24	18	400
2005	7	30	107	62	62	192	115	121	51	50	18	815
2006	6	21	65	55	47	121	62	87	57	40	18	579
Total	25	114	375	270	243	641	397	442	211	170	104	2992

Figure 1  
City and Borough of Sitka  
Job Locations

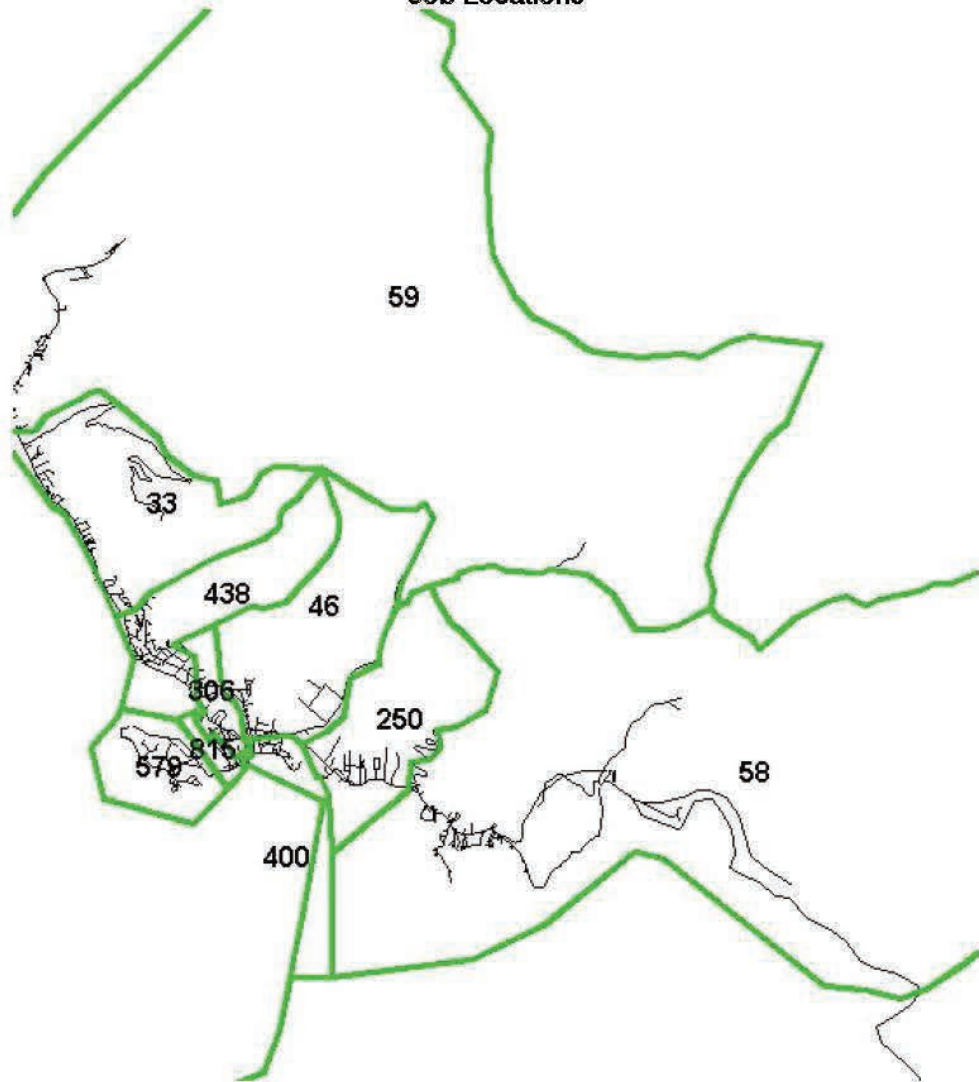
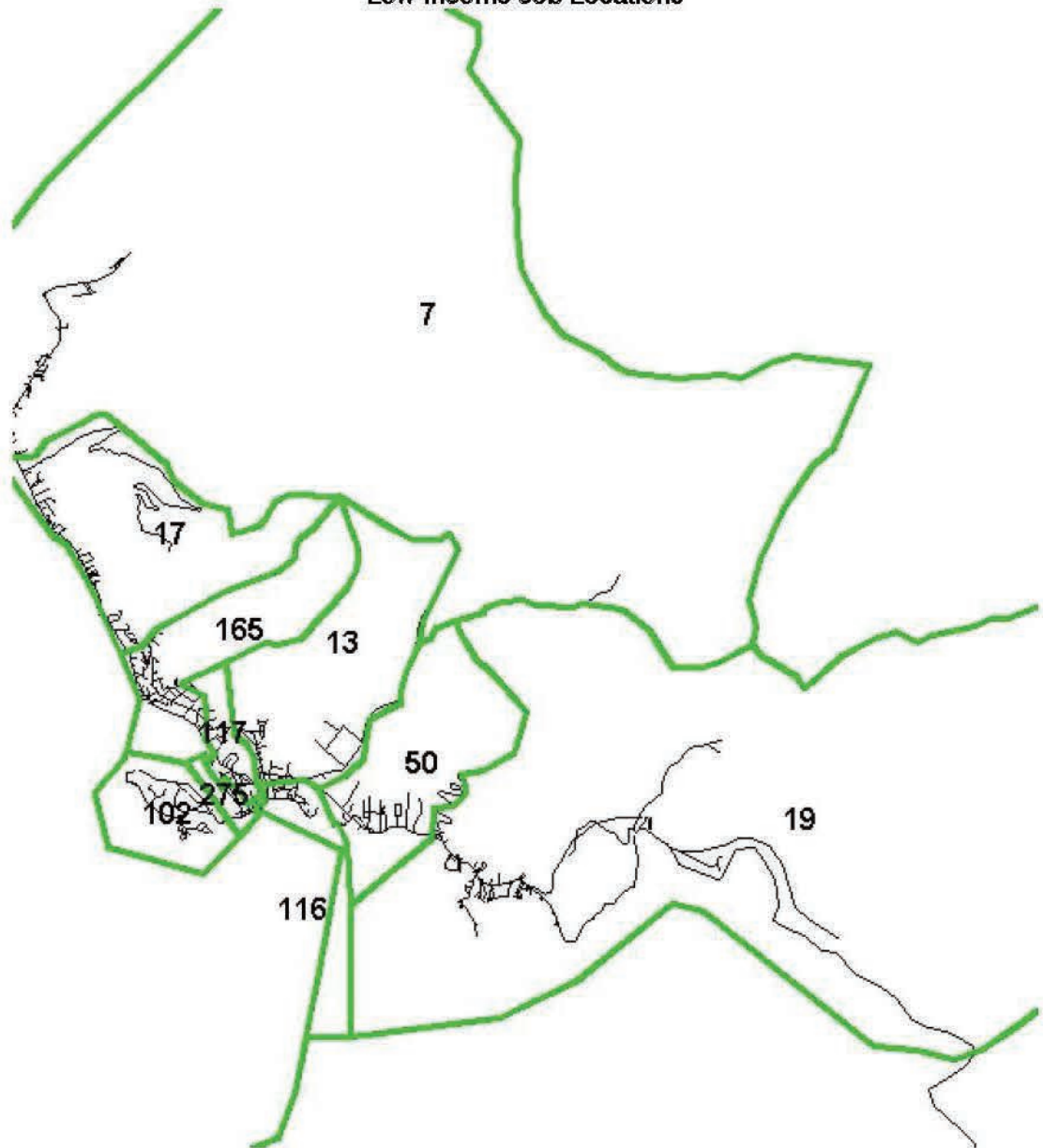
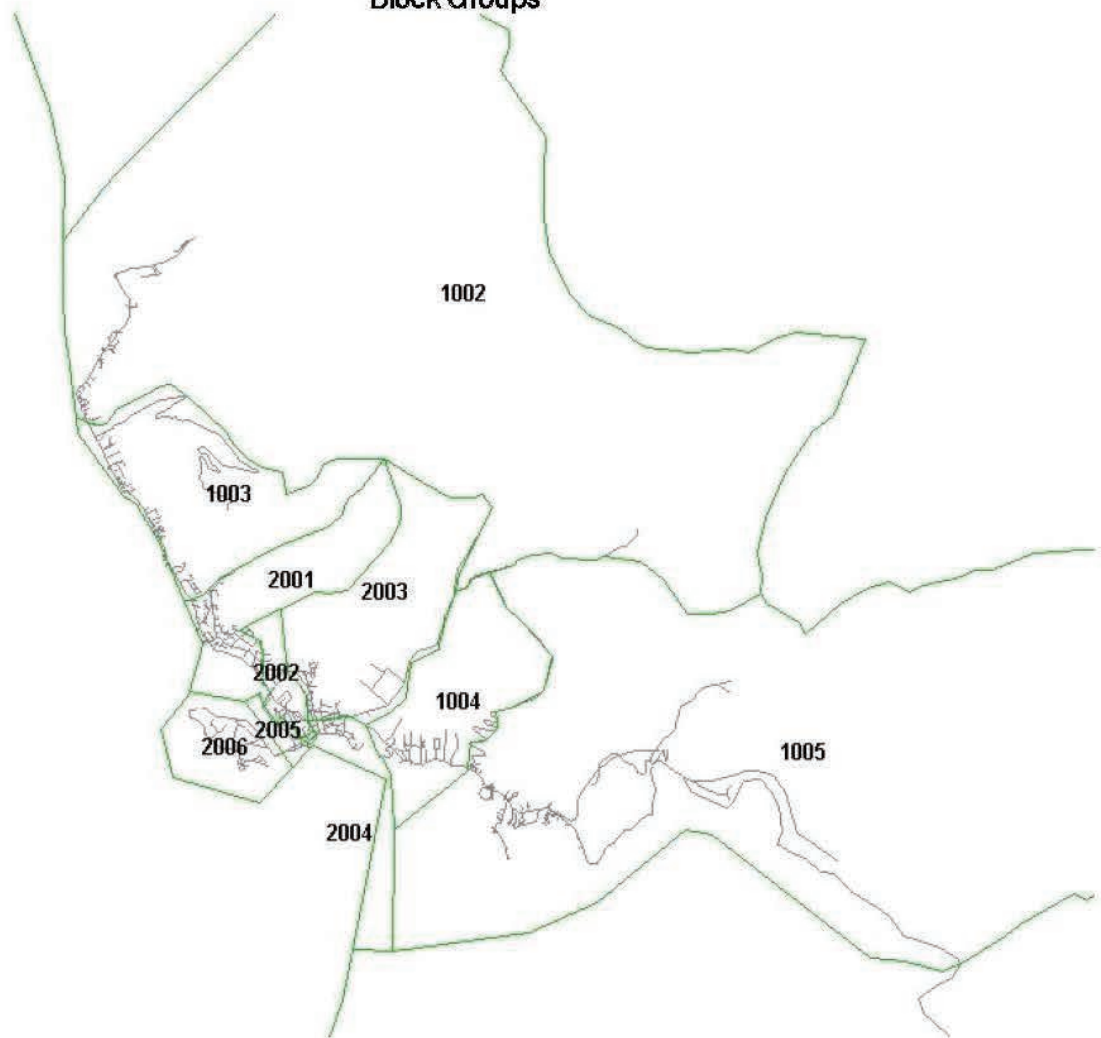


Figure 2  
City and Borough of Sitka  
Low-Income Job Locations



**Figure 3**  
**City and Borough of Sitka**  
**Block Groups**





## **MAJOR TRIP GENERATORS**

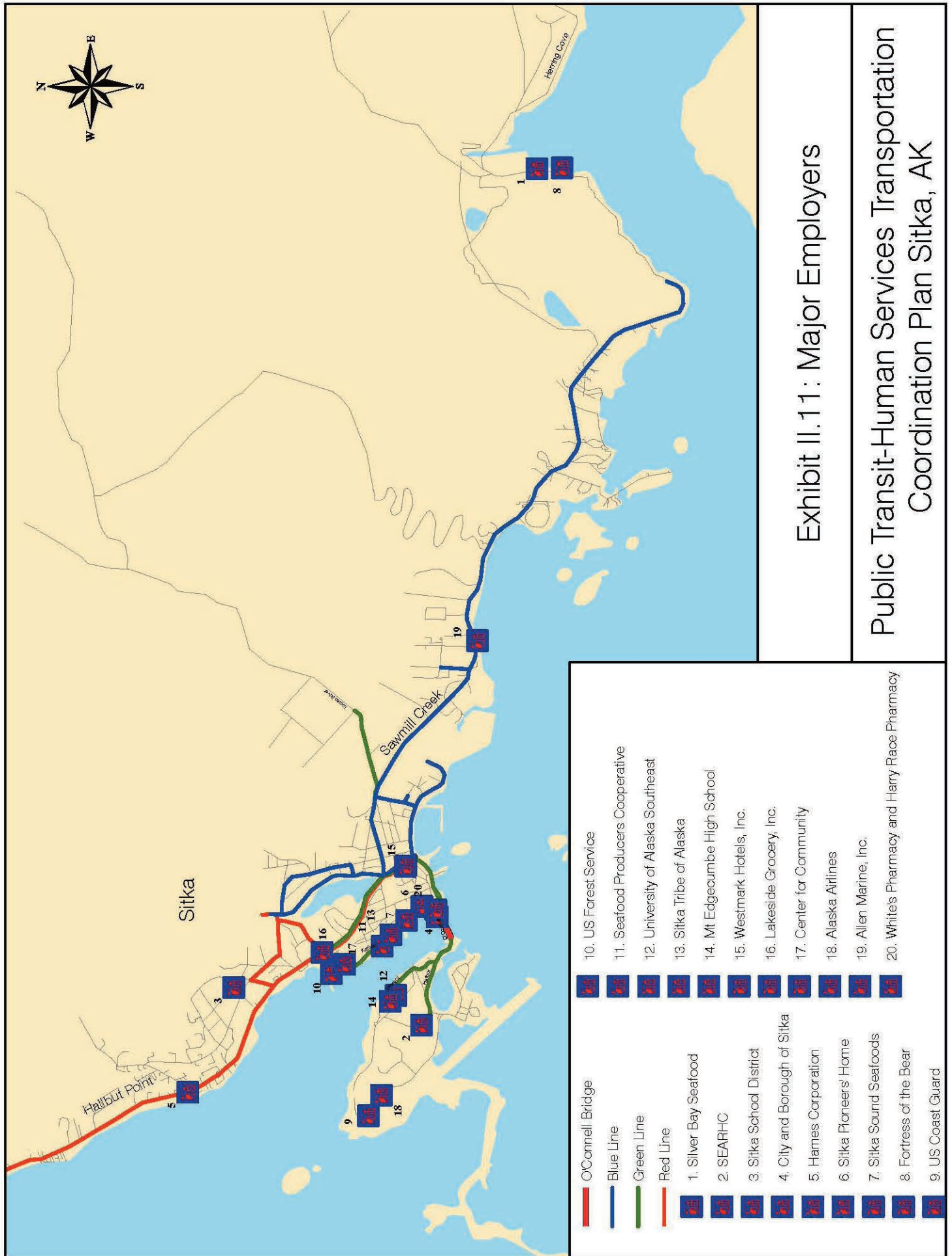
The term “trip generator” is used to describe locations where concentrations of people are likely to live (apartment complexes, nursing homes, etc.) or where people are likely to travel to meet their shopping, child care, health care, educational, or employment needs. The maps in Exhibits II.12, II.13, II.14, and II.15 illustrate the major trip generators in Sitka including major employers, health care facilities, human service agencies, and schools or youth programs. As illustrated by the exhibit, most, but not all, generators are located on the RIDE fixed bus routes. Silver Bay Seafoods and the industrial park are not located along a current fixed bus route.

## **SUMMARY**

Sitka is projected to experience a slight decline in population over the upcoming decade, with the population decreasing by approximately two (2) percent between 2006 and 2030. Six (6) percent of the households in Sitka earn an annual income of less than \$10,000. This population will present ongoing challenges for service providers in all areas, including healthcare, childcare, employment, education, and recreation. In turn, the demand for transportation will remain a salient issue.

As Sitka’s largest age group (25 to 64 years) ages and moves into retirement, their need for transportation will grow. The face of Sitka will change further as the age group of 65 years and older increases in size to equal the number of young children (0 to 14 years) and the group of individuals entering the workforce (15 to 24) remains the smallest portion of the total population.

To Sitka’s advantage, the highest concentration of trip generators is in the downtown area and along the existing bus routes. Due to limited roads, the distance between residential locations and work sites is short. Another advantage to mobility in Sitka is the close proximity between most major trip origins and destinations. The current challenge for access to trip generators, however, pertains to accessing the industrial area which currently includes Silver Bay Seafoods and is projected to be the site of other major employers.



## Exhibit II.11: Major Employers

### Public Transit-Human Services Transportation Coordination Plan Sitka, AK

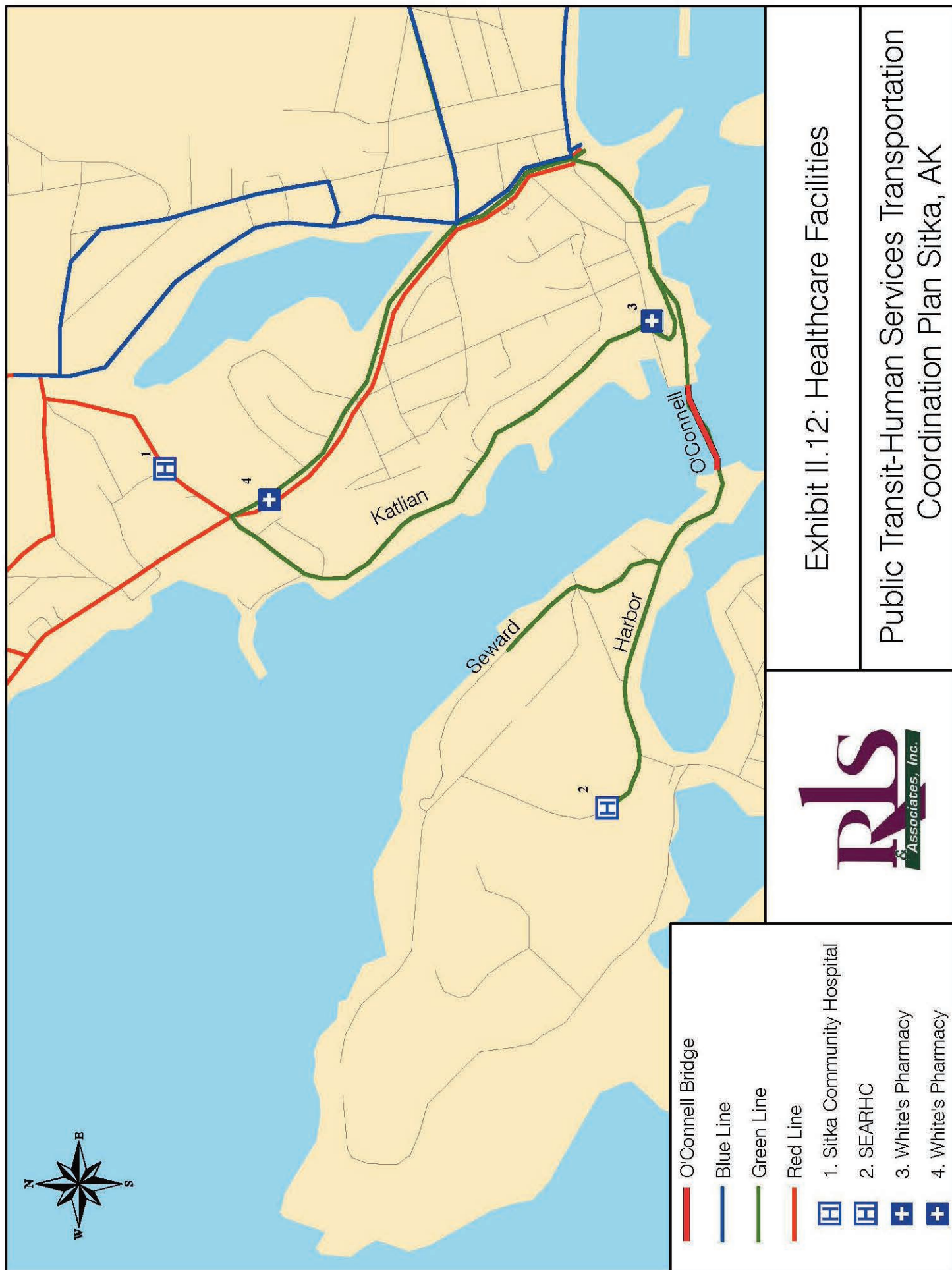






Exhibit II.13: Human Service & Older Adult Facilities

Public Transit-Human Services Transportation Coordination Plan Sitka, AK





Exhibit II.14: Schools and Youth Centers

Public Transit-Human Services Transportation  
Coordination Plan Sitka, AK



# Needs and Gaps in Service

## OVERVIEW

For this report we attempted to contact local human service agencies, employers, and all transportation providers serving Sitka to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. Appendix A includes documentation and outreach efforts included in this project and the participation in local public meetings. This chapter provides a summary of the outreach efforts and results. Outreach efforts for the local general public and stakeholders included the following:

- One public meeting and stakeholder workshop;
- A survey of human service agency and senior center clients;
- A survey of the current the RIDE and Care-A-Van passengers;
- A survey opportunity for the general public; and,
- One-on-one interviews and email discussions with stakeholders and providers.

## GENERAL PUBLIC AND STAKEHOLDER WORKSHOP

CFC and Sitka Tribe of Alaska hosted one local workshop on Jan. 28, 2015, to discuss unmet transportation needs and gaps in service for older adults, individuals with disabilities, people with low incomes, and the general public. The Juneau-based manager of Catholic Social Services (which oversees Southeast Senior Services and the Care-A-Van paratransit program) participated by phone and she had Sitka staff members at the meeting.

Invitations to the meeting were distributed via email to organizations in Sitka who represent older adults, individuals with disabilities, people with low incomes, and/or the general public. The general public was invited and notified of the meeting through multiple public announcements in the Daily Sitka Sentinel newspaper (see Appendix for newspaper announcements) and through notices on Facebook.

A list of meeting participants is included in the Appendix. Also included are the handout distributed at the meeting, which included some history and needs of the transit/paratransit system, and meeting notes detailing some public comments.

During the workshop, the facilitator dedicated a portion of the time to defining coordinated transportation and explaining its potential benefits. She outlined basic coordination aspects for the stakeholders who were becoming involved for the first time, as well as intermediate level coordination aspects that could be used to help Sitka progress toward new levels of coordinated transportation efficiencies.

Following the presentation, the workshop members were asked to identify public and human service agency transportation and mobility issues, successes, and challenges in Sitka. Discussions focused on transportation for the general public, including older adults, individuals with disabilities, and people with low incomes.

The transportation needs, gaps, duplications, and challenges discussed during the public meeting are included in the summary section at the end of this chapter.

## HUMAN SERVICE AGENCY/SENIOR CENTER AND GENERAL PUBLIC SURVEYS

A survey of the general public, human service agency/senior center clients, and current public transit riders was conducted from November 2014 through January 2015. The same survey was distributed to each constituency, and a copy of the survey and the survey results is included in the Appendix. The survey was published online using Survey Monkey, and it was advertised on several occasions through the local Sitka newspaper, the local shopper, and on Facebook (<https://www.facebook.com/SitkaRide>).

Paper copies of the survey also were distributed on the RIDE and Care-A-Van buses, and they were made available at Swan Lake Senior Center, the Sitka Tribe of Alaska main office, and Center for Community. Copies of the survey were emailed to the managers of many human service agencies in Sitka. Data from the paper copies of the survey were manually inputted into the Survey Monkey site so we could use the site's data analysis features. To encourage survey participation, we offered a random drawing for one \$50 and two \$25 gift cards from SeaMart grocery store. In all, we received 123 surveys.

**Ridership frequency** — On this question, the top response was occasionally with 29.27 percent. The next response was 3-5 times per week (25.20 percent), followed by every day (19.51 percent), not at all (16.26 percent), and last was 1-2 times per week (9.76 percent).

**Type of RIDE used** — In this category, the majority of people used the RIDE fixed-route service (blue buses) with 79.63 percent. There were 16.67 percent who used the Care-A-Van paratransit service (white buses), and 7.41 percent used both.

**Years using the RIDE/Care-A-Van service** — In response to the question in what year did you start using the RIDE as often as you do now, the top answer was in 2014 with 23.56 percent. The next responses were 2012 (16.98 percent), a tie for 2013 and 2005-09 (16.04 percent), 2010 (11.32 percent), before 2005 (9.43 percent), and 2011 (6.60 percent).

**Main reasons to use the RIDE/Care-A-Van** — This question allowed multiple responses, and the top result was shopping (52.76 percent). The next response was work (41.67 percent), social (37.96 percent), doctor's appointment (36.11 percent), other (33.33 percent), social service agency appointment (12.96 percent), cultural events (12.04 percent), and school (3.70 percent).

**Benefit from using public transit/paratransit in Sitka** — Most respondents (46.96 percent) said having public transit/paratransit services in Sitka was very important in their daily lives. The next responses were moderately important in my daily life (20.87 percent), important for my daily life (20.00 percent), and not important in my daily life (12.17 percent).

**Adequacy of hours and days of service** — The next two questions asked for a yes/no response, with people responding no being able to add comments about how their needs weren't being met. The vast majority of people answered yes to both questions, but even some people who answered yes replied with comments. The most common comments were about the need to have transit service later at night on weekdays, with many people suggesting running until 9 or 10 p.m. though a couple said they work jobs that end at midnight. A couple of people also asked for earlier morning service, especially in the summer. Many people also said they'd like to see at least some weekend service, especially on Saturdays so they can shop or go to various local trailheads to hike. Several others noted they'd like to be able to go to church on Sundays. A couple of Care-A-Van users asked that limited weekend hours be expanded, if possible.

**Days you use public transit/paratransit service** — The next question asked which days people used the RIDE/Care-A-Van services, and the five weekdays all had responses of more than 70 percent. The top day was Monday (83.84 percent), followed by Wednesday (80.81 percent), Friday (78.79 percent), Tuesday (74.75 percent) and Thursday (72.73 percent). People who use the Care-A-Van on weekends said they use it more on Sunday (10.10 percent) than Saturday (9.09 percent). Please note that these percentages are low because people who use the RIDE (blue buses), which don't run on weekends, also answered this question and skewed the results.

**Adequacy of routes getting people where they need to go** — This question was similar to the hours and days of service adequacy questions above, where people answered yes or no, then commented on what needs weren't being met. Nearly everybody said the routes were adequate, but even some of the people who answered yes said they'd like to see the Sawmill Creek Road bus go beyond Whale Park and all the way to the Gary Paxton Industrial Park at Sawmill Cove, an area that not only provides access to Silver Bay Seafoods but also to the Fortress of the Bear and several hiking trails. A few people said they have problems with some of the long distances between stops, especially if they're carrying groceries or a toddler. A couple of respondents said they live uphill from their closest bus stop, which makes carrying groceries difficult.

**Type of passes purchased** — There top response for this question was a one-way single ride pass, with 46.53 percent choosing it. Next was the multiple-ride punch card (34.65 percent), followed by the monthly pass (18.81 percent).

**How people travel to work, training, appointments, activities** — This was a question where people could select more than one response. The top answer was the RIDE (blue buses) with 52.14 percent, followed by walk (44.44 percent), drive yourself (35.04 percent), ride with a friend (29.06 percent), the Care-A-Van white buses (17.09 percent), taxi cab (16.24 percent), bicycle (11.11 percent), other (4.27 percent), and don't go (3.42 percent).

**Best way to inform people about the RIDE/Care-A-Van service** — This was another question that allowed multiple responses. The top answer was a flier/poster inside the bus (37.50 percent), followed by rider guide (35.71 percent), website (33.04 percent), newspaper (27.68 percent), Facebook or other social media (25.89 percent), radio (20.54 percent), and the least effective means was television (3.57 percent).

**Age of survey takers** — The top age group to respond to the survey was age 50-64 (30 percent). It was followed by age 65 or older (28.33 percent), age 30-49 (26.67 percent), and age 19-29 (15.00 percent). We received zero surveys from people age 18 or younger, so the next time this plan is updated it is suggested some paper copies of the surveys be placed in the local high schools and middle schools to make it easier for students to respond.

**Annual household income** — The top income group using the RIDE/Care-A-Van service was those making \$40,000 or more a year (29.25 percent). The next income group was those making \$10,000 to \$24,999 (27.36 percent), followed by those making \$9,999 or less (23.58 percent) and those making \$25,000 to \$39,999 (19.81 percent).

## **Unmet Transportation Needs and Gaps in Service:**

The following list of unmet transportation needs and gaps in service is based on comments made at our public meeting, as part of the survey process, through email and one-on-one interviews, and some comments following our 2010 plan. Many of these needs, even those mentioned in 2010 or in forums since that time, still aren't being met due to funding issues.

### **◆ Employment Related Transportation:**

- Public transit routes do not serve some major employment areas (i.e., Silver Bay Seafoods). Many local employees and international (seasonal) employees do not have access to transportation. International employees live on-site at Silver Bay Seafoods but need transportation in to town for services and entertainment.
- Weekend transportation and early morning (before 6:30 a.m.) and late evening weekday transportation (at least until 10 p.m.) is needed to support shift workers.
- Passengers need a shorter ride time on the fixed-route service. Currently, some people feel that transfers and indirect service on the routes make public transit inconvenient.

### **◆ Child Care and Youth Transportation Issues:**

- Transportation is needed to childcare centers that is convenient enough to allow parents to drop off a child before continuing on the transportation provider to the parent's worksite. Currently, even when the fixed route serves the childcare center, the nature of a fixed-route schedule and the frequency of service do not allow the parent time to utilize the bus for childcare and employment.
- Afterschool transportation for students is needed and no longer efficiently provided. An option for students to go home after afterschool programs (around 7:30 p.m.) is needed.
- Mount Edgecumbe High School students have fewer hours in town for recreation and some would prefer to ride a vehicle rather than spend time walking into town.

### **◆ Accessible Transportation Issues:**

- Public transit routes do not go into enough neighborhoods where residents could conveniently access bus stops.
- Long-term care consumers and other hospital patients need more affordable transportation between the airport and ferry and the hospitals (non-stretcher transport).

### **◆ Vehicles and Capacity:**

- Sitka needs more small vehicles (i.e., sedans and minivans) to use for trips with few passengers.
- Sitka needs more vehicles for service on Sundays, if service were funded.

### **◆ Lower Fares for Transportation:**

- Individuals with low incomes need a bus pass option that offers a discount but costs less than \$50.00 per month for the general public. Many passengers cannot afford to spend \$50.00 all at once on a bus pass, so they purchase daily passes and cannot use the discount offered with the multi-trip passes.
- Affordable transportation options to and from the airport for early and late flights are needed. Currently, private taxis serve the airport, but many people cannot afford taxi fare.

### **◆ Limited Hours and Days of Service:**

- Transportation service during the weekday early morning hours (before 6:30 a.m.) to serve individuals with early appointments.
- Weekend transportation service to support, shopping, and social trip purposes. Popular weekend destinations include downtown Sitka, church, library, skatepark, movies, and Market Center.

- Weekday evening transit service until after 10 p.m. to support social and entertainment trip purposes.
- ◆ **Improved Local Government and other Support and Information Sharing:**
  - Human service agencies and transportation providers need to advocate for a beginning of local government financial support of public transportation in Sitka.
  - Human service agencies and all organizations need to improve information sharing about the available transportation services offered in Sitka.
- ◆ **Healthy Community:**
  - The general public would like to have an option to use public transit to access recreational trails for hiking and biking. Current bus routes do not access some trailheads.
- ◆ **Resources for Information:**
  - Organizations currently communicate with each other and make referrals via multiple telephone calls but the general public does not have a single comprehensive resource for transportation information. A single resource for information about schedules, passenger eligibility, or hours of service would improve efficiency and open the possibility of serving more people.

Results of the stakeholder and public meetings indicated the following challenges to meeting the unmet transportation needs and gaps in service through coordination:

## **Challenges to Coordinated Transportation**

- Currently, human service agencies are providing transportation for their clients because they need to fill gaps. However, many of those agencies are not aware of the actual fully allocated cost for providing those trips. Gathering information about the actual costs for providing transportation was a time consuming, and in some cases impossible, task for many of the human service agencies.
- One of the primary challenges to improving transportation in Sitka is the lack of local government's financial participation. Transportation does not receive financial support from the City of Sitka. Transportation advocates would like to explore the possibility of receiving a portion of the City, sales tax, millage/property tax, or cruise ship head tax.
- The RIDE would like to expand into evening hours and weekend services with its fixed routes (and paratransit). Without local government financial contribution, such expansion to become a "comprehensive" public transit system is not likely to become a reality. Without the RIDE becoming "comprehensive" by providing at least six days a week and evening hours, Sitka residents can not decide to "rely" upon public transit.
- Educating the public about the available transportation services in Sitka is a challenge. Many people are not aware of the services that are available to them. As a result, when people need transportation they tend to walk, bike, call a friend, or elect not to go to the appointment or job.

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note that transportation coordination is successfully implemented throughout the country, and certain aspects of coordination already exist in Sitka. Therefore, issues such as guidelines for the use of funding and vehicles, unique needs presented by different populations served, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they coordinate transportation. A list of websites with content about overcoming challenges is provided in the glossary of this document.

The next chapter outlines potential and preliminary coordinated transportation strategies to address the needs and gaps in transportation service that were identified through outreach efforts.





# Priorities

## COORDINATED TRANSPORTATION PRIORITIES AND IMPLEMENTATION STRATEGIES

### OVERVIEW

Any reader of this plan must know that no agency in Sitka, not the public transit providers, nor any other agency, is funded by a grant to, or required by any laws to implement this plan. This plan discusses possible strategies, and provides the background data and a planned focus for continued work in Sitka on better use of transit and human service agency transportation resources. This plan is not a promise of implementation; it is a source of knowledge and a shared vision of where coordination efforts in Sitka may try to go in the future.

The three primary transit providers in Sitka (CFC, Sitka Tribe, and SESS) have other transit plans and work obligations (per funding sources) that fully occupy their current staff resources. The human service agencies in Sitka also have other mandates and goals that occupy their staff. However, as all of these agencies find staffing resources, unmet client needs, or funding opportunities, they can turn to this Plan to guide their shared efforts to improve transportation in Sitka for human service clients as well as the general public.

In general, the concept of coordination in Sitka has widespread support from local human service agencies and transportation providers. Several organizations have already experienced the benefit of coordinating to purchase vehicles and share operating expenses. Bringing new levels of coordination into reality will require additional support from local funding sources. It also will require a constant effort for the human service agencies and public and private transportation providers throughout the area to be aware of the benefits of sharing transportation resources and proactively coordinating. Creating efficiencies in this manner will permit organizations to utilize resources in a manner that creates will permit them to use their resources to benefit the most people.

There are numerous success stories in Sitka that demonstrate the impact of coordinating resources, including the public transit fixed routes and complementary paratransit services that are operated cooperatively by Sitka Tribe of Alaska, Center for Community, and Southeast Senior Services, using a variety of funding sources funneled variously through the three partners. Another coordination success is the grant writing success of CFC in obtaining small vehicles for use by human service agencies, such as the van and two SUVs obtained by CFC grants and then “leased” to Youth Advocates of Sitka for that agency’s programs. (In 2014, CFC’s grant-writing brought another vehicle to Sitka for YAS to use, a vehicle for Sitka Counseling to use for clients, as well as two vehicles for use in CFC’s own program for services to clients with developmental disabilities).

While these are excellent examples of coordination, the stakeholders who participated in this study indicated a willingness to continue to expand and enhance local efforts. The primary goal of transportation providers in Sitka is to fill gaps in transportation services in an effort to improve the services for human services clients and the overall quality of life for Sitkans.

Opportunities for improving the coordination of transportation services must nurture a trusting relationship between participating organizations by clarifying objectives and costs, ultimately facilitating the desire to move and the actual movement of the participants toward a more coordinated approach to transportation and mobility throughout Sitka.

## COORDINATED TRANSPORTATION GOALS AND PRIORITIES

Achieving coordinated transportation goals will take time, effort, and in most situations, additional funding. Therefore, it is recommended that the stakeholders consider the following goals and objectives as a starting point from where they can continue to improve human service agency and public transportation service. Continued discussion about potential coordination strategies and prioritizing coordinated transportation goals will be critical to refining a feasible implementation plan on which to base funding and service design decisions through 2020.

Preliminary principles on which Sitka's coordinated transportation service goals and strategies are based were first developed in 2010, during the creation of the 2010-14 Coordinated Plan, and they are still valid going into the 2015-19 time period of this plan. They are as follows:

***Principle #1:*** Maintain the successful services and transportation programs and reduce unnecessary gaps and duplications in transportation for older adults, individuals with disabilities, people with low-incomes, and the general public.

***Principle #2:*** Invest in programs and actions that improve community access to employment, health care, agency sponsored programs, and activities that improve the quality of life for Sitkans.

***Principle #3:*** Provide incentives for projects that emphasize coordination and collaboration.

***Principle #4:*** Assure access, safety, and security for the mobility of individuals, groups, and stakeholders served.

Six goals developed by local transportation stakeholders in 2010 to build upon these founding principles for coordinated transportation are outlined below. These goals have been implemented where funding made it possible in 2010-14, and will serve well for 2015-19. Each goal is supported based on the input provided by participating organizations and the general public.

***Goal #1:*** Improve Awareness of Public and Coordinated Transportation Opportunities and Establish a Shared Community Approach for Improving Transportation Service and Resource Management.

***Goal #2:*** Share Resources and Skill Sets to the Highest Appropriate Level of Benefit for All Participating Organizations.

***Goal #3:*** Enhance Transportation to Support Employment for People with Low-Incomes, Individuals with Disabilities, and the General Public.

***Goal #4:*** Secure Adequate Support to Keep Up With the Increasing Costs of Sustaining Public Transportation Service.

***Goal #5:*** Plan for Realistic Expansion Existing Public and Human Service Agency Transportation Service.

***Goal #6:*** Increase and Improve Accessible Services for Individuals with Disabilities and People with Low Incomes.

During the March 2010 public meeting, on development of the 2010-14 plan, the consulting team presented preliminary coordinated transportation objectives based on the needs assessment and outreach efforts. Stakeholders were asked to prioritize each of the objectives over the five-year planning horizon. Stakeholders who were not able to attend the meeting were invited to participate by responding to an email. Through this prioritization exercise, the study participants ranked coordinated transportation objectives in order of priority.

Two factors were considered when determining the appropriate level of priority for each objective and strategy. First, stakeholders prioritized strategies based on the perceived level of need. Second, transportation service providers evaluated the feasibility of implementing each strategy based on existing local capital and operating resources, funding, and facilities. Priorities are described below in terms of Immediate, short-term, mid-term, and long-term. Goals may be achieved through the stated objectives and strategies or through a newly devised strategy created by the local stakeholders.

Implementation priorities are based on current conditions and are subject to change. For example, strategies that are listed as immediate in this plan but lack sufficient staffing to support immediate implementation may be re-categorized as short- or long-term until appropriate staffing levels can realistically be achieved. Similarly, if funding for a long-term strategy is achieved sooner than expected, that strategy will be re-categorized and implemented sooner. Local human service agencies and transportation providers are encouraged to re-evaluate objectives and Implementation Strategies to be Explored for feasibility on at least an annual basis.

**OBJECTIVES AND IMPLEMENTATION STRATEGIES TO BE EXPLORED**

The following sections outline the objectives and implementation strategies to be explored as local human service agencies and transportation providers work toward achieving the stated coordinated transportation goals and or refining them as appropriate to meet changing needs of the community.

**Goal #1: Improve Awareness of Public and Coordinated Transportation Opportunities and Establish a Shared Community Approach for Improving Transportation Service and Resource Management.**

**Objective 1.1: Continue the activities of the Human Services-Public Transportation Advisory Committee as the forum and clearinghouse for the coordination of local public transit services and human services transportation issues, networking, and mutual support.**

Implementation Strategies to be Explored:

**1.1.1:** Twice a year, request participation in the Human Services-Public Transportation Advisory Committee from key stakeholder in Sitka; human service agencies, transportation agencies, educational entities, health-care providers, and tribal and city governments.

Priority:	Immediate and on-going
Parties Responsible:	All key human service agency and public transportation stakeholders select a representative of their organization to actively participate in the Human Services-Public Transportation Advisory Committee. The advisory committee will be an advisory body for the coordinated transportation effort in Sitka.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership on the RIDE or Care-A-Van as members begin to work together and awareness of available services and unmet needs improves.
Performance Measures:	Human Services-Public Transportation Advisory Committee re-invites key stakeholder participation at meetings to be held at least twice per state fiscal year.
Potential Costs:	No additional funding required if the advisory committee is invited and meetings convened by the lead public transit agency.

## **Objective 1.2: Establish a Framework for Coordinating Transportation Resources to Maximize the Capacity and Effectiveness of Existing Resources.**

### Implementation Strategies to be Explored:

**1.2.1:** Develop Memorandums of Understanding (MOU)/Contracts with all human service agency, public, and private transportation service providers that are participating in the coordinated effort. The MOUs should include the specific coordination activities in which the organization will participate. All transportation providers should share trip schedules and vehicle availability (use the vehicle utilization chart in this document as a starting point).

Priority/Implementation:	Mid-Term.
Parties Responsible:	Local public, private, and human service agency transportation providers.
Staffing Implications:	Staff time involved in preparing and negotiating MOUs.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership and productivity through shared schedules if empty seats are filled on existing trips.
Performance Measures:	Number of MOUs/Contracts developed; Number of agencies sharing schedules; Dollars saved in bulk purchases; and Number of shared rides.
Potential Costs:	No additional costs. For some agencies new agreements to share trips could result in overall cost containment.

**1.2.2:** Use existing the RIDE or other websites to improve access to transportation information and services. Possibly develop a blog about unmet transportation needs. A blog is an effective way to share information with passengers and the community.

Priority:	Ongoing.
Parties Responsible:	STA, SESS and CFC.
Staffing Implications:	Staff time involved in setting up the website information, monitoring and responding to the blog, and updating the site.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership in response to improved access to information.
Performance Measures:	Set-up webpage and blog; Number of hits on webpage; Number of new young riders (target high school students); Number of new riders on public transportation; and Improved access to community resources.
Potential Costs:	Additional cost for website capability.



**1.2.3:** Educate the public about wheelchair accessibility of all the RIDE fixed-route buses and other human service agency vehicles.

Priority:	Ongoing.
Parties Responsible:	STA, SESS and CFC.
Staffing Implications:	Staff time for STA to work with public education opportunities.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership on the RIDE by individuals that require a wheelchair accessible vehicle.
Performance Measures:	Develop outreach/educational materials about Sitka's accessible transportation partners; Number of materials distributed; Number of passengers using wheelchair accessibility features on vehicles; Number of trip requests for passengers who need a wheelchair accessible vehicle; and Improved access to community resources.
Potential Costs:	No additional costs.

**Goal #2: Share Resources and Skill Sets to the Highest Appropriate Level of Benefit for All Participating Organizations.**

**Objective 2.1: Seek Opportunities to Share Maintenance Facilities and Specialized Technicians.**

Implementation Strategies to be explored:

**2.1.1:** Develop formal agreements to coordinate the use of the planned STA transit maintenance facility and mechanic.

Priority:	Long-Term.
Parties Responsible:	STA should take the lead.
Staffing Implications:	None.
Capital Requirements:	None. (Facility planned)
Ridership Implications:	None.
Performance Measures:	Number of organizations utilizing the facility; Number of road calls; Amount of maintenance costs; Number of major repairs;
Potential Costs:	Costs associated with operating a maintenance program could be shared with coordinating organizations.

## **Objective 2.2: Explore Joint Purchasing Opportunities.**

### Implementation Strategies to be Explored:

**2.2.1:** Continue to coordinate grant-writing activities for access to transportation resources of all types: planning, administration, operating, and capital.

Priority:	Ongoing.
Parties Responsible:	CFC, STA and SESS.
Staffing Implications:	Staff time for investigating opportunities and developing grant applications and eligible programs.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Number of joint grant-writing activities; and, Amount of funding received through joint grant-writing opportunities.
Potential Costs:	Costs are associated with staff time.

## **Goal #3: Enhance Transportation to Support Employment for People with Low-Incomes, Individuals with Disabilities, and the General Public.**

### **Objective 3.1: Educate businesses about transportation incentives.**

#### Implementation Strategies to be Explored:

**3.1.1:** Invite local employers to form a committee to discuss employment transportation needs, gaps, and opportunities. Human service agencies and public transportation providers should lead committee discussions with a format that encourages information sharing and open conversation about potential services to improve employment transportation opportunities

Priority:	Long-Term and Ongoing.
Parties Responsible:	A staff member or volunteer from CFC or STA should lead the effort to invite employers to actively participate in the committee and attend meetings.
Staffing Implications:	Stakeholders' staff time involved in attracting employers to join the meeting and educating them about transportation opportunities.
Capital Requirements:	None.
Ridership Implications:	Public transit could potentially experience an increase in demand for employment transportation.
Performance Measures:	Number of employers invited to participate; and Number of participating employers.
Potential Costs:	Outreach expenses will depend upon actual selected approach to activities and could be very minimal to include staff time and meeting handouts.

**3.1.2:** Promote the use of employer/employee tax benefits as an incentive for employees to ride public transit to work and for employer contribution of employee transportation costs. The federal government offers income tax incentives for employers that subsidize public transportation for employees and for employees that use public transportation to travel to work.

Priority:	Long-Term and Ongoing.
Parties Responsible:	A staff member or volunteer from CFC or STA should lead the effort to educate employers.
Staffing Implications:	Staff time involved outreach and education. Members of the CTAC will participate in the ongoing education and outreach process.
Capital Requirements:	None.
Ridership Implications:	Public transit could potentially experience an increase in demand for employment transportation.
Performance Measures:	Number of employers contacted or otherwise provided with information about the benefits; and Number of participating employers.
Potential Costs:	Employers can exclude the value of any “de minimis” transportation benefit provided to an employee from the employee’s wages. A transit pass is a qualified transportation benefit. Additional information is provided by the IRS and can be found at <a href="http://www.irs.gov/publications/p15b/ar02.html#en_US_publink1000193740">http://www.irs.gov/publications/p15b/ar02.html#en_US_publink1000193740</a>

**Objective 3.2: Study the feasibility for implementing affordable and convenient transportation to major employment sites including Sawmill Industrial Park, with an emphasis on providing employment transportation, and with a schedule that supports non-traditional shift work.**

Implementation Strategies to be Explored:

**3.2.1:** Analyze the potential to implement a seasonal employer provided shuttle/feeder service between Whale Park and Sawmill Industrial Park. The shuttle will operate on a demand-response basis to connect with the the RIDE stop at Whale Park. Shuttle service will give passengers the freedom to travel throughout the community on the RIDE and to/from Sawmill Industrial Park on the employer-provided shuttle. (seasonal)

Priority:	Long Term.
Parties Responsible:	Employers at Sawmill Industrial Park and SEDA should take the lead with planning support from the RIDE and CFC.
Staffing Implications:	Employer shuttle will require a part-time, seasonal driver.
Capital Requirements:	One minivan or 15-passenger vehicle.
Ridership Implications:	The RIDE could potentially experience an increase in ridership to/from Whale Park.

Performance Measures:	Cost-benefit analysis completed for employee shuttle service; Potential funding sources for employee shuttle service identified; Projected number of trips that would be provided per year;
Potential Costs:	Staff time from STA to study the feasibility for the employee transportation service and identifying potential funding sources.  Transportation operating costs for the service will vary depending on the hours and days of operation. Local government revenues probably would not fund this expansion, so employers at park probably would have to fund.

**3.2.2:** Explore funding opportunities to continue a voucher/pass program for human services agency clients that partially subsidizes rides to work-related activities on public transit or taxi service. Employers would subsidize the cost of a trip for individuals with low incomes.

Priority:	Mid- to Long-Term.
Parties Responsible:	CFC, STA, SESS and local employers.
Staffing Implications:	Staff time to plan the program and secure grant funding to support it. After set-up, administration of the program should be managed through STA, CFC, or SESS.
Capital Requirements:	None.
Ridership Implications:	Potential for increased ridership for taxi companies.
Performance Measures:	Administration of the program planned; Funding for administration secured; Local funding to purchase vouchers secured; Number of vouchers provided after implementation; Number of individuals who are able to gain and maintain employment due to access to transportation; and Client satisfaction.
Potential Costs:	Subsidy for purchasing the vouchers must come from local sources.

#### **Goal #4: Secure Adequate Support to Keep Up With the Increasing Costs of Sustaining Public Transportation Service.**

##### **Objective 4.1: Create opportunities to support existing public transportation service.**

###### Implementation Strategies to be Explored:

**4.1.1:** Use a the RIDE bus at local events and fairs and invite people to come on board and take a tour. Opportunities such as community fairs, ‘stuff the bus’ (with donated food) for a charity event, or ‘christening a new vehicle’ are potential opportunities to demonstrate the vehicle to the public.

Priority:	Immediate and Ongoing.
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Parties Responsible:	STA.
Staffing Implications:	Staff time to offer tours on the vehicles and provide information to the public during events.
Capital Requirements:	None.
Ridership Implications:	Potential increase in new riders.
Performance Measures:	Number of events attended; Number of people who tour the vehicle or receive information; Number of brochures and informational materials distributed during events; Number of new riders on fixed route service; and, Customer/Passenger Satisfaction.
Potential Costs:	Costs for developing marketing materials will be incurred. Costs could be as low as \$500 or higher, depending upon printing requirements and costs.

**4.1.2:** Develop outreach activities with a focus on attracting new riders to fixed route service. Examples could be appropriate marketing strategies for youth and young adults (i.e., websites, Facebook, presentations at school, or the RIDE public transit as a school project’).

Priority:	Immediate and Ongoing.
Parties Responsible:	STA, CFC, and SESS.
Staffing Implications:	Staff time to develop and deploy campaign.
Capital Requirements:	None.
Ridership Implications:	Increase in new riders.
Performance Measures:	Number of new media approaches deployed; Number of new riders on fixed route service; and, Customer/Passenger Satisfaction.
Potential Costs:	Costs for developing marketing materials and new media outlets will be incurred.

## **Goal #5: Plan for Realistic Expansion Existing Public and Human Service Agency Transportation Service.**

**Objective 5.1: Identify transportation providers (for profit and/or non-profit) willing and able to provide additional transportation service on Saturdays.**

### Implementation Strategies to be Explored:

**5.1.1:** Use the research initiated in this study and expand it to document demand for Saturday hours of transportation service. Emphasis is placed on transportation demands from older adults, individuals with disabilities, and people with low incomes.



Priority:	Mid-to Long-Term.
Parties Responsible:	STA, CFC, and SESS.
Staffing Implications:	Staff time to collect and analyze data.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Data collected provides relevant information about local transportation demand; and, Data is collected and presented within a pre-determined timeframe.
Potential Costs:	Costs for completing the study will be incurred.

**6.1.2:** Based on research conducted in 6.1.1, identify the potential for creating some type of Saturday demand response service for the general public, through flexing the RIDE's fixed routes with some diversion capacity or expanding and then opening the demand-response service that is provided by SESS for older adults to the general public. The lead agency must be a public transportation provider, but new service structures may be provided through a formal contract agreement with another provider. The contract must include the fully allocated cost for service.

Priority:	Mid-Term. This opportunity received high ratings from stakeholders for implementing immediately, however, this service would likely take up to two years to study, fund, and implement.
Parties Responsible:	STA, CFC, SESS, and other agencies with vehicles.
Staffing Implications:	Staff time for responsible parties will be required.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	An organization is identified to provide the Saturday service; Fully allocated costs are identified; Contract agreements are established at the fully allocated cost; and, Funding sources for the expansion are identified.
Potential Costs:	Expenses associated with staff time apply.

**6.1.3:** Explore possible funding sources, if any (eg, local government funding) and select an eligible applicant to apply for funding to expand demand response service, at least for Saturdays.

Priority/Implementation:	Mid- to Long-Term. This opportunity received high ratings from stakeholders for implementing immediately, but would need to follow 4.1. Sections 1 and 2.
Parties Responsible:	Eligible applicant and service provider(s).

Staffing Implications:	None.
Capital Requirements:	Possibility for using existing vehicles for the Saturday service should be explored by preparing an analysis of vehicle utilization from all participating providers (see Chapter III). If new vehicles are required, explore the possibility of applying for Section 5310 (20% local match is required).
Ridership Implications:	None.
Performance Measures:	Local match secured; and Grant application submitted (if any grant funds available). Contract agreements are established; at the fully allocated cost.
Potential Costs:	Costs to be determined by the aspects of the planned service expansion.

**Objective 5.2: Explore the possibility of expanded hours of public transit service on weekdays.**

Implementation Strategies to be Explored:

**5.2.1:** Study the feasibility to implement demand response transportation on weekdays after 7:30 p.m. As ridership increases to at least seven passengers per hour, the mode of service could change to point deviation. (Fixed-route service would require complementary paratransit but point deviation does not.) If demand is appropriately documented and funding is secured, expand service to extend from 7:30 p.m. to at least 10 p.m.

Priority:	Long-Term. Expand hours to 10 p.m. within 1 to 5 years.
Parties Responsible:	STA, CFC, and SESS. Service provider could be a private, public, or non-profit operator.
Staffing Implications:	Additional part-time drivers and a scheduler/dispatcher on-duty during all operating hours.
Capital Requirements:	No additional capital requirements if existing human service agency or public transit vehicles can be coordinated. However, existing vehicles may need to be replaced more frequently due to increased operation.
Ridership Implications:	Ridership for the service provider will increase.
Performance Measures:	Determine the most appropriate operator for the service; Identify size of vehicle appropriate to meet demand; Number of trips provided during evenings; Number of no-shows; Number of passengers who are able to maintain employment; and, Customer satisfaction.
Potential Costs:	Expenses will be determined based on administrative expenses, hours and level of service provided.

**5.2.2:** Explore the possibility to provide transportation options for youth to go home from afterschool activities and other programs on weekday evenings. Potentially, the service could be provided through vouchers on available transportation services that are operating in evenings, or operated directly by a public or non-profit agency.

Priority:	Mid-Term.
Parties Responsible:	STA, CFC, and SESS. Service provider could be a private, public, or nonprofit operator.
Staffing Implications:	Additional part-time drivers and a scheduler/dispatcher on-duty during all operating hours.
Capital Requirements:	No additional capital requirements. However, existing vehicles may need to be replaced more frequently due to increased operation.
Ridership Implications:	Ridership for the service provider will increase.
Performance Measures:	Determine the most appropriate operator for the service; Determine cost-benefit and feasibility of a voucher program compared to directly providing service; Number of trips provided for youth after afterschool activities; Number of no-shows; and, Customer satisfaction.
Potential Costs:	Expenses will be determined based on administrative expenses, hours and level of service provided.

**Objective 5.3: Improve accessibility to bus shelters for fixed-route stops.**

Implementation Strategies to be Explored:

**5.3.1:** Seek funding to expand the number of accessible bus shelters along the RIDE fixed routes.

Priority:	Mid-Term and Ongoing until shelters are procured.
Parties Responsible:	STA.
Staffing Implications:	Staff time must be dedicated to the project.
Capital Requirements:	None.
Ridership Implications:	Potential for increased ridership from individuals with disabilities due to improved access to the RIDE routes.
Performance Measures:	Number of boardings and alightings at new bus stops; and Number of passengers with disabilities on the RIDE.
Potential Costs:	Staff time involved.

**Goal #6: Increase and Improve Accessible Services for Individuals with Disabilities and People with Low Incomes.**

**Objective 6.1: Continue to seek capital and operating funding for cost effective, energy efficient methods to meet specialized transportation needs of particular human service agencies, for persons with disabilities or persons in the low-income category.**

Implementation Strategies to be Explored:

**6.1.1:** Seek funding to purchase a small fleet of small vehicles for human service agencies rather than purchasing a large van or cutaway to provide a trip that could be safely and comfortably provided with a smaller, more efficient vehicle.

Priority:	Short-Term.
Parties Responsible:	CFC, SESS, STA, and local human service agencies.
Staffing Implications:	Staff time required to explore funding opportunities and submit grant applications.
Capital Requirements:	The Sitka community would work with local agencies to purchase replacement vehicles or supplement existing fleets as necessary with smaller vehicles.
Ridership Implications:	More appropriate use of vehicles (smaller vehicles for trips with a few passengers and larger vehicles for more passengers) will increase capacity and allow all providers to provide efficient service for riders.
Performance Measures:	Identify funding to purchase small vehicles; and, Determine the most appropriate size vehicle mix to meet needs.
Potential Costs:	Cost for purchasing vehicle(s) to be determined based upon the type of vehicle(s) required.





# Adoption

## **PUBLIC HEARING AND ADOPTION OF THE PLAN**

The plan was presented to the Tribal Council of the Sitka Tribe of Alaska on June 17, 2015, at which time a quorum was present. Public comment on the plan was made available during the Council agenda's time for comments. Public comments received in advance of the Council meeting were presented to the Council during the meeting. No amendments were recommended. The plan was adopted with a vote of seven in favor, zero against, and two absent. Tribal Resolution 2015-XX for the Authorization to Accept the Five-Year Plan for Coordination of Public Transit and Human Services Transportation in Sitka is provided on the following page.



Sitka Tribe of Alaska  
456 Katlian Street  
Sitka, Alaska 99835

Main: 907-747-3207  
Fax: 907-747-4915

### **Tribal Council Resolution 2015-062**

#### *Authorization to accept the Five Year Plan for Coordination of Public Transit and Human Services Transportation in Sitka*

**WHEREAS**, Sitka Tribe of Alaska is the federally recognized tribal government for more than 4,084 enrolled tribal citizens in Sitka, Alaska, organized under the Indian Reorganization Act of 1934 as amended; and

**WHEREAS**, Sitka Tribe of Alaska is responsible for the health, safety, welfare, and cultural preservation of its tribal citizens and their use of the Sitka Tribe traditional territory; and

**WHEREAS**, Sitka Tribe of Alaska's traditional territory reflects the lands and waters historically and presently the stewardship responsibility of the Sheet'ka K̄wáan and as such are composed of the western side of Baranof Island, the greater reaches of Peril Strait, southwestern portions of Chichagof Island and the myriad of islands as well as the waters between these locations; and

**WHEREAS**, Article VII Section 9(1)(h) of the Constitution of Sitka Tribe of Alaska specifically directs the Sitka Tribal Council "to protect and preserve the Tribal property, wildlife, and natural resources within those areas under the jurisdiction of the Tribe"; and

**WHEREAS**, Sitka Tribe of Alaska currently supports and participates in the Sitka public transit system, by way of in-kind contributions, contracted services, coordinated operation of Sitka Tribe's Tribal Transit grant to expand and enhance public transit in Sitka, and the pass through of Sitka Tribe's Title VI funds from the Older Americans Act to assist in provision of the Care-A-Van services for the elders of Sitka; and

**WHEREAS**, Sitka Tribe of Alaska recognizes that Sitka Public Transit provides economic and social benefits to the community by providing access to school, work, shopping, healthcare, cultural events, and social events; and

**WHEREAS**, Sitka Public Transit has been engaged in the creation of a Five Year Plan for continued Coordination of Public Transit and Human Services Transportation in Sitka; including an assessment of resources and needs in transportation, including Sitka local opinion by conducting a public meeting, interviews with key stakeholders, and community-wide surveys; and

**WHEREAS**, the lead transportation staff of the three primary stakeholders in Sitka Public Transit, namely, Sitka Tribe of Alaska, Center for Community, and Southeast Senior Services, have reviewed and endorsed the 2015-2019 Plan for Coordination, and recommend its adoption by Sitka Tribe of Alaska' Tribal Council; and

**WHEREAS**, the lead staff of the three primary stakeholders acknowledge to and advise this Council that the adoption of the 2015-2019 Plan does not require any of the stakeholder agencies to carry out activities suggested in the Plan; rather, the adoption of the Plan presents opportunities to the community of Sitka to better coordinate the provision of transportation services for citizens of our community, and the adoption of the Plan positions the community of Sitka, and various agencies, to take advantage of various external funding opportunities for which the existence of a community coordination plan is an eligibility criteria; and

**WHEREAS**, the Federal Transit Authority requires the elected governing body of a local government to accept the Plan; and

**WHEREAS**, the Tribal Council of Sitka Tribe of Alaska is recognized by the Federal Transit Administration as the elected governing body of a local government; and

**WHEREAS**, the availability of the 2015-2019 Plan for public review has been advertised at least twice via the local newspaper and the local public radio station, and posted on the website, [www.cfc.org](http://www.cfc.org) under Public Transportation; and

**WHEREAS**, the Sitka Tribal Council provided opportunity for public comment on the Plan at its regularly scheduled and advertised Council meeting, with the Council having the power to adopt the Plan with recommended revisions based upon public testimony;

**NOW THEREFORE BE IT RESOLVED**, the Sitka Tribal Council accepts the "2015 – 2019 Five Year Coordinated Transportation Plan for Human Services in Sitka."

#### **CERTIFICATION**

The foregoing resolution was adopted at a duly called and convened meeting of the Tribal Council of the Sitka Tribe of Alaska, held on June 17, 2015, at which a quorum was present by a vote of 7 IN FAVOR, 0 AGAINST, 0 ABSTAINING, 2 ABSENT.

  
Sitka Tribe of Alaska - Tribal Chairman

Attest:

  
Sitka Tribe of Alaska - Tribal Secretary





# Glossary

## GLOSSARY OF COORDINATED TRANSPORTATION TERMS

**Accessibility** – The extent to which facilities are barrier-free and usable by people with disabilities, including those using wheelchairs. (Source: American Public Transportation Association (APTA))

**Accessible vehicle** – A transportation vehicle that does not restrict access and is useable and provides allocated space and/or priority seating for people who use wheelchairs or other mobility devices.

**Accident Reports** – The report(s) a driver must complete and submit as directed when involved in an accident, regardless of the severity. Each transportation provider should keep an accident package in each vehicle so that the driver can easily open and follow the directions in the event of an accident. This package should include, but is not limited to, who to call, blank forms for written statements from each passenger describing the accident, blank forms for written driver statement, and written information on what to do immediately following the accident (e.g., make sure each passenger is safe, how to assist all passengers to exit the vehicle, and other pertinent information that may assist the driver and make the situation as stressless as possible for all involved).

**Americans with Disabilities Act (ADA) of 1990** – The ADA is wide-ranging federal, civil rights legislation that prohibits, under certain circumstances, discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964. The ADA assures that people with disabilities have full access to all public facilities throughout the United States, including transportation. To this end, this legislation defines the responsibilities of, and requirements for, transportation providers to ensure that transportation is accessible to people with disabilities.

**Advocate** – A person or a group that speaks in a supportive manner on behalf of a person or group of people. Transportation advocates speak in support of transportation services for the general public, low-income individuals and families, older adults, and/or those with intellectual disabilities.

**APTA** – American Public Transportation Association, an international organization that represents the transit industry, including bus, rapid transit, and commuter rail.

**Base fare** – The price charged to one adult for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares. (APTA)

**Branding** – Branding is the marketing of a specific name, logo, slogan, and design scheme for a specific service. In coordinated transportation services, a logo and slogan is established and used by all partners to create a unified message.

**Bylaws** – The policies that govern the internal affairs of the Coordinated Transportation Advisory Committee.

**Cancellation** – A trip that was scheduled by a service consumer that was later cancelled prior to the vehicle being dispatched to the pickup location.

**Capital assistance** – Financial assistance available from federal, state, or local governments for transit capital expenses (not operating costs); such aid may originate with federal, local or state governments. (APTA)



**Capital costs** – Costs of long-term assets of a public transit system such as property, buildings, and vehicles. (APTA)

**CCAM** – Acronym for the Coordinating Council on Access and Mobility. The CCAM is a federal interagency council established by President George W. Bush by Executive Order in 2004. The CCAM oversees activities and makes recommendations that advance the goals of the Order: simplify customer access to transportation, reduce duplication of transportation services, streamline federal rules and regulations that may impede the coordinated delivery of services, and improve the efficiency of services using existing resources. Chaired by the Secretary of Transportation, the Council is composed of the Secretaries of Health and Human Services, Education, Labor, Veterans Affairs, Agriculture, Housing and Urban Development, Interior and Justice as well as the Commissioner of the Social Security Administration and the Chairperson of the National Council on Disability. The United We Ride initiative was started by the CCAM.

**CDL** – Commercial driver's license, a driver's license required to operate any type of vehicle which has a gross vehicle weight rating (GVWR) of 26,001 lb or more for commercial use; transports quantities of hazardous materials that require warning placards under Department of Transportation (DOT) regulations, or that is designed to transport 16 or more passengers, including the driver. These regulations apply to all public, private, and coordinated transportation providers.

**Circulator bus** – A bus serving an area confined to a specific locale, such as a downtown area or neighborhood, with connections to other traffic corridors.

**Community transportation** – The coordination of transportation resources within a community, in an efficient and effective manner to provide safe and reliable transportation services for all citizens.

**Consolidated human-service transportation system** – Operated in one of 2 ways: 1) A provider that operates its own transportation services and assumes the role of the lead public transportation agency in the community to provide transportation services to area human service agencies on a contractual basis, or 2) a private provider that contracts with the lead public transportation agency in the community to provide transportation services to human service agencies.

**Contract revenue** – The amount of funds paid by an agency on behalf of its clients to a third party for client transportation services. Funds are used to offset the total costs of the transportation program.

**Coordinated human-service transportation system** – Human service agencies and/or transit systems cooperating to coordinate some aspect of transportation, such as passenger trips, the sharing of vehicles, schedules, personnel, and maintenance facilities. May also include the consolidation of services, and coordination of purchasing, training, and grant writing, as appropriate.

**CTAA** – Community Transportation Association of America – A national organization providing a variety of transportation information, ideas, and resources to and for the transportation community.

**CTAC** – Coordinated Transportation Advisory Committee – A committee established to advise the governing board of a coordinated transportation program.

**CTAC Officers** – The slate of officers as established by the CTAC bylaws that govern the CTAC. Each officer may be assigned with a specific responsibility for advising the coordinated transportation program's governing board.

**CTAP** – The Community Transportation Assistance Program (CTAP) created by CTAA through a cooperative agreement with the United States Department of Health and Human Services. CTAP is intended to provide human service organizations, planners, funders, and individuals with expertise, training, and support. The CTAP Peer Network, CTAPnet, is an online community of community transportation practitioners and experts where you can ask questions to, and engage in conversations with, other transit professionals.

**Days and hours of service** – Published days and hours that transportation services are provided to the general public and/or an agency's clients. It is advisable to include these in brochures and websites to help increase ridership.

**Demand-responsive** – 1) Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area; can also be referred to as "dial-a-ride" service. (APTA) 2) Passenger cars, vans or motor buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. A demand-response operation is characterized by the following: first, the vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a specific need; and secondly, the vehicle typically may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers. (FTA) 3) Personal transit service operated on roadways to provide service on demand. Vehicles normally are dispatched and used exclusively for this service. (FTA)

**Demand-responsive system** – Any system of transporting individuals, including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specific public transportation service, which is not a fixed-route system. (FTA)

**Deviated fixed-route service** – A transportation system operating over a designated route, with designated stops, that will deviate from the route to either pick-up or drop-off passengers.

**Dial-a-ride** – Another name for "demand responsive." (APTA)

**Donation (as used in transit)** – A contribution to a transportation provider in place of a set fare either solicited or encouraged.

**E&D** – Acronym referring to passengers that are either elderly or individuals with disabilities.

**Fare(s)** – The price paid by passengers for their one-way trip with a transportation provider. Fares can be paid by cash (usually exact change is required), token, ticket, transfer, voucher, pass or other acceptable means as established by the transportation provider.

**Farebox revenue** – Total revenue collected, including cash, token, ticket, transfer, voucher pass, or other acceptable means as established by the transportation provider in a timeframe, usually reported daily. Farebox collections are usually reported monthly, quarterly, or annually in the transportation provider's financial data. It is also known as passenger revenue.

**Federal Transit Administration (FTA)** – A division of the U.S. Department of Transportation that administers federal funding programs for public transportation organizations.

**Financial Data** – Financial data includes, but is not limited to, the charges and costs of providing services (operating and capital), revenues generated from services (farebox and contract revenues), and revenues from other sources (grants and local match).

**Government Official** – Any person who is either elected to an office or is employed by a government entity and serves as its representative at meetings, conferences, workshops, or other gatherings. Person can represent a division, department, service, or branch of a local, state, or federal government entity.

**Human services transportation system** – A transportation system, which provides transportation services exclusively to the clients of human services agencies.

**LISTSERV** – An automatic mailing list used by an email account. When email is addressed to a LISTSERV mailing list, it is automatically broadcast to everyone on the list and is only available to those individuals. A listserv can be used to send out newsletters, meeting notices, urgent messages, or other information that must be distributed in a timely and less-costly manner.

**Local Match** – Funds required by a funding source to match the money awarded. Usually a percentage of the overall costs associated with the project. An example would be a 20-percent match is usually required for capital purchases made with Federal Transit Administration Section 5310 grant.

**MAP-21** – The Moving Ahead for Progress in the 21st Century Act. MAP-21 is the acronym used for this federal legislation that reauthorized the Surface Transportation Act and was signed into law in July 2012. This was the first major multi-year reauthorization of the Surface Transportation Act since Congress passed SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) in August 2005. It is the current transportation law.

**Mobility Manager** – The individual charged with facilitating the implementation of the mobility management process as a means to implement coordinated transportation services as defined by a community.

**Mobility Management** – A process of managing a coordinated community-wide transportation service network comprised of the operations and infrastructures of multiple trip providers in partnership with each other (the National Center for Human Transportation Coordination).

**No Show** – Term used to describe a scheduled trip that was not cancelled by the passenger but when the driver arrived to pick up the passenger, he or she was not available for the trip.

**On-time performance** – Refers to the percent of scheduled trips that were provided within the pickup window (usually 15-30 minutes before or after the scheduled pickup time).

**Outreach** – Efforts by the individual members of the CTAC, the governing board, or its agents to share ideas or practices with other organizations, groups, specific audience and the general public. Outreach includes the education of its audience about the benefits of transportation services for all segments of the population. It also includes listening to feedback to assure services are meeting the transportation needs of the community.

**Public Hearing** – A public hearing is a formal meeting held to set aside time for public testimony on a particular subject matter for which a notice was published in the official newspaper or a common website of the region. It is a mandatory meeting if required by a funding source and must meet state public access laws, if applicable.

**Public Meeting** – A public meeting is held to notify the public of a new service or happening within the coordinated transportation program. A public meeting is held to notify the public about a change that comes about as a result of a public hearing. These meetings must meet state public access laws, if applicable.

**Purchasing Agency** – An organization or human service agency that purchases transportation services from a third party for its clients.

**Ridership Change(s)** – Changes in the level of passengers transported within a measurable time period. Changes are usually measured as either increases or decreases.

**RTAP** – Rural Transit Assistance Program – a program of the Federal Transit Administration, with both a National component and a State component, dedicated to creating rural transit solutions through technical assistance, partner collaboration and free training and other transit industry products.

**SAFETEA-LU** – Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU is the acronym used to reference the 2005 federal legislation funding and encouraging the coordination of transportation services.

**Service Consumer** – Any individual who uses the transportation services for transportation to origins and destinations, regardless of whether or not a fare was rendered to the driver.

**Transportation Provider** – An organization, company, human service agency, or other entity that provides transit services for its clients and/or the general public either on a donation or fare basis.

**TRB** – Transportation Research Board – A resource to the transportation community worldwide, TRB provides a vast array of useful information regarding transportation.

**United We Ride (UWR)** – The federal CCAM interagency initiative aimed at improving the availability, quality, and efficient delivery of transportation services for older adults, people with disabilities, and individuals with lower incomes.

#### **Valuable Websites for Coordinated Transportation:**

Community Transportation Association of America – [www.ctaa.org](http://www.ctaa.org)  
Community Transportation Assistance Program Peer Network – <http://ctapnet.org>  
Federal Transit Administration (FTA) - [www.fta.gov](http://www.fta.gov)  
Easter Seals Project Action -  
[http://projectaction.easterseals.com/site/PageServer?pagename=ESPA\\_homepage](http://projectaction.easterseals.com/site/PageServer?pagename=ESPA_homepage)  
RTAP - <http://www.nationalrtap.org>  
Transportation Research Board – [www.trb.org](http://www.trb.org)  
United We Ride Initiative - [www.unitedweride.gov](http://www.unitedweride.gov)





# Appendix

## SUMMARY OF CONTENTS

This appendix includes the outreach documentation used to produce this plan. Included are a list of Sitka stakeholders, a press release about our community survey and its resulting media coverage, a copy of our community survey followed by the results (note, pages with the names and contact info of survey takers have been redacted from the results made public), the flier and press releases for our public meeting and their resulting media coverage, the sign-in sheet from the public meeting, a copy of the handout distributed at the public meeting, minutes from the public meeting, a copy of the one-page handout Center for Community and Sitka Tribe of Alaska gave to the Sitka Assembly for its March 2015 meeting when CFC and STA requested city funding and the request's resulting media coverage, a copy of the STA bus maintenance facility budgeted in the Statewide Transportation Improvement Plan (STIP), a copy of a Spring 2004 article from Community Transportation about Sitka's public transit system, and a copy of the press release about the public comment period and STA Tribal Council meeting when the draft 2015-19 Sitka Public Transit-Human Services Transportation Coordinated Plan will be discussed, and its resulting media coverage.





## the RIDE

Public transit and paratransit for Sitka, Alaska  
Managed by Center for Community, in partnership with  
Sitka Tribe of Alaska and Southeast Senior Services

### Center for Community

700 B Katlian Street  
Sitka, Alaska 99835  
<http://www.cfc.org/>



## NEWS RELEASE:

For immediate release

### Media contacts:

Connie Sipe, Center For Community Executive Director, [csipe@cfc.org](mailto:csipe@cfc.org), (907) 966-4232  
Charles Bingham, Center For Community Transit Project Assistant, [cbingham@cfc.org](mailto:cbingham@cfc.org), (907) 966-4221

### **the RIDE seeks community input to improve public transit in Sitka**

**SITKA, 11/28/2014** -- Help the RIDE provide better public transit and paratransit services in Sitka. Please complete a short survey about why you do or don't catch the RIDE to get where you're going.

We are in the process of updating the five-year Sitka Public Transit-Human Services Transportation Plan, and our survey will help us learn where we need to improve service. Public transit in Sitka is known as the RIDE, and the service is managed by Center For Community in partnership with Sitka Tribe of Alaska and Southeast Social Services. Public transit includes both the fixed-route blue buses that run on schedules, and the white Care-A-Van paratransit buses for seniors and persons needing an assisted ride.

You can go online to complete the survey online at <http://www.surveymonkey.com/s/TheRIDE>, or you can find copies of the survey on the buses, or at the Center For Community office, Sitka Tribe of Alaska main office (upstairs), or Swan Lake Senior Center. Signing the survey is optional, but those Sitka residents who do will be entered into a random drawing for a couple of Sea Mart gift cards. We appreciate your participation.

For more information about the RIDE, go to <http://www.cfc.org/our-services-2/the-ride> or like our Facebook page at <https://www.facebook.com/SitkaRide>.

###



# SENTINEL Classifieds

Your print ad here runs FREE on [www.sitkasentinel.com](http://www.sitkasentinel.com).  
Call us at 747-3219 or come by the office at 112 Barracks St.

Sentinel Classifieds: your BEST BUY  
for the Sitka market.

*Your Island Home Awaits!*  
**Martin Island NOW \$359,000**

NEW PRICE

2-BR/2 BA with Loft/Study • 1,308 SF Living • 2,482 SF Island  
• Private Dock Beautiful Views from Inside and Out, Everything You Need  
for Comfortable Island Living Including Water Catchment, Generator and  
Inverter Electric System, and Satellite TV/Internet, 3.5 miles to Sitka Harbors.

**Davis Realty**

SEE MORE OF THIS PROPERTY ONLINE NOW!  
[www.DavisRealtySitka.com](http://www.DavisRealtySitka.com) or 747-1032  
Nancy Davis, owner/broker • 208-D Lake St, Sitka, AK 99835

## Help Wanted

**BARISTA POSITION** available. All most full-time. Pickup application at Highliner.

**PT MULTI-SERVICE OFFICER.** The Sitka Police Department seeks a Part-Time Multi-Service Officer. \$22.74/hr or DOE. Primary duties are to perform traffic enforcement, evidence processing and to provide assistance to the Investigative and Patrol Divisions. Duties are performed in both indoor and outdoor work environments and involve all types of weather. The A.P.S.C. F-3 Police Application Form is available in the City and Borough Utilities Office, 100 Lincoln Street.

## Help Wanted

terms; or any equivalent combination of experience, education and training which provides the knowledge, skills and abilities necessary to perform the work. Possession of a valid Driver's License. Applications and job descriptions may be obtained from the City and Borough of Sitka Utilities Office, Room 102, Sitka, AK 99835. A complete job description and application are available from our website [www.cityofsitka.com](http://www.cityofsitka.com). Applications must be returned to the City Utilities Office. Please contact Human Resources at 747-1816 or [markd@cityofsitka.com](mailto:markd@cityofsitka.com) with any questions. Applications first review after December 5, 2014. EOE.

## Rentals

**Need a Winter Getaway?**  
Cabins-Cottages-Chalets

Starting @ \$15 per night!

Relax in Your Own Backyard!  
Fully-Furnished vacation rentals

747-4712

All You Need is Your Suitcase!  
<http://sitkatravel.com>

Call About Our over 30 nights  
Extended Stay Discounts!

## Items for Sale

**BRENT POTTERY** wheel nearly new, clay & accessories. \$1,050. 738-9204.

**SHELTER LOGIC SP** series dome shelter. 12Wx20Lx10H. Fully galvanized frame, white ultra-duty PVC 15-year cover includes 2 roll-up end panels. Brand-new in box. \$2,500. 738-1451.

## Business Services

**FAIRWEATHER PRINTS** will be at the Artisans Market in Allen Hall, SJ Campus, this Friday and Saturday. Come see us and our new offerings! Call Christie with questions at 747-6194.

**WINTER PREPARATION.** Home, boat, yard. Odd jobs are us. Locally owned. Reasonable rates. References. Licensed, equipped. Mark's Enter-

## Ride Seeks Input To Improve Transit

The public is being asked to help the Ride provide better public transit and paratransit services in Sitka by completing a short survey.

"We are in the process of updating the five-year Sitka Public Transit-Human Services Transportation Plan, and our survey will help us learn where we need to improve service," the Ride operators said.

Public transit in Sitka is known as the Ride, and the service is managed by Center For Community in partnership with Sitka Tribe of Alaska and Southeast Social Services. Public transit includes both the fixed-route blue buses that run on schedules, and the white Care-A-Van paratransit buses for seniors and persons needing an assisted Ride.

Complete the online survey at <http://www.surveymonkey.com/s/TheRide>, or find copies of the survey on the buses, at the Center For Community office, Sitka Tribe of Alaska main office (upstairs), or Swan Lake Senior Center.

Signing the survey is optional, but those Sitka residents who do will be entered into a random drawing for a couple of Sea Mart gift cards.

For more information about the Ride, go to <http://www.ctc.org/our-services/2/the-Ride> or like our Facebook page at <https://www.facebook.com/SitkaRide>.

## Author to Visit Kettleson Library

Debbie Miller, Alaskan author named one of Bank Street College's Children's Books of the Year, will discuss her scientific research leading to her recently published work "A King Salmon Journey" 2 p.m. Sunday, Dec. 7, at Kettleson Memorial Library.

Miller was given the IRA-CBC



**WORD** - The first situate, crowned a Peter Apalhy, pict Kart Sagel in the Bayview Pub and tion using words numerous prizes.

**St. Michael's Christmas Lighting**  
The third annual



aid's Restaurant  
3:30 p.m. Second Sunday Sitka  
Sacred Harp Sing, Pioneers Home  
Chapel  
6 p.m. AA Rectory Group, call AA  
Hotline, 747-8866

#### MONDAY

Noon AA, step study group, call AA  
Hotline, 747-8866  
5:30 p.m. NA Safe Harbor, St. Pe-  
ter's See House, Jessie 907-623-  
7427  
6 p.m. White Elephant Shop open  
7 p.m. Parents of SHS graduating  
seniors, Blatchley Middle School  
7 p.m. AA Stormy Monday Group,  
Call AA Hotline 747-8866

and a go car. and a power that can turn  
me into a transformer. I want a bike and  
a gitor. From: Elliott Galanin, 5.

**To Santa:** I want a cat named Ginger.  
I want a Phonge. I want a big animle  
for my room. I want a water slide to  
and my room to be bigger and a tunnel  
to moms hous and to arya's and grandad  
and grama darling. and I want a puppy  
like a robot, a furrby. I want a ipad. I  
want a pool in my room. I want a tunl  
to Jasmens to Keton's to Juneau and a  
buton that I press to make the tonl come  
and go. From Nova Galanin, 8.

nity Hospital Long-Term Care Unit,  
and women and children at SAFV and  
Youth Advocates of Sitka.

Donations of Christmas wrap and  
tape are appreciated, organizers said.  
Call Julia Smith, 738-6336, or Lauren  
Allen, 747-6432, with questions.

## Ride Seeks Input To Improve Transit

The public is being asked to help the  
Ride provide better public transit and  
paratransit services in Sitka by com-  
pleting a short survey.

"We are in the process of updating  
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that run on schedules, and the white  
Care-A-Van paratransit buses for se-  
niors and persons needing an assisted  
Ride.

Complete the online survey at <http://www.surveymonkey.com/s/TheRide>,  
or find copies of the survey on the bus-  
es, at the Center For Community office,  
Sitka Tribe of Alaska main office (up-  
stairs), or Swan Lake Senior Center.

Signing the survey is optional, but  
those Sitka residents who do will be  
entered into a random drawing for a  
couple of Sea Mart gift cards.

For more information about the  
Ride, go to <http://www.cfc.org/our-services-2/the-Ride> or like our Facebook  
page at <https://www.facebook.com/SitkaRide>.

## CITY & BOROUGH OF SITKA

### PUBLIC NOTICE

#### Tree and Landscape Committee Meeting

The Tree and Landscape Committee will meet Tuesday, Dec. 16, at 12  
noon at 2206 Sawmill Creek Road.  
Published: December 12, 2014

### Public Meeting

#### Baranof and Monastery Utility and Street Improvements (SMC to Degroff)

A public meeting to discuss design options for Baranof and Monastery  
Streets is being held Wednesday December 17, 2014 at 7:00 PM at the Ba-  
ranof Elementary School Library. Residents who live along Baranof and  
Monastery Streets between Sawmill Creek Road and Degroff Street are en-  
couraged to attend to hear a presentation from Public Works concerning the  
proposed improvements to these roads and provide feedback on the project.  
Published: December 8, 10, 12, 2014

### LEGAL NOTICE

#### Assembly Meeting

The Assembly of the City and Borough of Sitka will meet for a regular  
meeting on Tuesday, December 23, 2014, beginning at 6:00 p.m., in the Mak-  
soutoff Room of Harrigan Centennial Hall to hold public hearing on the fol-  
lowing ordinances:

ORD 14-34: Amending SGC at 2.40 elections, adding Section 2.40.095  
Candidate biographical information, amending sections 2.40.110 Withdrawal  
or amendment of nomination, 2.40.115 Write-in candidates, renaming Chap-  
ter Section VI to add Advanced voting, amending Sections 2.40.190 Eligibil-  
ity, 2.40.200 Assisted voting, adding Section 2.40.205 Voting by electronic  
transmission, amending Sections 2.40.220 Issuance of absentee or advanced  
ballots, amending Sections 2.40.220 Issuance of absentee or advanced  
ballots, 2.40.250 Election

Daily Sitka Sentinel, Sitka, Alaska, Friday, December 12, 2014, Page 9

# ENTERTAINMENT

inations

## THE MOVIE REVIEW

BY DANIEL OLBYRCH

COLISEUM

WWW.ITKAMOVIES.COM

"Interstellar"







## You should make waves. Not your bank.

If your bank is changing, maybe you should consider a change as well. We have 90 years of uninterrupted focus on the financial needs of Southeast Alaska. We're ready with mortgages, lines of credit, retirement planning and much more. We don't make waves, we get you through them.



Stop by one of our branches or call us at 800-478-6101 • [www.firstbankak.com](http://www.firstbankak.com)

SITKA • JUNEAU • KETCHIKAN • PETERSBURG • WRANGELL • PRINCE OF WALES



1308 SMCR. Call AMSEA at (907) 747-3287 to register. Dec 9 - FREE F/V Drill Conductor Workshop AMSEA is conducting a one-day Fishing Vessel Drill Conductor Training Workshop in Sitka, Alaska on Dec 9, from 8AM to 7PM. Dec 10 - FREE Upright & Watertight: Vessel Stability Awareness AMSEA will conduct the workshop, "Upright & Watertight: Fishing Vessel Stability Awareness & Damage Control for Commercial Fishermen" in Sitka, Alaska on Wed, Dec 10, from 8AM to 4PM. All mariners are welcome. Dec 11 - Mariner's First Aid & CPR will cover the Amer. Heart Assoc. Heartsaver First Aid/CPR/AED curriculum, plus content related to boating and commercial fishing. Attendees will receive AHA First Aid & CPR certification. The cost is \$95. Ad#841546

Vinyl lettering for boats (AK #'s, ADFG #'s) lettering for anything from signs to vehicles. 48-hr turnaround and very reasonable prices. Lots of colors to choose from @ The Party Ranch 215 Smith 623-3930 Ad#224545

2003 Silver Streak - Drop Bow - Dry Storage Call 907-738-0585 or 907-747-3640 with offers. Vessel: Unnamed; Type: Modified V Drop Bow Planing Year: 2003; Builder: Silver Streak Model: Drop Bow Utility; L.O.A. 24' 6" REG.L. 21; Beam: 8'6"; Draft:

2.5' Main Engine: YAMAHA outboard; Model: LF225TXRB Age: 2003; Ventilation: Atmosphere Engine Hours: 808.0 metered; Attached Units: Sting Ray lift fin on outboard Ad#871545

### Miscellaneous

the RIDE seeks community input to improve public transit in Sitka. Help the RIDE provide better public transit and paratransit services in Sitka. Please complete a short survey about why you do or don't catch the RIDE to get where you're going. You can go online to complete the survey online at <http://www.surveymonkey.com/s/TheRIDE>, or you can find copies of the survey on the buses, or at the Center For Community office, Sitka Tribe main office or Swan Lake Senior Center. Ad#555479

Want to help support bringing the Seattle Firefighters Pipes and Drums back to Sitka as well as give yourself a chance to win \$10,000??? Here's your chance.... We have our yearly raffle going on now.... Tickets are \$100 each (Max of 300 sold) 1st ticket drawn gets \$500, every 25th ticket gets \$200, 299th ticket drawn gets \$2,000 and the 300th ticket drawn gets \$10,000. All proceeds go to bring the band back to Sitka. The drawing will be held Dec 14 at the Pbar. Tickets can also be purchased at the PBar or by calling the

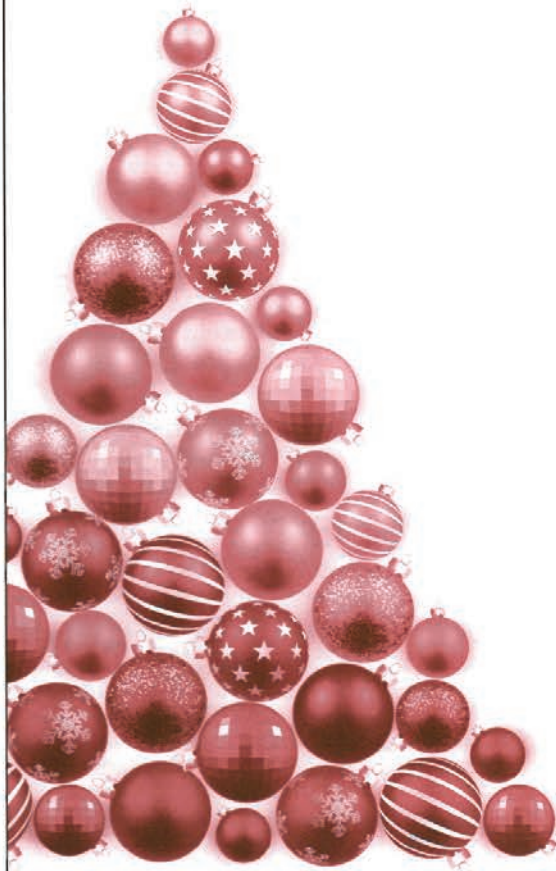
### New DVD Releases Released Week of December 2

The Hero of Color City .... G	Dawn of the Planet of the Apes ... PG-13
The Hundred-Foot Journey ..... PG	Kite ..... R
Kids for Cash ..... PG-13	As Above, So Below ..... R
The Investigator ..... PG-13	The Congress ..... NR

### To Be Released Week of December 9

When the Game Stands Tall ..... PG	Guardians of the Galaxy ..... PG-13
Dolphin Tale 2 ..... PG	Frank ..... R
	Finding Joy ..... NR





## Happy Holidays!

The holiday's are all about family. At SMC, Sitka is our family and has been for more than 30 years.

This holiday season, we're proud of our service to the community and thankful for allowing our family to take care of yours.



SITKA MEDICAL CENTER

The RIDE seeks community input to improve public transit in Sitka. Help the RIDE provide better public transit and paratransit services in Sitka. Please complete a short survey about why you do or don't catch the RIDE to get where you're going. We are in the process of updating the five-year Sitka Public Transit-Human Services Transportation Plan, and our survey will help us learn where we need to improve service. You can go online to complete the survey online at [surveymonkey.com/s/TheRIDE](http://surveymonkey.com/s/TheRIDE), or you can find survey on the buses, at Center For Community, STA main office (upstairs), or Swan Lake Senior Center. Ad#555479

Want to Serve on a City Commission? Volunteer positions are available on the following Boards, Commissions and Committees: Police & Fire Commission, Port & Harbors Commission, Planning Commission, Local Emergency Planning Commission, Tree & Landscape Committee, Historic Preservation Commission, Sitka Convention & Visitors Bureau Board, Animal Hearing Board, Strategic Planning Commission. Interested persons may submit a letter of interest and board application to the Municipal Clerk's Office at 100 Lincoln St. Applications are available online at [cityofsitka.com](http://cityofsitka.com) or at the Municipal Clerk's Office. For info, call Sara Peterson at 747-1808. Ad#624548

### Hey Soup Readers!

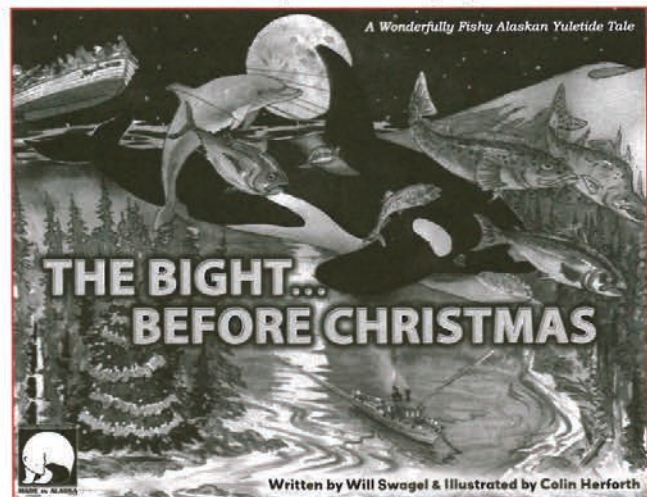
**We want to wish you Happy Holidays!**

**This is the last Soup for 2014.**

**The first Soup of 2015 will be on Feb. 12**

**The Deadline for Classified ads for the Feb. 12, 2015 issue is Noon, Thurs. Feb. 5**

*The Soupster is on page 13*



### Looking for the Bight? Try these stores...

**Sitka** AC Lakeside • Westmark Hotel Gift Shop  
Alaska Raptor Center • Harry Race Pharmacy  
Old Harbor Books • Murray Pacific • Seasons  
Sitka Sound Science Center • Airport Gift Shop

**Angoon** Angoon Trading Co.  
**Kake** SOS Value Mart  
**Pelican** Lisianski Inlet Cafe  
**Tenakee** Snyder Mercantile

Want a personalized inscription?  
**Call 747-5341**



# the RIDE Customer Survey

## 2014-15

Hello, the RIDE customers. We are updating the five-year Sitka public transit-human services comprehensive transportation plan and we need your feedback. Please complete this short survey to help us better serve you. To encourage more participation, we will randomly select one person to win a \$50 gift card and two people to win \$25 gift cards from Sea Mart (must live in Sitka to qualify, only one survey per person). Signing your name to the survey is optional, but if you want to be eligible for one of the gift cards you will need to submit your name and contact info. Thanks for filling out the survey.

**1. How often do you catch the RIDE?**

- ☐ Every day
- ☐ 3 to 5 times a week
- ☐ 1 to 2 times a week
- ☐ Occasionally
- ☐ Not at all

**2. Which type of RIDE do you catch?**

- ☐ Fixed-route scheduled public transit buses (blue buses)
- ☐ Care-A-Van paratransit buses (white buses)
- ☐ Both

**3. In what year did you start using the RIDE as often as you do now?**

- ☐ 2014
- ☐ 2013
- ☐ 2012
- ☐ 2011
- ☐ 2010
- ☐ 2005-09
- ☐ Before 2005

**4. What are the main reasons you catch the RIDE? (select all that apply)**

- ☐ Work
- ☐ Shopping
- ☐ School
- ☐ Social
- ☐ Doctor
- ☐ Social service agency appointment
- ☐ Other



5. **Please rate the benefit you get from having public transportation services available in Sitka.**  
☐ Very important for my daily life  
☐ Important for my daily life  
☐ Moderately important for my daily life  
☐ Not important for my daily life
6. **Do the current hours of bus service meet your transportation needs? (Answer Yes or No, then, if No, list the times of day you need transportation.)**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
7. **Do the current days of bus service meet your transportation needs? (Answer Yes or No, then, if No, list the days of the week you need transportation.)**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
8. **What day(s) of the week do you use the RIDE?**  
☐ Monday  
☐ Tuesday  
☐ Wednesday  
☐ Thursday  
☐ Friday  
☐ Saturday (Care-A-Van white buses only)  
☐ Sunday (Care-A-Van white buses only)
9. **Do our bus routes serve the area where you work and/or live? (Answer Yes or No, then, if No, list where you live and/or work and your destination.)**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
10. **What types of bus pass do you typically purchase?**  
☐ Monthly pass  
☐ Multiple-ride punch card  
☐ One-way single ride
11. **Currently, how do you travel from home to work, job training, non-emergency medical appointments, social service agency appointments/meetings, or social activities? (Select all that apply.)**  
☐ the RIDE scheduled bus service (blue buses)  
☐ Care-A-Van paratransit (white buses)  
☐ Drive yourself

- ☐ Ride with a friend
- ☐ Taxi cab
- ☐ Bicycle
- ☐ Walk
- ☐ Other
- ☐ I don't go

**12. What are the best ways for you to get information about the RIDE public transportation service? (Select all that apply.)**

- ☐ Flier/poster inside vehicle
- ☐ Website
- ☐ Facebook/social media
- ☐ Rider guide
- ☐ In the newspaper
- ☐ On the radio
- ☐ On television

**13. How old are you?**

- ☐ Age 18 or younger
- ☐ Age 19-29
- ☐ Age 30-49
- ☐ Age 50-64
- ☐ Age 65 or older

**14. What is your annual household income (approximately)?**

- ☐ \$9,999 or less
- ☐ \$10,000 to \$24,999
- ☐ \$25,000 to \$39,999
- ☐ \$40,000 or more

**15. Listing your name is optional, but we need at least your name and contact info if you want to participate in the drawing for gift cards. Thank you for participating in our survey.**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/Town \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Country \_\_\_\_\_

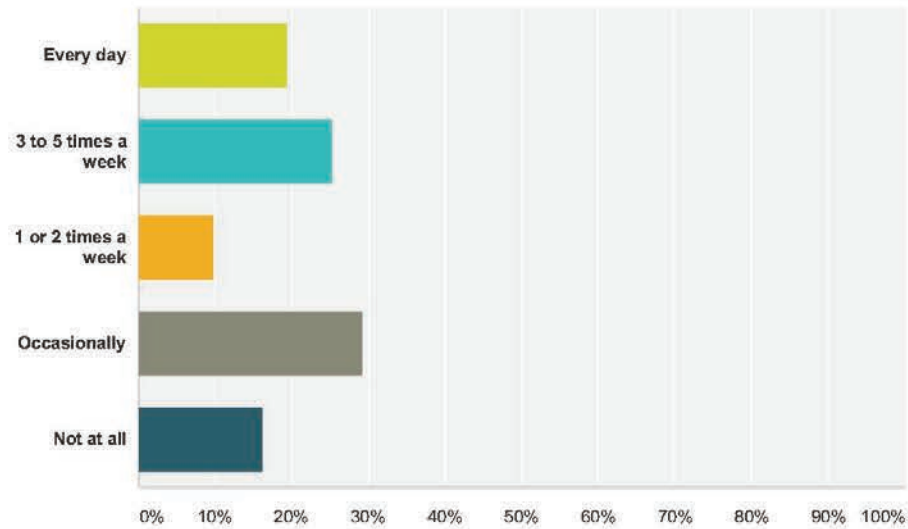
Email address \_\_\_\_\_

Phone number \_\_\_\_\_



### Q1 How often do you catch the RIDE?

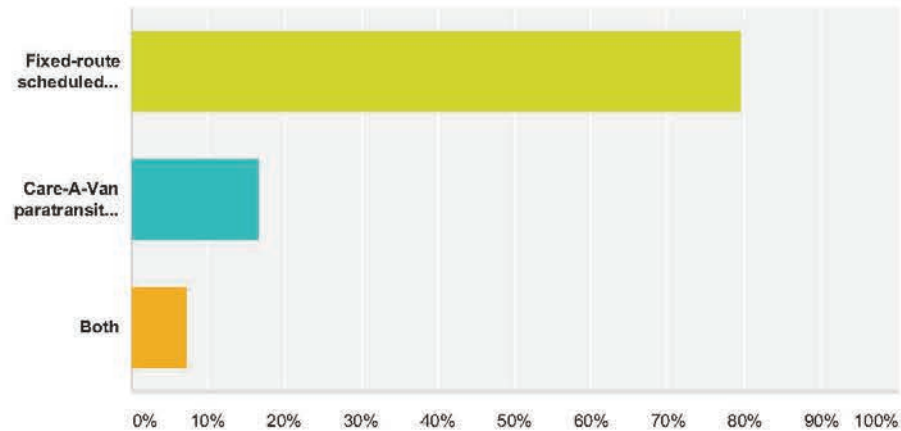
Answered: 123 Skipped: 0



Answer Choices	Responses	
Every day	19.51%	24
3 to 5 times a week	25.20%	31
1 or 2 times a week	9.76%	12
Occasionally	29.27%	36
Not at all	16.26%	20
Total		123

**Q2 Which type of RIDE do you catch?**

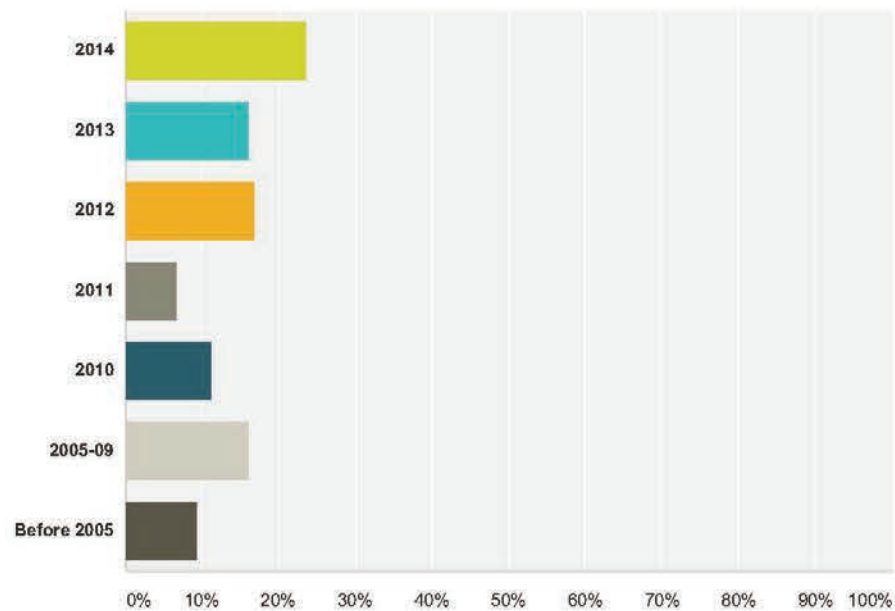
Answered: 108 Skipped: 15



Answer Choices	Responses	
Fixed-route scheduled public transit buses (blue buses)	79.63%	86
Care-A-Van paratransit buses (white buses)	16.67%	18
Both	7.41%	8
Total Respondents: 108		

### Q3 In what year did you start using the RIDE as often as you do now?

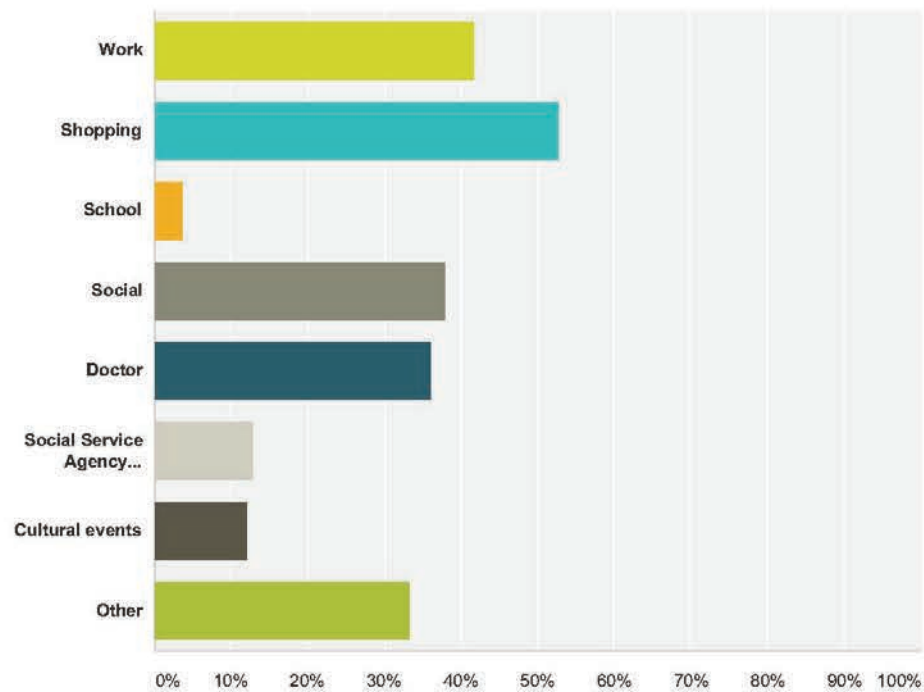
Answered: 106 Skipped: 17



Answer Choices	Responses	
2014	23.58%	25
2013	16.04%	17
2012	16.98%	18
2011	6.60%	7
2010	11.32%	12
2005-09	16.04%	17
Before 2005	9.43%	10
<b>Total</b>		<b>106</b>

### Q4 What are the main reasons you catch the RIDE?

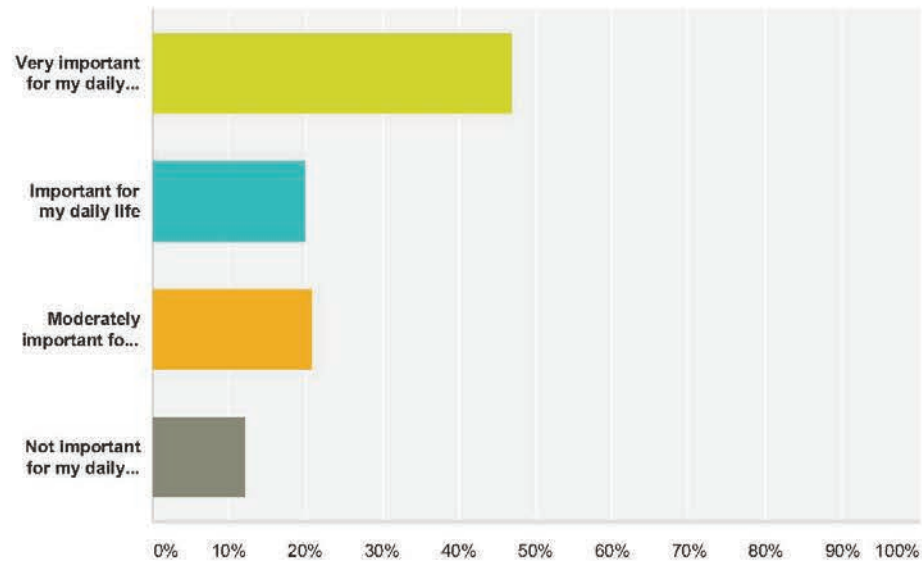
Answered: 108 Skipped: 15



Answer Choices	Responses	
Work	41.67%	45
Shopping	52.78%	57
School	3.70%	4
Social	37.96%	41
Doctor	36.11%	39
Social Service Agency Appointment	12.96%	14
Cultural events	12.04%	13
Other	33.33%	36
Total Respondents: 108		

**Q5 Please rate the benefit you get from having public transportation services available in Sitka.**

Answered: 115 Skipped: 8



Answer Choices	Responses
Very important for my daily life	46.96% 54
Important for my daily life	20.00% 23
Moderately important for my daily life	20.87% 24
Not important for my daily life	12.17% 14
<b>Total</b>	<b>115</b>



**Q6 Do the current hours of bus service meet your transportation needs? (Answer Yes or No, then if No list the times of day you need for transportation.)**

Answered: 111 Skipped: 12

#	Responses	Date
1	Yes, appreciate the later in the day hours.	1/8/2015 3:12 PM
2	No--I work evening so I need transportation to get home just after midnight.	1/6/2015 7:47 PM
3	Yes	1/6/2015 2:32 PM
4	Yes	1/6/2015 2:30 PM
5	Yes	1/6/2015 2:27 PM
6	Yes. Please allow time for pick-up and to return home from the Jehovah Witness Kingdom Hall on Sundays and Thursdays.	1/6/2015 2:24 PM
7	Yes	1/6/2015 2:20 PM
8	Yes	1/6/2015 2:18 PM
9	Yes (note, respondent noted she goes to the Swan Lake Senior Center daily for lunch)	1/6/2015 2:15 PM
10	Great for Monday through Friday, but would like love Saturday and Sunday rides	1/6/2015 2:12 PM
11	Yes	1/6/2015 1:03 AM
12	Yes.	1/6/2015 12:04 AM
13	weekends	1/5/2015 8:17 PM
14	yes	1/5/2015 8:12 PM
15	Most of the time Yes	1/5/2015 6:28 PM
16	yes	1/5/2015 5:09 PM
17	N/A	1/5/2015 4:17 PM
18	yes	1/5/2015 4:14 PM
19	Yes	1/5/2015 3:54 PM
20	y	1/5/2015 3:54 PM
21	No, My husband works the midnight shift and I work the mornings. I hate staying up to give him a ride when the bus could if it ran then.	1/5/2015 3:54 PM
22	NO. I like the bus that goes to SEARHC every 20-30 minutes and does the loop. Very handy for people who work the weekends.	1/5/2015 3:04 PM
23	Yes	1/5/2015 2:58 PM
24	After hours, like early in the morning, or late at night would be better for me. I am often needing a ride to/from the airport for the early flight or the late flight. If the ride were operating at these hours I would definitely use it more.	1/5/2015 2:31 PM
25	Yes	1/5/2015 2:29 PM
26	Yes	1/5/2015 2:01 PM
27	yes	1/5/2015 2:00 PM
28	Would like to have the ride run on the weekends that way I could do some shopping	1/5/2015 1:59 PM

29	No, night time	12/30/2014 3:48 PM
30	I think the hours are good	12/30/2014 3:45 PM
31	No, later at night	12/30/2014 3:45 PM
32	No, I still have to walk to work to work and school on weekends. Also sometimes late at night, when it is more dangerous to walk. Up to 10pm would be great.	12/27/2014 1:27 AM
33	yes	12/24/2014 8:17 AM
34	Yes, much improved over years earlier. Thank you!	12/22/2014 8:13 PM
35	Yes	12/22/2014 4:08 PM
36	No. I would probably ride later	12/18/2014 12:08 PM
37	No. I need transportation on weekends also	12/18/2014 3:42 AM
38	yes	12/17/2014 9:51 AM
39	yes	12/16/2014 7:11 AM
40	Yes	12/15/2014 5:22 PM
41	Yes	12/15/2014 3:35 PM
42	No, I work late, typically close to 10 p.m. I can get a bus to work, but not home	12/15/2014 3:34 PM
43	Weekends would be nice, same hours	12/15/2014 3:31 PM
44	Yes	12/15/2014 3:29 PM
45	No, extended hours and weekends ("Very Important" Please clean and disinfect bus with Lysol spray every night, especially the Green Line)	12/15/2014 3:27 PM
46	Yes	12/15/2014 3:23 PM
47	Yes	12/15/2014 3:21 PM
48	Yes	12/15/2014 3:08 PM
49	Yes and No, the weekly day schedule works, but on Saturday four hours of service would be nice.	12/15/2014 3:05 PM
50	Yes	12/15/2014 1:42 PM
51	Yes, but weekends would be awesome	12/15/2014 1:41 PM
52	Yes	12/15/2014 1:38 PM
53	Yes	12/15/2014 1:36 PM
54	For Work, its great. But for the weekend shopping trips, a big NO.	12/15/2014 1:28 PM
55	Yes	12/15/2014 1:21 PM
56	Yes	12/15/2014 1:19 PM
57	Yes	12/15/2014 1:18 PM
58	No, weekend work and late shifts	12/15/2014 1:16 PM
59	Yes (note, rider added "no vehicle" to answer for Question 4)	12/15/2014 1:14 PM
60	Yes	12/15/2014 1:12 PM
61	Yes, except in summer, not early enough	12/15/2014 1:11 PM
62	No, just think if the buses ran on Saturdays, even part time. Sitka wouldn't be so low on stores or going out of business. That's probably one of the biggest days of the week when people are off work to get out.	12/15/2014 1:09 PM
63	Yes	12/15/2014 1:06 PM
64	Yes, during weekdays	12/15/2014 1:03 PM

65	Yes	12/15/2014 1:02 PM
66	Yes	12/15/2014 12:57 PM
67	Mostly	12/15/2014 12:49 PM
68	Yes	12/15/2014 12:44 PM
69	Yes, the hours are perfect for my schedule. It would be great if the bus ran on weekends.	12/15/2014 12:42 PM
70	Yes	12/15/2014 12:39 PM
71	Yes	12/15/2014 12:38 PM
72	Yes but there have been several occasions that I would have benefited from Sitka having a 24 hour ride.	12/12/2014 7:24 PM
73	Yes	12/12/2014 1:00 PM
74	Yes	12/12/2014 12:57 PM
75	Yes	12/12/2014 12:55 PM
76	Yes, afternoon doctor appointments	12/12/2014 12:54 PM
77	Yes	12/12/2014 12:51 PM
78	Yes	12/12/2014 12:51 PM
79	Yes	12/12/2014 12:49 PM
80	Yes	12/12/2014 12:45 PM
81	My only problem is the new bus stop is too far away	12/12/2014 12:43 PM
82	Yes, would prefer later hours on Saturday	12/12/2014 12:36 PM
83	Yes	12/12/2014 12:34 PM
84	Yes	12/11/2014 7:08 AM
85	yes	12/11/2014 7:08 AM
86	y	12/10/2014 5:38 PM
87	Yes	12/10/2014 4:58 PM
88	My students and children would like to have services on the weekends. They would also like to have services extend into the later evening.	12/9/2014 5:46 PM
89	yes and no. I really need more time on weekends.	12/9/2014 4:32 PM
90	Yes. I do wish they ran a little longer.	12/8/2014 9:53 PM
91	yes	12/8/2014 9:20 PM
92	Yes	12/4/2014 9:59 AM
93	I would like to have the ride earlier so I can get my kids to their homeschool tutor by 8. Just earlier and later. I think weekend hours would be good to. It would be fun if my kids and I could ride the bus to weekend activities in the community, maybe just Saturdays.	12/2/2014 4:29 PM
94	Yes	12/1/2014 1:33 PM
95	yes	11/28/2014 11:08 PM
96	No	11/28/2014 8:07 PM
97	No, I wish it ran a little later. Maybe one more round.	11/28/2014 4:56 PM
98	yes	11/28/2014 3:51 PM
99	Yes but would like weekends as well.	11/28/2014 2:23 PM
100	No need later service and weekend	11/25/2014 2:59 PM

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101	No. I would like to use the Ride to access the trailheads at each side of town for recreation on the weekends but because this is not offered, I do not use the ride.	11/25/2014 11:53 AM
102	No, I'd like to see a few more hours at night (at least until 9:30-10 p.m.) so I can go to a movie, eat at a restaurant, go to a performance or participate in a public meeting after work.	11/25/2014 11:41 AM
103	No evenings would be great I would ride alot more.	11/25/2014 9:57 AM
104	YES	11/25/2014 8:41 AM
105	No. Weekends and after dark would be useful for me.	11/25/2014 7:32 AM
106	No, and yes. The times I've needed The Ride, the times were inconvenient, and the locations were off but I'm happy we do have a City bus.	11/25/2014 3:07 AM
107	I have no idea. There is no info out in the public what times you actually run.	11/24/2014 10:25 PM
108	Yes	11/24/2014 9:28 PM
109	Yes	11/24/2014 9:01 PM
110	No it would be nice if it went to eight or eight thirty at night.	11/24/2014 5:14 PM
111	yes	11/24/2014 5:05 PM

**Q7 Do the current days of bus service meet your transportation needs? (Answer Yes or No, then if No list the days of the week you need for transportation.)**

Answered: 113 Skipped: 10

#	Responses	Date
1	7 days a week is great.	1/8/2015 3:12 PM
2	Please include Saturday as well as Mon-Fri.	1/6/2015 7:47 PM
3	Yes	1/6/2015 2:32 PM
4	Yes, Monday through Friday	1/6/2015 2:30 PM
5	Yes	1/6/2015 2:27 PM
6	Yes. It's very important in my everyday life. I come to Swan Lake Senior Center for lunch daily and for medical appointments. Please continue these wonderful services.	1/6/2015 2:24 PM
7	Yes	1/6/2015 2:20 PM
8	Yes	1/6/2015 2:18 PM
9	Yes	1/6/2015 2:15 PM
10	Yes	1/6/2015 2:12 PM
11	Yes	1/6/2015 1:03 AM
12	Yes.	1/6/2015 12:04 AM
13	Yes	1/5/2015 8:17 PM
14	yes	1/5/2015 8:12 PM
15	No. Sunday for church	1/5/2015 6:28 PM
16	no Cover sundays and holidays for special events	1/5/2015 5:09 PM
17	N/A	1/5/2015 4:17 PM
18	yes	1/5/2015 4:14 PM
19	No. Weekends. If not a full day a limited timeframe would be nice.	1/5/2015 3:54 PM
20	no need weekends. also gazebos needed out sawmill creek rd.	1/5/2015 3:54 PM
21	No, I would love it if it was the weekend so i could get to work.	1/5/2015 3:54 PM
22	no..BE NICE TO HAVE AT LEAST ONE BUS ON THE WEEKENDS.. MOSTLY SATURDAYS... :)	1/5/2015 3:04 PM
23	yes	1/5/2015 2:58 PM
24	I'm not sure what the current days are. I assume its 6 or 7 days a week...?	1/5/2015 2:31 PM
25	Yes	1/5/2015 2:29 PM
26	Yes	1/5/2015 2:01 PM
27	yes	1/5/2015 2:00 PM
28	yes	1/5/2015 1:59 PM
29	No, weekdays/weekends	12/30/2014 3:48 PM
30	Seems to be fine	12/30/2014 3:45 PM



31	No, Saturday and Sunday	12/30/2014 3:45 PM
32	No, need Saturdays and Sundays also	12/27/2014 1:27 AM
33	yes	12/24/2014 8:17 AM
34	It would be great to start looking for some Saturday service	12/22/2014 8:13 PM
35	Yes	12/22/2014 4:08 PM
36	No. I would definatly ride weekends.	12/18/2014 12:08 PM
37	No. I need transportation on weekends also	12/18/2014 3:42 AM
38	yes	12/17/2014 9:51 AM
39	no Saturdays and Sundays	12/16/2014 7:11 AM
40	Yes	12/15/2014 5:22 PM
41	Yes	12/15/2014 3:35 PM
42	Yes	12/15/2014 3:34 PM
43	Weekends would be nice, same hours	12/15/2014 3:31 PM
44	Yes	12/15/2014 3:29 PM
45	Yes/No Saturday service "limited" be great	12/15/2014 3:27 PM
46	Yes	12/15/2014 3:23 PM
47	Yes	12/15/2014 3:21 PM
48	Yes	12/15/2014 3:08 PM
49	Add four hours on Saturday	12/15/2014 3:05 PM
50	Yes	12/15/2014 1:42 PM
51	Yes, but weekends would be awesome	12/15/2014 1:41 PM
52	No, Saturday and Sunday	12/15/2014 1:38 PM
53	No, need a stop near Market Center	12/15/2014 1:36 PM
54	no, need it on Saturdays for shopping.	12/15/2014 1:28 PM
55	Yes	12/15/2014 1:21 PM
56	No, Saturday and Sunday	12/15/2014 1:19 PM
57	Yes	12/15/2014 1:18 PM
58	No, weekend shifts	12/15/2014 1:16 PM
59	Yes	12/15/2014 1:14 PM
60	Yes	12/15/2014 1:12 PM
61	No, weekends	12/15/2014 1:11 PM
62	SATURDAY (circled several times with three exclamation points)	12/15/2014 1:09 PM
63	Yes	12/15/2014 1:06 PM
64	Yes (didn't know I could take the Care-A-Van on weekends)	12/15/2014 1:03 PM
65	Yes	12/15/2014 1:02 PM
66	No, would be nice if the bus ran on weekends, most definitely would ride it if were so	12/15/2014 12:59 PM
67	Would be helpful on weekends	12/15/2014 12:57 PM
68	Weekends would be excellent	12/15/2014 12:49 PM

69	Yes, wish they ran on weekends	12/15/2014 12:44 PM
70	Yes, although weekends would really be helpful.	12/15/2014 12:42 PM
71	Yes	12/15/2014 12:39 PM
72	Yes	12/15/2014 12:38 PM
73	Yes	12/12/2014 7:24 PM
74	Yes	12/12/2014 1:00 PM
75	Yes	12/12/2014 12:57 PM
76	Yes	12/12/2014 12:55 PM
77	Yes	12/12/2014 12:54 PM
78	Yes	12/12/2014 12:51 PM
79	Yes	12/12/2014 12:51 PM
80	Yes	12/12/2014 12:49 PM
81	Yes	12/12/2014 12:45 PM
82	My only problem is the new bus stop is too far away	12/12/2014 12:43 PM
83	Yes	12/12/2014 12:36 PM
84	Yes	12/12/2014 12:34 PM
85	Yes	12/11/2014 7:08 AM
86	yes	12/11/2014 7:08 AM
87	y	12/10/2014 5:38 PM
88	Yes	12/10/2014 4:58 PM
89	Saturday and Sunday rides would be helpful.	12/9/2014 5:46 PM
90	I would love to see the blue buses run on weekends.	12/9/2014 4:32 PM
91	Mostly. They really do need Saturday bus service. Besides for work Saturday is the busiest day of the week and not everyone can afford a taxi.	12/8/2014 9:53 PM
92	no, mostly needed on Saturdays to do grocery shopping	12/8/2014 9:20 PM
93	Yes	12/4/2014 9:59 AM
94	No, i would prefer saturdays too.	12/2/2014 4:29 PM
95	No, I work weekends, be nice to have bus service available	12/1/2014 1:33 PM
96	no, weekends would be nice	11/28/2014 11:08 PM
97	No	11/28/2014 8:07 PM
98	I really wish it ran on weekends.	11/28/2014 4:56 PM
99	weekend hours would be beneficial	11/28/2014 3:51 PM
100	NO, we have friends that need the bus for church!	11/28/2014 3:25 PM
101	Seven days a week.	11/28/2014 2:23 PM
102	no. Need weekends	11/25/2014 2:59 PM
103	No. I would like to use the Ride to access the trailheads at each side of town for recreation on the weekends but because this is not offered, I do not use the ride.	11/25/2014 11:53 AM
104	No, I'd like to see some Saturday service for downtown shopping, going to the Sitka Farmers Market, getting out to trailheads, etc.	11/25/2014 11:41 AM

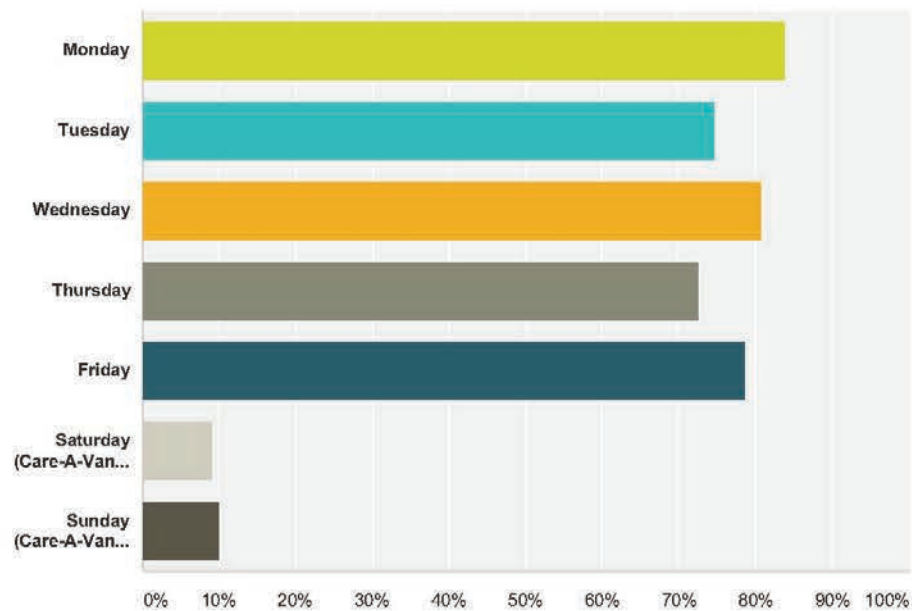
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105	No weekends would make the ride a more reliable source of transportation.	11/25/2014 9:57 AM
106	YES	11/25/2014 8:41 AM
107	see previous answer	11/25/2014 7:32 AM
108	Sure, we should do a social ride event, I've only taken The Ride because my children wanted to experience what it was like.	11/25/2014 3:07 AM
109	Same as above.	11/24/2014 10:25 PM
110	yes	11/24/2014 9:28 PM
111	No Need to get to town on weekends or to the store.	11/24/2014 9:01 PM
112	no. Saturday	11/24/2014 5:14 PM
113	yes	11/24/2014 5:05 PM

### Q8 What day(s) of the week do you use the RIDE?

Answered: 99 Skipped: 24



Answer Choices	Responses
Monday	83.84% 83
Tuesday	74.75% 74
Wednesday	80.81% 80
Thursday	72.73% 72
Friday	78.79% 78
Saturday (Care-A-Van white buses only)	9.09% 9
Sunday (Care-A-Van white buses only)	10.10% 10
<b>Total Respondents: 99</b>	

**Q9 Do our bus routes serve the area where you work and/or live? (Answer Yes or No, then if No, list where you live and/or work and your destination.)**

Answered: 107 Skipped: 16

#	Responses	Date
1	Yes--Price to SEARHC	1/6/2015 7:47 PM
2	Yes	1/6/2015 2:32 PM
3	Yes	1/6/2015 2:27 PM
4	Yes, even to the ferry, thank you, and even to the airport (note, on the next question this respondent mentions qualifying for senior, low income free rides)	1/6/2015 2:24 PM
5	Yes	1/6/2015 2:20 PM
6	Yes	1/6/2015 2:18 PM
7	Yes (Note, for next question respondent said she's senior-citizen-qualified low-income, so no fee for bus)	1/6/2015 2:15 PM
8	Yes (note, respondent checked monthly pass, multiple-ride punch card and one-way single ride for next question)	1/6/2015 2:12 PM
9	Yes	1/6/2015 1:03 AM
10	Yes.	1/6/2015 12:04 AM
11	Yes	1/5/2015 8:17 PM
12	yes	1/5/2015 8:12 PM
13	Yes	1/5/2015 6:28 PM
14	no extend out to Fortress of the bear	1/5/2015 5:09 PM
15	Yes, but I am close enough to walk.	1/5/2015 4:17 PM
16	yes	1/5/2015 4:14 PM
17	yes	1/5/2015 3:54 PM
18	n	1/5/2015 3:54 PM
19	No, I live up dodge circle and I have to walk up the long hill from seamar	1/5/2015 3:54 PM
20	YES My 7 year old also rides the bus to work with me to get the bus to school.	1/5/2015 3:04 PM
21	Yes	1/5/2015 2:58 PM
22	Yes, I live on outskirts of down town	1/5/2015 2:31 PM
23	Yes	1/5/2015 2:29 PM
24	Yes	1/5/2015 2:01 PM
25	yes	1/5/2015 2:00 PM
26	yes	1/5/2015 1:59 PM
27	Yes	12/30/2014 3:48 PM
28	Yes	12/30/2014 3:45 PM
29	Yes	12/30/2014 3:45 PM
30	Yes	12/27/2014 1:27 AM



31	yes	12/24/2014 8:17 AM
32	Yes, Community House going to SeaMart, Lakeside, PO, Foreign Auto and Spenards	12/22/2014 8:13 PM
33	No. It was better when green line stopped at lakeside. I either walk to and stand in rain with my groceries to CFC. Or got on red transfer to green and ride nearly the full green line rout to get home. On Indian river.	12/18/2014 12:08 PM
34	Yes	12/18/2014 3:42 AM
35	yes	12/17/2014 9:51 AM
36	yes	12/16/2014 7:11 AM
37	Yes	12/15/2014 5:22 PM
38	Yes	12/15/2014 3:35 PM
39	Yes	12/15/2014 3:34 PM
40	Yes	12/15/2014 3:31 PM
41	Yes	12/15/2014 3:29 PM
42	Yes (note, this person checked both monthly pass and multiple-ride punch card on Question 10)	12/15/2014 3:27 PM
43	Yes	12/15/2014 3:23 PM
44	Yes	12/15/2014 3:21 PM
45	Yes (Note, this person checked multiple-ride punch card and one-way single ride on the next question)	12/15/2014 3:08 PM
46	Yes, thanks	12/15/2014 3:05 PM
47	Yes	12/15/2014 1:42 PM
48	Yes	12/15/2014 1:41 PM
49	Yes	12/15/2014 1:38 PM
50	Yes (note, earlier said needs a stop near Market Center)	12/15/2014 1:36 PM
51	Yes	12/15/2014 1:28 PM
52	Yes	12/15/2014 1:21 PM
53	Yes (note, marked monthly pass and multiple-ride punch card for Question 10)	12/15/2014 1:18 PM
54	Yes	12/15/2014 1:16 PM
55	(illegible) retired	12/15/2014 1:14 PM
56	Yes	12/15/2014 1:12 PM
57	Yes	12/15/2014 1:11 PM
58	Yes	12/15/2014 1:09 PM
59	Yes	12/15/2014 1:06 PM
60	Yes (Note, checked monthly pass and multiple-ride punch card)	12/15/2014 1:03 PM
61	Yes	12/15/2014 1:02 PM
62	Yes	12/15/2014 12:59 PM
63	Yes	12/15/2014 12:57 PM
64	Yes	12/15/2014 12:44 PM
65	Yes	12/15/2014 12:42 PM
66	Yes	12/15/2014 12:38 PM
67	Yes	12/12/2014 7:24 PM

68	Yes	12/12/2014 1:00 PM
69	No	12/12/2014 12:57 PM
70	Yes	12/12/2014 12:55 PM
71	Yes	12/12/2014 12:54 PM
72	Yes	12/12/2014 12:51 PM
73	Yes	12/12/2014 12:51 PM
74	Yes	12/12/2014 12:49 PM
75	Yes	12/12/2014 12:45 PM
76	The new bus stop is too far for me to use for grocery shopping, but I use the white bus after dark for meetings. (I could get to the new bus stop OK, but if I had groceries to carry home and the blue bus would not stop now at Darin Drive I would not be able to carry my groceries home. This respondent noted she stopped taking the blue buses because the bus stop was moved, and starting this year she rides the paratransit buses once a month for a meeting after dark. She also likes to get information at the Swan Lake Senior Center.).	12/12/2014 12:43 PM
77	Yes	12/12/2014 12:36 PM
78	yes	12/12/2014 12:34 PM
79	Yes	12/11/2014 7:08 AM
80	No. I live on Peterson Ave and the walk to the high school is a bit much, especially if I carry groceries or packages. the bus goes almost to my house but won't stop. I tried to go to the library on the bus once and by the time I got there is was time to go right home. I can't really figure out those routes and I suppose I took the wrong bus.	12/11/2014 7:08 AM
81	y. SEARHC	12/10/2014 5:38 PM
82	Yes I want to note that I ride w/ a student while he goes to work experience. It's great that we can catch the bus @ the high school.	12/10/2014 4:58 PM
83	yes	12/9/2014 5:46 PM
84	yes	12/9/2014 4:32 PM
85	Mostly. Indian River area needs one or two more stops.	12/8/2014 9:53 PM
86	no, I live on Rudolph Walton and during the winter it is hard to walk the distance by/near peter Simpson St, would be nice to get the bus to stop by Charlie Joseph Bus stop	12/8/2014 9:20 PM
87	There is no bus stop near me. I live on Jamestown Drive and there is nothing between Wolf Drive and Anna Drive, so, while I watch the bus go by, I can't use it.	12/5/2014 3:27 PM
88	Yes	12/4/2014 9:59 AM
89	Yes. Its mapped out pretty well for out town.	12/2/2014 4:29 PM
90	Yes	12/1/2014 1:33 PM
91	yes	11/28/2014 11:08 PM
92	Yes	11/28/2014 8:07 PM
93	yes	11/28/2014 4:56 PM
94	yes	11/28/2014 3:51 PM
95	Yes	11/28/2014 2:23 PM
96	No, insufficient stops on Sawmill Creek Road.	11/28/2014 1:06 PM
97	Yes but need more stops	11/25/2014 2:59 PM
98	Yes, though it would be nice to see a bus get all the way to Sawmill Cove	11/25/2014 11:41 AM
99	Yes.	11/25/2014 9:57 AM

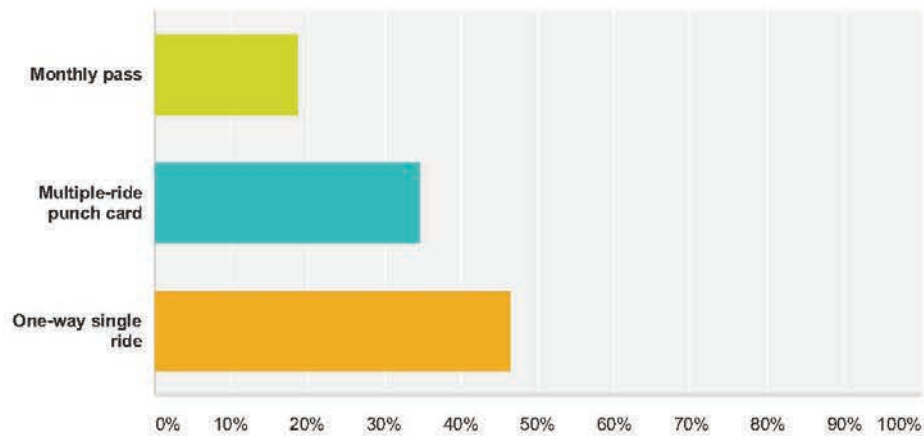
## TheRIDECustomerSurvey

## SurveyMonkey

100	NO: TOO FEW STOPS ON SMC. BUS WAITS AT WHALE PARK WHEN IT COULD MAKE TEN ADDITIONAL STOPS: SHOTGUN ALLY BLUEBERRY LN JAMESTOWN DR WOLF DR. POST OFFICE. HOW ABOUT GREEN LINE TO THE AIRPORT, TOO.	11/25/2014 8:41 AM
101	Yes.	11/25/2014 7:32 AM
102	Yeah.	11/25/2014 3:07 AM
103	Same as above	11/24/2014 10:25 PM
104	Yes	11/24/2014 9:28 PM
105	Yes/no. Hard when I have to walk down the hill to the stops down here in Indian River.	11/24/2014 9:01 PM
106	Yes	11/24/2014 5:14 PM
107	yes	11/24/2014 5:05 PM

### Q10 What type of bus pass do you typically purchase?

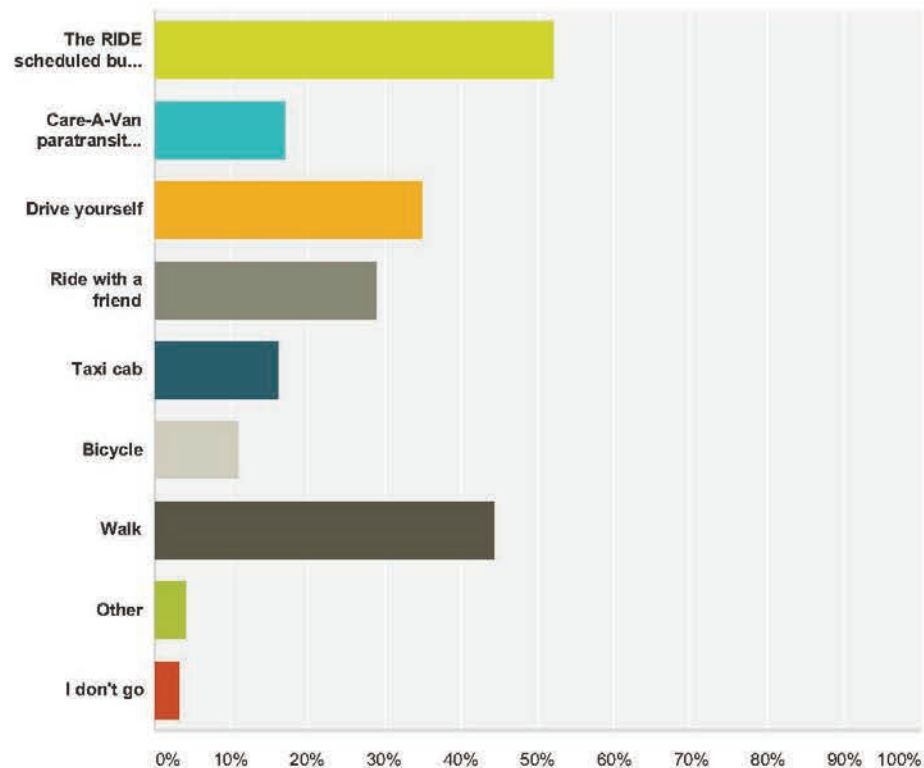
Answered: 101 Skipped: 22



Answer Choices	Responses
Monthly pass	18.81% 19
Multiple-ride punch card	34.65% 35
One-way single ride	46.53% 47
Total	101

**Q11 Currently, how do you travel from home to work, job training, non-emergency medical appointments, social service agency appointments/meetings, or social activities? (Select all that apply.)**

Answered: 117 Skipped: 6



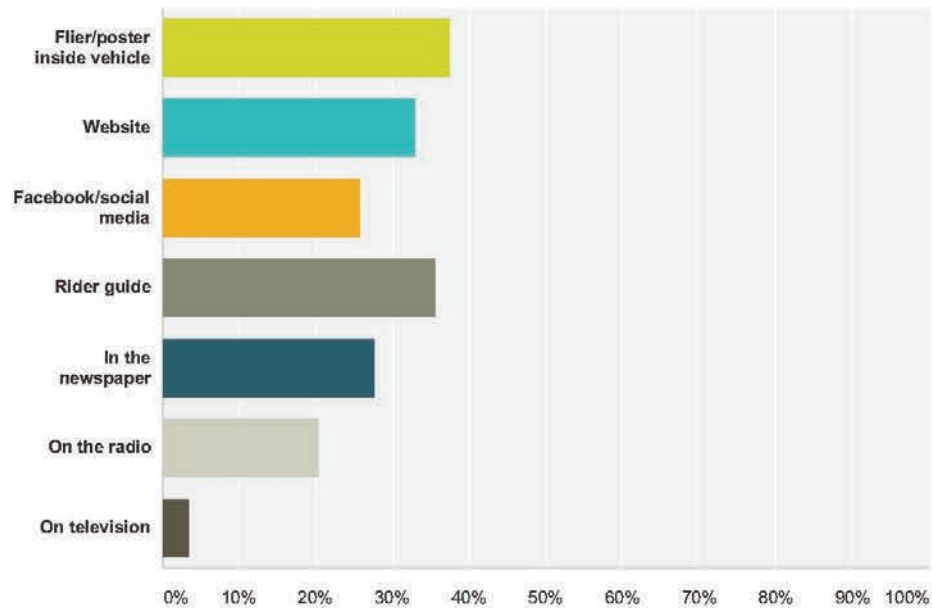
Answer Choices	Responses
The RIDE scheduled bus service (blue buses)	52.14% 61
Care-A-Van paratransit (white buses)	17.09% 20
Drive yourself	35.04% 41
Ride with a friend	29.06% 34
Taxi cab	16.24% 19
Bicycle	11.11% 13
Walk	44.44% 52
Other	4.27% 5
I don't go	3.42% 4



Total Respondents: 117	
------------------------	--

**Q12 What are the best ways for you to get information about the RIDE public transportation service? (Select all that apply.)**

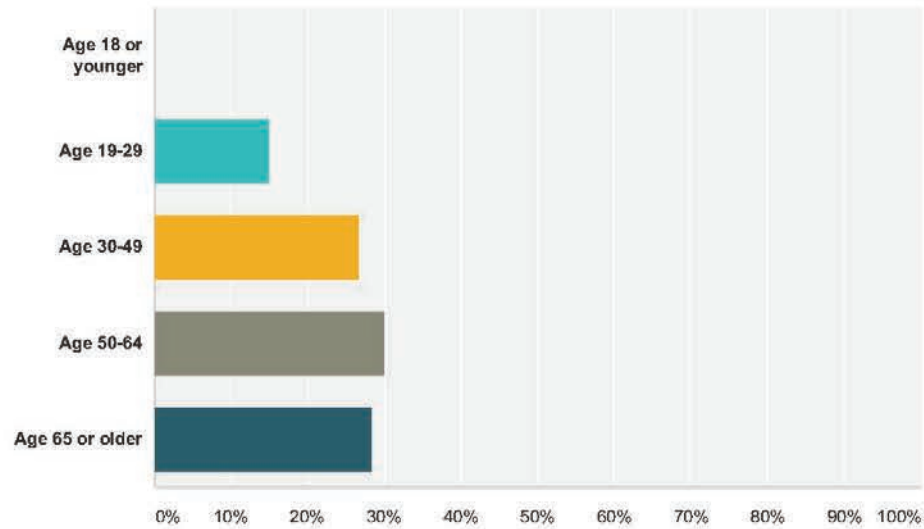
Answered: 112 Skipped: 11



Answer Choices	Responses
Flier/poster inside vehicle	37.50% 42
Website	33.04% 37
Facebook/social media	25.89% 29
Rider guide	35.71% 40
In the newspaper	27.68% 31
On the radio	20.54% 23
On television	3.57% 4
Total Respondents: 112	

### Q13 How old are you?

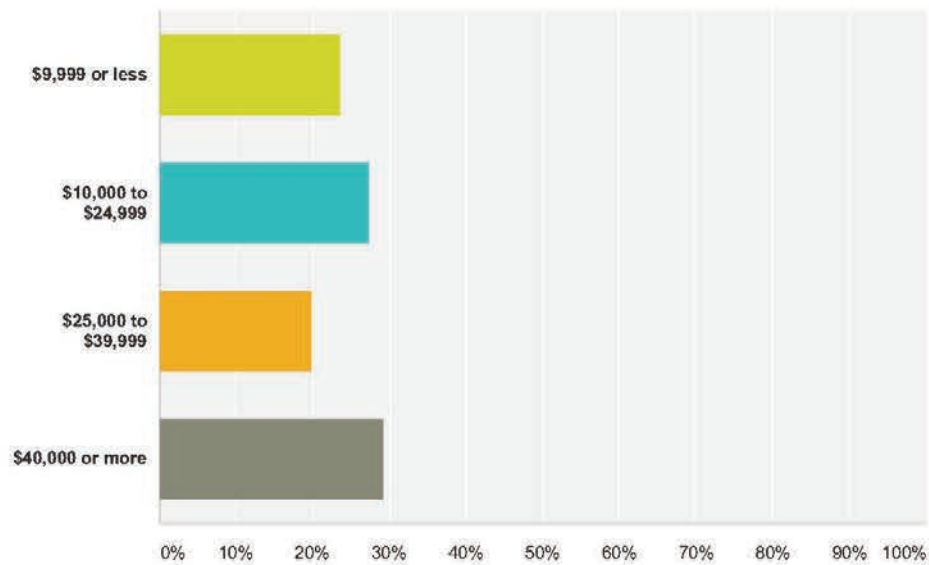
Answered: 120 Skipped: 3



Answer Choices	Responses
Age 18 or younger	0.00% 0
Age 19-29	15.00% 18
Age 30-49	26.67% 32
Age 50-64	30.00% 36
Age 65 or older	28.33% 34
<b>Total</b>	<b>120</b>

### Q14 What is your annual household income (approximately)?

Answered: 106 Skipped: 17



Answer Choices	Responses	
\$9,999 or less	23.58%	25
\$10,000 to \$24,999	27.36%	29
\$25,000 to \$39,999	19.81%	21
\$40,000 or more	29.25%	31
<b>Total</b>		<b>106</b>

# Concerned about public transit in Sitka?

*Join us for a discussion about our public transit and paratransit system*



**5-7 p.m. on Wednesday, Jan. 28,  
at Harrigan Centennial Hall**

Public transit and paratransit services are coordinated by the Center for Community in Sitka, with partners the Sitka Tribe of Alaska operating the RIDE (fixed-route scheduled blue buses) and Southeast Senior Services running the Care-A-Van service (white paratransit buses) for seniors and those needing assistance. Other human services, governmental and nonprofit agencies in Sitka provide transportation for clients through their own buses, fleet cars or taxi vouchers. We are updating our five-year 2015-19 Sitka Public Transit-Human Services Transportation Coordinated Plan, and we need public and stakeholder input to help us address gaps in service, especially in times of tight budgets.

- **Help us improve human services transportation for all Sitkans**
- **Give us feedback about routes and dates/times of service**
- **Let us know how public transit and paratransit helps you get around town**



For more information about Sitka's public transit and paratransit system,  
go to [www.cfc.org/our-services-2/the-ride](http://www.cfc.org/our-services-2/the-ride),

or like our Facebook page, [www.facebook.com/SitkaRide](https://www.facebook.com/SitkaRide).

For information about the meeting or to make special access requests,  
contact Charles Bingham at 966-4221 or [cbingham@cfc.org](mailto:cbingham@cfc.org).





## the RIDE

Public transit and paratransit for Sitka, Alaska  
Managed by Center for Community, in partnership with  
Sitka Tribe of Alaska and Southeast Senior Services

Center for Community  
700 B Katlian Street  
Sitka, Alaska 99835  
<http://www.cfc.org/>



## NEWS RELEASE:

For immediate release

### Media contacts:

Connie Sipe, Center for Community Executive Director, [csipe@cfc.org](mailto:csipe@cfc.org), (907) 966-4232  
Charles Bingham, Center for Community Transit Project Assistant, [cbingham@cfc.org](mailto:cbingham@cfc.org), (907) 966-4221

### the RIDE hosts public meeting to improve public transit in Sitka

**SITKA, 12/22/2014** – Do you have ideas on how to improve public transit and paratransit in Sitka? The Center for Community will host a discussion about fulfilling unmet human services transportation needs for the RIDE during a public meeting from 5-7 p.m. on Wednesday, Jan. 28, at Harrigan Centennial Hall.

We are in the process of updating the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan, and this public meeting will help us learn where we need to improve service. Public transit in Sitka is known as the RIDE, and the service is managed by Center for Community in partnership with Sitka Tribe of Alaska and Southeast Social Services. Public transit in Sitka includes both the fixed-route blue buses that run on schedules (the RIDE), and the white Care-A-Van paratransit buses for seniors and persons needing an assisted ride.

During this meeting we will address gaps in available transportation services, especially in a time of tighter budgets. Possible topics include how to improve human services transportation for youth, older adults, people needing assistance, and everyone in the Sitka community. We also will discuss services for people who need the RIDE or Care-A-Van for work and school commutes, shopping, doctor and social service appointments, social and cultural events, and just getting around town.

We seek input from anybody living and/or traveling in Sitka. We also welcome representatives from human service, governmental, or nonprofit organizations that provide human services transportation for their clients (such as SAIL, SAFV, SEARHC, Sitka Community Hospital, Youth Advocates of Sitka, the Sitka Pioneer Home, etc.). In addition, people can go online through Monday, Jan. 5, to complete our customer survey at <http://www.surveymonkey.com/s/TheRIDE>.

For more information about the RIDE, go to <http://www.cfc.org/our-services-2/the-ride> or like our Facebook page at <https://www.facebook.com/SitkaRide>. To learn more about the public meeting or to arrange any special accessibility accommodations, contact Charles Bingham, Center for Community transit project assistant, at 966-4221 or [cbingham@cfc.org](mailto:cbingham@cfc.org).

###



## the RIDE

Public transit and paratransit for Sitka, Alaska  
Managed by Center for Community, in partnership with  
Sitka Tribe of Alaska and Southeast Senior Services

Center for Community  
700 B Katlian Street  
Sitka, Alaska 99835  
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Charles Bingham, Center for Community Transit Project Assistant, [cbingham@cfc.org](mailto:cbingham@cfc.org), (907) 966-4221

### **the RIDE hosts public meeting to improve public transit in Sitka**

**SITKA, 1/16/2015** – Do you have ideas on how to improve public transit and paratransit in Sitka? The Center for Community will host a discussion about fulfilling unmet human services transportation needs for the RIDE during a public meeting from 5-7 p.m. on Wednesday, Jan. 28, at Harrigan Centennial Hall.

We are in the process of updating the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan, and this public meeting will help us learn where we need to improve service. Public transit in Sitka is known as the RIDE, and the service is managed by Center for Community in partnership with Sitka Tribe of Alaska and Southeast Social Services. Public transit in Sitka includes both the fixed-route blue buses that run on schedules (the RIDE), and the white Care-A-Van paratransit buses for seniors and persons needing an assisted ride.

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For more information about the RIDE, go to <http://www.cfc.org/our-services-2/the-ride> or like our Facebook page at <https://www.facebook.com/SitkaRide>. To learn more about the public meeting or to arrange any special accessibility accommodations, contact Charles Bingham, Center for Community transit project assistant, at 966-4221 or [cbingham@cfc.org](mailto:cbingham@cfc.org).

###



## Police Blotter

The following calls were received at the Sitka Police Department today:

At 8 a.m. today, a person was reported kicking trash cans over on the street. The person was charged with disorderly conduct warning after he was reported kicking trash cans over on the street. The person was charged with charges for probation violation.

At 9:30 p.m. Saturday two fire trucks were sent to Spruce Grove Building C, on a possible roof fire. It was found to be a sky lantern that was still burning when it landed. The asphalt roof didn't catch fire but a 4-foot wide area of frost was melted, said assistant fire chief Al Stevens.

## Public Transit Meeting on Tap

Those who have ideas on how to improve public transit and paratransit in Sitka are invited to the Center for Community for a discussion about fulfilling unmet human services transportation needs for the Ride during a public meeting 5-7 p.m. Wednesday, Jan. 28, at Centennial Hall.

The Ride is in the process of updating the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan, and the public meeting will help gather information to improve service.

To learn more about the public meeting or to arrange any special accessibility accommodations, contact Charles Bingham, Center for Community transit project assistant, at 966-4221 or cbingham@cfcc.org.

## Pool Closed

The Blatchley pool will be closed Dec. 28 through Jan. 6.

## Calendar of Events

### MONDAY

6 p.m. White Elephant Shop open  
7 p.m. AA Stormy Monday Group,  
Call AA Hotline 747-8866

### TUESDAY

11-2 Salvation Army Little Store open  
Noon Rotary Club, Westmark Sitka  
Noon AA Group, closed, no smoking, AA Hotline at 747-8866  
5-6 p.m. SAFV's Women's Support Group, info: 747-3370  
6 p.m. Assembly, Centennial Hall  
6:30 p.m. Nar-Anon meeting, upstairs at Sitka Lutheran Church  
7 p.m. AA Reaching for the Stars, AA Hotline for location, 747-8866



## BHV Volunteer Training on Tap

Volunteers are invited to join the Brave Heart Volunteers family by attending the training. Training sessions will be provided.

We will be closed Thurs., Jan. 1,  
In observance of

# New Year's Day

## First Bank

We will be closed  
Thursday, Jan. 1  
in observance of  
New Year's Day



Better Banking for Southeast Alaska

ALPS Federal Credit Union  
401 Halibut Point Road

## CITY & BOROUGH OF SITKA

### PUBLIC NOTICE VACANT ASSEMBLY SEAT

An Assembly Member has resigned from the City and Borough Assembly. The Assembly formally accepted that resignation on December 23, 2014. In accordance with Sitka's Home Rule Charter and Sitka General Code the vacancy shall be filled by the Assembly which shall appoint a qualified person within 20 days after the vacancy occurs to serve as acting Assembly member until the next regular election.

Only a qualified voter of the municipality who has been a resident of the municipality for at least one year immediately preceding the appointment to office shall be eligible. To be considered for this vacant seat please submit a letter of interest stating your reasons and a completed CBS Financial Disclosure Statement to the Municipal Clerk's Office no later than noon on December 31, 2014. The appointment is scheduled to be made at a Special Assembly Meeting on January 2, 2015.

If you need further information please contact the Municipal Clerk's Office at 747-1811.

Published: December 24, 26, 29, 30, 2014

PUBLIC NOTICE  
Sitka Planning Commission Agenda  
Tuesday, January 6, 2015  
Held at Harrigan Centennial Hall  
209 Lake Street, Sitka, Alaska  
7:00pm

I. CALL TO ORDER AND ROLL CALL  
II. CONSIDERATION OF THE AGENDA  
III. CONSIDERATION OF THE MINUTES FROM



grant, to support and applaud their hard work and initiative.

"SWC is proud to provide our commendation to two worthy women seeking-

## Public Transit Meeting on Tap

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Public transit in Sitka is known as the Ride, and the service is managed by the Center for Community in partnership with Sitka Tribe of Alaska and South-ist Social Services. Public transit in Sitka includes both the fixed-route blue buses that run on schedules (the Ride), and the white Care-A-Van paratransit service for seniors and persons needing assisted ride.

The group will address gaps in available transportation services, especially in a time of tighter budgets, the organizers of the meeting said. Possible topics include how to improve human services transportation for youths, older adults, people needing assistance, and everyone in the Sitka community.

"We also will discuss services for people who need the Ride or Care-A-Van for work and school commutes, shopping, doctor and social service appointments, social and cultural events, just getting around town," the Ride said.

The group will seek input from anyone living and/or traveling in Sitka. Representatives from human service, governmental, or nonprofit organizations that provide human services transportation for their clients, such as L. SAFV, SEARHC, Sitka Community Hospital, Youth Advocates of Alaska, the Sitka Pioneer Home, etc.) are invited.

In addition, people can go online through Monday, Jan. 5, to complete a survey at <http://www.surveykey.com/s/TheRIDE>.

community.

The Sitka Woman's Club is dedicated to serving the community of Sitka by being an organized center of thought and action that champions humanitarian causes, fosters closer personal acquaintances, and provides mutual assistance through social venues that promote the general well-being and prosperity of all with a focus on women and children.

### FOR SALE

Sony 19" TV \$5, acoustic guitar \$20, 5ft coffee table \$5, girls 12" princess bike \$20, kids black snow bibs sz 10/12 \$10, aluminum frame backpack \$10, HP Officejet 4500 desktop printer/scanner \$30, blue bike helmet \$5, '91 thru '01 Ford Explorer manual \$5, 738-8267.

### WANTED

One used bar stool w/ back to help disabled artist. 747-6761.

## Homeport Eatery & North Sister Crepes and Juice Co.

will be closed starting Jan 4.

Please keep your eyes open for ads regarding our February re-open date.

We are so grateful and honored by all of the support and well wishes our beautiful customers of Sitka have shown us this year.

Wishing you a joyous, healthy and Happy New Year.

Sincerely, Teal and Kari

Calvary Chapel Sitka  
presents

2 FREE short films  
TONIGHT 7-8:30p.m.

at

TLC - 1547 Sawmill Creek Road  
next to Arrowhead Transfer

***Captured by Grace***

Louis Zamperini's "Unbroken"  
story in his own words

- and -

***The Knight's Code***

Army chaplains in the current war in the Sudan

For more information call Dug Jensen at 747-5454

# RESOLUTION



## Public Transit Meeting on Tap

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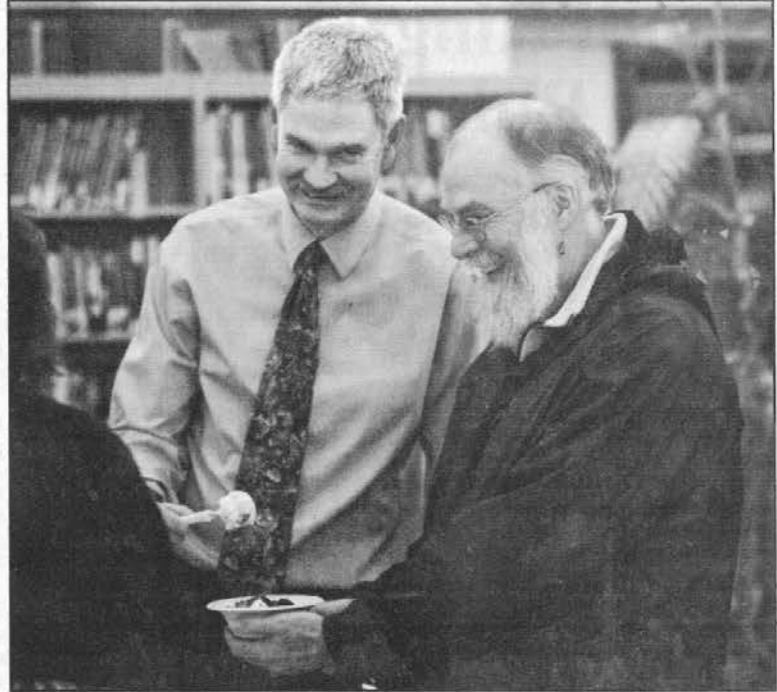
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For more information about the Ride, go to <http://www.cfc.org/our-services-2/the-ride> or like our Facebook page at <https://www.facebook.com/SitkaRide>. To learn more about the public meeting or to arrange any special accessibility accommodations, contact Charles Bingham, Center for Community transit project assistant, at 966-4221 or [cbingham@cfc.org](mailto:cbingham@cfc.org).



**BACK AT THE HELM** – Bill Hutton, center, serves ice cream to Tom Hart at the Mt. Edgecumbe High School library Wednesday afternoon during an ice cream social with school staff. Hutton recently returned to Sitka to take the job of Mt. Edgecumbe High School administrator. J Thayne resigned as administrator after less than seven months on the job, citing personal reasons. (Sentinel Photo)

## Proposed Forest Plan Discussed

An open house is planned 5-8 p.m. Jan. 28 at Centennial Hall to share information with the public about the progress being made on the Proposed Forest Plan Amendment and Draft Environmental Impact Statement, and to provide opportunity for the public to comment on the Draft Plan Monitoring Program.

The Tongass National Forest is working to complete an amendment to the Tongass Land and Resource Management Plan by August 2016.

The scope of the plan amendment is focused to accomplish a transition to young growth management and to make renewable energy development more permissive on the Tongass. The Tongass National Forest Draft Plan Monitoring Program is available for public review and located at <http://www.fs.usda.gov/main/tongass/land-management/planning>.

For more information about the meeting, contact the Project Manager for the Forest Plan Amendment Su-

## Community Barn Dance Set

A community barn dance is set 7-9:30 p.m. Jan. 24 in the Odess Theater on the SJ Campus.

Donations at the door will benefit Sitka Fine Arts Camp.

All are invited to participate in mixers, circles and contra dances, or simply listen to the live music of Sitka's Fishing for Cats band. Beginners and seasoned dancers of all ages are invited.

Dances are taught and called. No partner is needed and no dancing experience is necessary. The first hour of the dance will be geared to beginners and young dancers.

All are reminded to carry clean shoes to the venue to protect the floor. The dance is an alcohol- and smoke-free event. For more information call 747-3412.

## Bake Sale Set for Legion Auxiliary



amsea.org.

## Sitka's Public Transportation Meeting on Tap

Those who have ideas on how to improve public transit and paratransit in Sitka are invited to attend a discussion about fulfilling unmet human services transportation needs for the RIDE during a public meeting 5-7 p.m. Wednesday, Jan. 28, at Centennial Hall.

The event is hosted by Center for Community.

Organizers are in the process of updating the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan.

The RIDE is managed by Center for Community in partnership with Sitka Tribe of Alaska and Southeast Social Services. Public transit in Sitka includes both the fixed-route blue buses that run on schedules (the RIDE), and the white Care-A-Van paratransit buses for seniors and persons needing an assisted ride.

At the meeting attendees will address gaps in available transportation services, especially in a time of tighter budgets. Possible topics include how to improve human services transportation for youth, older adults, people needing assistance, and everyone in the Sitka community.

Also to be discussed are services for people who need the RIDE or Care-A-Van for work and school commutes, shopping, doctor and social service appointments, social and cultural events, and just getting around town, the RIDE said.

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To learn more about the public meeting or to arrange any special accessibility accommodations, contact Charles Bingham, Center for Community transit project assistant, at 966-4221 or [cbingham@cfc.org](mailto:cbingham@cfc.org).

## Mariner's First Aid CPR Class in Sitka

The Alaska Marine Safety Education Association will conduct a first aid and CPR workshop designed for com-

Jan. 25

At 12:39 a.m. a caller complained about a loud party on Knutson Drive. Police gave them a warning.

## Historical Society To Meet in Feb.

The Sitka Historical Society will not hold a Board of Directors meeting in January. Their next regularly scheduled public board meeting will be held in February. The meeting time and date will be published in the Sentinel.

## Proposed Forest Plan Discussed

An open house is planned 5-8 p.m. Jan. 28 at Centennial Hall on the Proposed Forest Plan Amendment and Draft Environmental Impact Statement, and the Draft Plan Monitoring Program.

The Tongass National Forest is working to complete an amendment to the Tongass Land and Resource Management Plan by August 2016.

For more information about the meeting, contact the Project Manager for the Forest Plan Amendment Susan Howle at 907-228-6340 or e-mail [showle@fs.fed.us](mailto:showle@fs.fed.us).

Bridge where a boat, with one person aboard, had become disabled and was being pushed up against a rocky shore. A friend of the vessel owner arrived to help.



**Happy 95th Birthday Doris!**  
From Victor, Roy, Marilyn & family.

## CITY & BOROUGH OF SITKA

### PUBLIC NOTICE

#### Tree and Landscape Committee Meeting

The Sitka Tree and Landscape Committee will meet at 12 noon, on Tuesday, January 27, at Centennial Hall.

**Published: January 26, 2015**

### LEGAL NOTICE

#### City and Borough of Sitka Employment Relations Board

The Employment Relations Board will meet on Wednesday, January 28, 2015 at 5:30 p.m. in Harrigan Centennial Hall. The purpose of the meeting is to consider a petition submitted by Sitka Fire Department Engineers to be represented by the International Association of Fire Fighters (IAFF) opposed to the Alaska State Employees Association (ASEA). The meeting is open to the public.

**Published: January 26, 2015**

### PUBLIC NOTICE

#### Sitka Planning Commission Agenda

**Tuesday, February 3, 2015**

**Held at Harrigan Centennial Hall**

**330 Harbor Drive, Sitka, Alaska**

**7:00pm**

- I. CALL TO ORDER AND ROLL CALL
- II. CONSIDERATION OF THE AGENDA
- III. CONSIDERATION OF THE MINUTES FROM January 20, 2015
- IV. THE EVENING BUSINESS

A. Public hearing and consideration of a proposed zoning text amendment on accessory dwelling units (ADU) SGC 22.20.160 to add that an ADU may be considered through a conditional use permit process if it does not meet code requirements. The proposal is designed to create leniency in the requirements so long as the conditional use permit findings can be met. The request is filed by the City and Borough of Sitka.

B. Discussion on future comprehensive/strategic plan process.

V. PLANNING DIRECTOR'S REPORT



## Locally Developed Coordination Plan Meeting Participant List

Plan Area (community):	Sitka, Alaska
Date of Meeting(s):	Jan. 28, 2015
Coordination Plan Contact Name(s):	Charles Bingham, 966-4221, cbingham@cfc.org

NAME	ORGANIZATION NAME	ADDRESS AND PHONE NUMBER	E-MAIL ADDRESS
THE MASSEN		747-3661	
Lynnda Strong	Self Sitka local	414 Hollywood Way, Apt 2	lynndastrong@juno.com
Brian Schoenfeld	Port Neveaux	747-5098	
	Swan Lake Senior Center	402 Lake St 747-8617	
SCOTT BRYLINSKY	SITKA PLANNING DEPT	747-1824	planningdirector@cityofsitka.com
Sandi Koval	CCS Juneau Swan Lake Senior Ctr	402 Lake St 747-8617	sandra.koval@ccsjuneau.org
GERRY HOPE	SITKA TRIBE OF ALASKA	747-5910	gerry.hope@sitkatribes-wa.gov
Steve Petro	SELF	738-0708	Steve.Petro@yaho.com
John Stein	SELF, SMCRA	747-7811	john.e.stein@gmail.com
Marta Bailey	Sitka Counseling	747-3636	mbailey@scpsak.org
Amy Zanowski	Sitka Counseling	747-3636 x234	AmyZ@scpsak.org
Dave Nuetzel	SAIL	747-8732	dnetzel@sailinc.org
Dayna Houpp		747-3284	
Don Etulzin	local TV		
Marle Gorman (briefly)	City administrator		
Sidney Fedzoff (by phone)	CCS Juneau Southeast Senior Serv		

# Sitka, Alaska



# 1999 - Local Committee Begins...

- Tribal Organizations
- Businesses
- Schools & Universities
- Non-Profits Organizations
- City Officials
- Hospitals





# Operations Begin - Sept. 2002

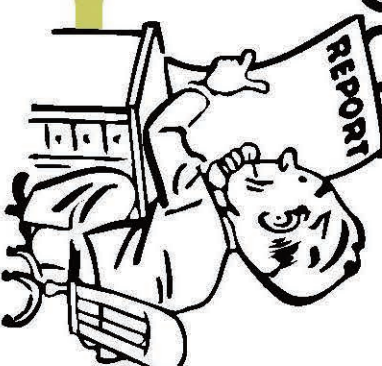
- CFC Awarded  
FIXED ROUTE  
CONTRACT to Sitka  
Tribe of Alaska. STA  
bought 2 used transit  
buses to give RIDE  
an identity.



- CFC awarded PARATRANSIT SERVICES award  
to Southeast Senior Services (Care-A-Van)



# TRANSIT addresses local Needs & Problems



- Employee Transportation Needs
- Parking
- Family Transportation Needs
- Senior Citizen Transportation Needs
- Access to Health Care and Social Services
- Quality of Life –access to events, trails
- Limited Existing Transportation

# Transit Impacts the following:

- Parking
- Employee Transportation
- Welfare to Work
- Visitor Transportation
- Family Transportation
- Senior Citizen Transportation
- Cultural and Spiritual
- Quality of life
- Ferry Services
- Limited Existing Service
- Lack of Coordination
- Social Services
- Health Care Services

# 2007

- Sitka Tribe of Alaska is awarded funding to enhance and expand the existing services, by a federal transit grant directly to Tribe
- RIDF adds the Green Line route, and expands the route coverage of the Red and Blue Lines.

# Expansion Project One: Grew from 2 to 3 Fixed Routes.

- New GREEN line serves every  $\frac{1}{2}$  hour, downtown and Island (medical, education, & residential emphasis)
- STARTED 11/26/2007 when Sitka Tribe implemented its new federal to tribe, Tribal Transit Grant.
- BLUE and RED lines extended to Whale Park and Ferry Terminal, with more stops in residential neighborhoods (& schools).



# RIDES (one way)

- FIXED ROUTES: started in 2002 at 50 a day.
- March 2008: 110 rides per day.
- June 2014: 239 rides per day.
- Yearly total end June 2014: 60,606..
- PARATRANSIT = 51 rides per day.
- Yearly total end June 2014: 15,473

# Current CONTRIBUTORS for operational funds- fixed route & paratransit

- Center for Community (federal and State Transit grants)-\$722,697 ( 1 time up from \$614,000 base)
- Sitka Tribe of Alaska—several federal & tribal sources- \$115,000 (down from \$275,000)
- Catholic Community Services—several grant/Medicaid sources-~\$140,000
- City of Sitka-to Swan Lake-\$36,000 + 1 time \$25,000
- Fares from riders- \$49,622 year end June, 2014.

# Future Expansion Projects Two and Three

- 2. Would add evening hours till 11 p.m. on fixed routes.
- 3. Would add Saturday services on three fixed routes (Red, Blue & Green)
- BIG IF: if additional funding is found.



# POSSIBLE SERVICE REDUCTION July 2015

# Because of federal funding changes, Tribal Transit grant to STA goes down. For year starting July 2015, Sitka Tribe will have only about \$150,000 instead of \$240,000. (Goes down another \$70,000 the next year).

# CFC will not have 1 time extra money.

Only possible new funding: the City?  
(Ketchikan Borough -\$450,000 yearly transit)



## Minutes from Jan. 28, 2015, public meeting about public transit/paratransit in Sitka

**Introduction** – Connie Sipe of Center for Community and Gerry Hope of Sitka Tribe of Alaska sit at the front table, with Sidney Fadaoff of Catholic Community Services-Juneau/Southeast Senior Services on the phone. Connie went through a handout detailing the history of the program in Sitka, and adding some of the challenges. Gerry discussed some of the growth of the blue fixed-route scheduled buses (the RIDE), and Sidney talked about the white paratransit buses for seniors and people needing assistance (Care-A-Van). After the introductory presentation, the floor was opened for public comments, with Connie and Gerry providing some answers and context.

**Sidney Fadaoff** – She just received bad news that Ford is stopping the production of the chassis used for Care-A-Van buses in April, and all final orders are due by Feb. 2. She has funding for a new bus, which is needed, but new state laws don't let her piggy-back on Washington orders. She now has to use an Alaska-approved vendor, but the state hasn't compiled its list yet and she's worried she'll miss her window to buy the new bus she wants. She also said from 2010 to 2015 her trips are up 8 percent, her fuel/maintenance costs are up 8 percent, and her overall costs are up 7 percent. She feels her program has done a good job of being frugal and holding down costs.

**John Stein** – He's excited about the possibility of adding whistle stops. He noted that the Blue Line bus (Sawmill Creek Road, SMC) stops at Whale Point and sits there for about 5-10 minutes before starting the return trip. He's also concerned about the state's requirements for sightlines and pullouts on roads where the speed limit is only 35 mph, or even 20 mph, and he wishes the state would be more flexible. He'd like to see some pullouts and shelters on SMC. He said he'd be happy to write letters to the city or state about this issue (John is Sitka's former city administrator).

**Lynnda Strong** – She volunteers with the Sitka Local Foods Network and she mentioned the group had to contract with Sitka Tours to provide service to the Sitka Farmers Market on five Saturdays last year, because the RIDE doesn't run on Saturdays. Connie explained how the RIDE is not allowed to contract due to federal law, so that's why the group had to use Sitka Tours. She said the tribe sometimes is able to use one of its buses that's part of the RIDE for events such as the annual picnic, but there is a volunteer driver at the wheel who is off the clock.

**Dave Nuetzel (SAIL)** – Dave hopes we can get a lift-accessible taxi in Sitka for the off hours when the buses aren't running, such as for airport runs in the morning or late night. He also would like to see taxi vouchers available for users of the service. He also recommended getting a Freightliner diesel bus, which can get 35 mpg, because it will be more economical. Gerry mentioned there are no diesel bus mechanics in town. Gerry said they want fuel-efficient buses, and they've looked at electric buses, but they are impractical without local mechanics. Gerry said the tribe has funding and hopes to have a bus repair station built soon. As for the use of bus shelters and whistle stops, which Dave said might help some of his clients, Connie said they hope to be able to get more shelters but need money.

**Marita Bailey (Sitka Counseling)** – Marita is the clinical director for Sitka Counseling and Prevention Services. She said the staff collects feedback from its clients, many with depression issues, and they said they wouldn't be as active if there wasn't a bus service to take them around town. They'd stay home. She wants to see weekend bus service because weekend activities aren't accessible for many of her clients. She also said the clients really value the bus vouchers they receive, and they're very responsible in how they use them.

**John Stein** – John asked about whether or not people are allowed to bring animals on the buses and what the rules are. He said sometimes you might take your dog for a walk, but need to get home on the bus. Gerry said animals need to be on leash or in containers, and they need to be under control at all times. Connie said federal laws don't even allow a driver to ask what the disability is if someone has a service animal, just if it's undergone training, and just about anybody can go online and buy a service animal vest. Gerry said there have been cases where someone didn't control their dog and it started wandering, and he said the drivers do have the right to stop and deboard the person and animal, especially if the driver thinks the animal might be a safety risk.

**Steve Pietro** – He hopes they can add whistle stops. He also wants to see a stop further down Andrew Hope Street in the Indian River subdivision so people don't have to walk up a really big hill.

**Sandi Koval (Swan Lake Senior Center)** – She said the number of Care-A-Van users has stabilized, but they are noticing a generational shift in the riders. The older seniors aren't using the Care-A-Van as often, maybe because they're more frail or sickly, and the younger seniors are still learning the service. Connie noted the fastest growing age groups in Sitka are seniors. Sandi said they've been using a paper dispatch system, but they're about to switch to a new computerized dispatch system they hope will allow them to provide more service with the same resources. She also said they prefer people to call in advance and schedule their rides, but they still have people who call the day they need the ride. She said their attitude is "if we can, we will" when it comes to making sure everybody is served. She's hoping the RIDE will be able to implement whistle stops on the outer parts of its routes, because she thinks some seniors ride the Care-A-Van instead of the RIDE because the RIDE doesn't stop close to where they need to go and the seniors can't walk long distances. She thinks whistle stops will keep younger seniors using the RIDE more than the Care-A-Van. Sandi wondered if anybody had looked at other communities to see if those that changed from fixed stops to whistle stops had faster or slower service. She mentioned the new bus stop shelter near Sollers Court was a good landmark in an area without them.

**Charles Bingham** – Charles said that as a public transit user when he worked at the SEARHC Community Health Center building, it was nice to know that if he missed the bus at the UAS Sitka Campus he could go to the Sealing Cove stop and catch it after the Green Line did its Mount Edgecumbe Hospital run.

**Lynnda Strong** – Lynnda wanted to know where people can find printed bus schedules in case they don't have computers and printers to print out their own.



## REQUEST TO THE CITY ASSEMBLY FOR ALLOCATION TO PUBLIC TRANSIT

**Request: \$100,000 for FY16 to Center for Community for “the RIDE” Public Transit System**  
(100% toward CFC operating contracts for Care-A-Van and Fixed Route Blue Bus Services)

The City of Sitka should become a partner in Sitka’s Public Transit—a partner with Center for Community, Sitka Tribe of Alaska, and Southeast Senior Services. Local government fiscal support is viewed as a critical part of public transit by federal, state, and private funding sources, and may someday determine which systems get funds.

### WHY SHOULD CITY BECOME A FINANCIAL PARTNER?

1. Public Transit clearly provides a needed public service: over 64,000 rides were delivered last year.
2. Public Transit is good for the local economy:
  - a. Public Transit brings nearly \$1million annually into the Sitka economy: year round jobs, purchase of fuel and services. Many businesses support Transit with in-kind donations of bus stop spaces.
  - b. Public Transit helps keep Sitka affordable for 20 somethings trying to make a life here, and for low to moderate income folks and senior citizens trying to stay here.
  - c. Public Transit brings riders to businesses: downtown, grocery stores, and shopping malls, year round, transports independent tourists from ferry to businesses, sights and trailheads.
3. Public Transit helps relieve downtown congestion, parking issues, wear on the streets, carbon emissions, and pedestrian safety (reduces hitchhiking).

### HOW CAN CITY BE A PARTNER?

1. With ongoing financial support of this public service, starting now with \$100,000 for FY16.
2. City could operate, but does not need to take over operations in order to be a partner; does not need to add City employees. (City would be eligible if it wanted to operate transit. Note: receipt of transit grant monies is restricted to governments and nonprofits.)

### WHAT WILL CITY FINANCIAL PARTNERSHIP DO?

1. Increase fiscal stability for Public Transit services.  
(Now, Sitka’s Public Transit is funded from a blend of seven State and Federal grants. Transit Grant funding does not allow building up reserves. Transit grant funding can be unstable and volatile, with very little notice of formula funding changes or legislative/congressional reductions.)
2. Prevent FY16 service cutbacks, caused by a Congressional change in transit funding to tribes.  
(Sitka Tribe of Alaska is working with tribes around the nation to reinstate the former tribal transit funding formula in Congress’ next reauthorization of the Federal Transit Act.)
3. Ensure that Sitka Public Transit can meet its 43% match requirement.

Respectfully submitted by Center for Community and Sitka Tribe of Alaska. Please note that both CFC and STA stand ready to provide financial details and answer any questions, at a later work session with the Assembly or with the Administrator.

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#### FEATURED NEWS

## The Ride faces major shortfall

by Rachel Waldholz, KCAW

March 11, 2015 1:00 am



Unless the city steps in, The Ride may have to cut hours or even a full bus line, the Assembly was told. (KCAW photo/Rachel Waldholz)

Sitka's bus system, The Ride, is facing a major shortfall.

Representatives of The Ride told the Sitka Assembly last night (Tuesday 3-10-15) that without city support, the system will likely have to cut hours — or even a full bus line.

The Ride is run as a partnership between the Center for Community, the Sitka



Tribe of Alaska (STA) and Southeast Senior Services, and funded by a combination of state and federal grants. Historically, the city has played no part in funding the bus system, although last year, the Assembly agreed to a one-time grant of \$25,000.

This year, The Ride is requesting \$100,000.

Connie Sipe, of the Center for Community, told the Assembly The Ride is a good investment.

“We know money is tight,” she said. “But we also know that transit – through the three partner agencies, Center for Community, Sitka Tribe, and Southeast Senior Services — brings nearly a million dollars a year, every year, year after year, into this community. It’s spent here on mechanics’ fees, salaries, wages, benefits, and gas. It’s all spent here.”

The shortfall comes as a result of policy changes in Washington, D.C.

Since 2007, STA has received federal grants to fund the Green Line, which runs back and forth from downtown to Japonski Island, with stops at SEARHC and the University of Alaska, Southeast.

In previous years, STA received an average of \$240,000 to run that line. This year, that amount was cut to \$150,000. In the next two years, it will drop still more, bottoming out at \$80,000.

That’s because Congress has changed the funding formula for tribal transit grants. STA Transportation Director Gerry Hope said those changes mean many Alaska tribes are ending up with less money.

In 2014, The Ride provided an average of 230 rides a day. Hope said if the city wants to see that kind of service continue, it will have to step up — and that it’s hard to ask for more money from federal agencies when the city isn’t pitching

in.

When funders have come on site visits, Hope said, “In both cases, they asked, ‘What is the city’s role in public transit?’ And we had to say, for fixed route, there’s no role, there’s absolutely no buy-in. And their jaws dropped to the floor. It’s unheard of for the city government to have no role at all in public transit.”

“Somehow we’ve stood apart,” Hope said. “And the burden has been on a nonprofit and the tribal government to provide this service.”

Assembly member Ben Miyasato, who had requested the discussion, recused himself because he sits on the Sitka Tribal Council and is chair of the Tribe’s transportation subcommittee. He spoke from the audience in favor of the funding. Mayor Mim McConnell and Assembly Members Michelle Putz and Tristan Guevin also expressed support.

But Deputy Mayor Matt Hunter said that in a tough budget year, he wasn’t sure the city could afford it.

“We have the Sitka School District, which is facing a much larger gap, in excess of \$2-million, likely,” Hunter said. “They’re going to be looking at staff reductions. And I’m having some real difficulty looking at essentially expanding the scope of what the city supports, in terms of services, when we are looking at having to pull back on services we currently operate due to our budget.”

In the end, the Assembly voted 4 – 2 to include a \$25,000 placeholder for The Ride in the 2016 budget. Hunter and Assembly Member Steven Eisenbeisz voted against that placeholder.

The exact amount will be subject to revision once the Assembly takes up the full budget, next month.

3/11/2015

The Ride faces major shortfall | KCAW

## Comments

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## Warm Winter's Cost: Electric Fee Increase

By SHANNON HAUGLAND  
Sentinel Staff Writer

An unusually warm winter and the resulting drop in electrical sales for heating mean Sitka may need a 15 to 20 percent raise in electric rates, City Administrator Mark Gorman says.

Gorman told the Assembly at Tuesday night's regular meeting that the warm temps have led to a 1.5 percent dip from the expected sales for the season. The loss of \$2 million in anticipated revenue will require the city to deplete its rate stabilization fund, he said in a later interview.

Gorman said there may be ways to ease the burden on consumers, and electric department director Chris Brewton agreed.

"We're trying to do everything we can to keep the costs as low as possible and still meet our bond covenants," Brewton said today.

He said when it issued its fourth bond to pay for the Blue Lake dam expansion, the city departed from its usual practice of raising rates at the same time, while warning rate payers that an increase might be needed later.

That time has come, Brewton said.

"We were hoping we'd have a cold winter and additional sales to cover the bond cost," Brewton said. "That didn't happen. We had a mild winter and sales didn't increase." Lower oil prices for competing heating systems also contributed to a dip in electricity sales, he added.

Brewton said he is working on a revised electric rate structure that will encourage an increase in usage and stave off a higher rate increase.

"We're looking at a change in the rate structure," he said. In his model – still in progress – the rate structure designed to encourage conservation would be revised, he said. Instead of the "inclining block structure" – which increases the rate for higher levels of usage – he will propose a plan to "levelize" rates to a more flat structure.

"We're trying to make it fair to everyone, and not be burdensome to any particular class of consumer," Brewton said.

Gorman also has a plan for holding off on a steep rate increase, but after Tuesday's meeting he said, "It's not ready for prime time yet."

An electric rate increase will be on the agenda for the next Assembly meeting. Gorman said his proposal involves an infusion of capital to convert city oil-heated buildings, including the community hospital and the public works building, to electrical heat.

"That would give us a sustainable income stream which would reduce the need to increase rates to the extent we're proposing," he said.

In his reports to the Assembly Gorman also drew attention to some news affecting Sitka. The House Finance Committee is considering cutbacks for state parks, and the director of the Division of Parks says he will eliminate all funding for the seven Sitka area state parks and the one staff position here. The parks wouldn't close but would be changed to "self-maintenance status." But, Gorman added, "(Sen.) Bert Stedman is on it."

In a happier note, he said his latest information is that Sitka will have 110,000 cruise ship visitors this year, an increase of 20,000 over last year.

### The Ride

Assembly voted by a narrow margin to put \$25,000 in the next city draft budget for the bus service.

Since the budget is not up for consideration, Assembly members described the \$25,000 as a "placeholder," and agreed to take up any further contributions to The Ride when the Assembly has a better idea of next year's budget, on April 14.

The vote was 4-2, with McConnell, Aaron Swanson, Tristan Guevin and Michelle Putz voting in favor; Matthew Hunter and Steven Eisenbeisz voted against. Ben Miyasato abstained because of his position as chair of the Sitka Tribe of Alaska transportation committee, and treasurer of the STA tribal council.

The bus service is operated under Center for Community, which works with contractors at Sitka Tribe of Alaska and Southeast Senior Services to provide the regular and special bus services.

CFC asked for \$100,000 from the city to fund the bus system that they say brings in \$1 million to the Sitka economy, eases traffic and parking

**Continued on back page**



### ring Sounds

ay, left, Spring grade band will play a concert again at Arts Center. Spring break in the 16-20. (Sentinel Photo by James)

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Minority-led efforts to add money related to such things asicaid expansion and early child education programs were rejected. Lawmakers are grappling with best to downsize state government the face of multibillion-dollar deficits. Low oil prices have exacerbated the state's deficit.

Members of the committee Tuesday they planned to continue on the budget during the interim made clear this was a first step in will continue to be a painful process. The cuts to public broadcast

## AmeriCorps Volunteers



opportunities, adult academic coaching, juvenile justice youth coaching and recruitment, nonprofit volunteer recruitment and trainings, and hatchery and science center outreach.

The 18 AmeriCorps volunteers in five other Alaska cities whom Lee oversees through Sitka Connections provide academic coaching, life skills coaching for at risk teens, marine and land environmental support, adult academic coaching; nonprofit volunteer recruitment and training; Science, Math, Engineering and Mathematics outreach; family support for domestic violence victims; early childhood education; support for a youth goals program; immigrant economic and housing support; and rural village youth education outreach.

"Between these two programs of service, more than 4,500 Alaskans benefit from these members' services," Lee said.

## Medicaid . . .

Continued from page 1

budget savings. But he called that the "stinky piece of cheese in the trap."

"And that is, you go ahead and you take the cheese because it fixes your budget problem but then you're stuck with having expanded, put 20,000 people into a broken system," he said. "Ultimately it's not worth it."

Asked if he might change his mind again, Kelly said he thinks he has settled "fairly comfortably on my original position, which is, I didn't want expansion."

## Cuts . . .

Continued from page 1

That would have resulted in nearly 180 positions being cut, according to information provided by the finance committee Tuesday. Despite some opposition, House Finance reduced that cut to \$25 million from the current year. That would allow the university system to retain about 75 of those positions, the amendment said.

The committee also voted to further cut the Legislature's budget and restore some funding for the timber sale program in southeast Alaska.

## Daylight . . .

Continued from page 1

of Transportation to consider changing the state's time zones. It would be up to the department to organize hearings around the state on the matter and to consider moving part or all of the state onto Pacific time.

MacKinnon said such a change could help address the concerns in southeast Alaska.

Egan and Sen. Bert Stedman, R-Sitka, joined Anchorage Democrats Berta Gardner and Johnny Ellis in opposing

## Cost . . .

Continued from page 1

congestion, keeps living costs affordable, helps the economy by bringing customers to Sitka businesses, and reduces wear and tear on roads.

Supporters said that in most other communities the local government is a "partner" in public transportation, while in Sitka bus service has operated 13 years with no city contribution until a \$25,000 donation was approved last year.

"We believe we need \$100,000 to keep services from being reduced," said CFC Executive Director Connie Sipe. "We know money's tight," she said, but added that the benefits to the community outweigh the cost.

She asked the city to start thinking about possible sources of funding for a Ride contribution, and to be a partner in the enterprise. "It would help us even out an (unstable) funding picture," she said. The service is paid for from seven different "funding streams," she said.

STA Transportation Director Gerry Hope agreed with Sipe, and asked for some "buy-in from the city." He noted that Ketchikan contributes at least \$450,000 for its bus service, and Juneau has a city department operating its bus service.

"Somehow we've stood apart and the burden has been on the nonprofit and tribal government," Hope said. "It's really hard for us to go and make a case for more when the city doesn't contribute. That ends up being a question. It makes it appear the city has no interest, and that's not the case. That's how it appears."

Miyasato also spoke in favor: "There's going to be a shortfall; there's no other way to put it. They don't have the funds to come up with that shortfall," he said.

Tristan Guevin made a motion to increase the budget "placeholder" for the Ride to \$50,000 but it died for lack of a second. He said he believes providing equitable transportation for all citizens, and removing barriers, should be a priority for the city.

"I'd really like to see the city contribute to this," he said.

Putz also spoke in favor, saying she would like to see it an annual part of the budget.

Hunter drew attention to a number of the city's budget challenges, including deferred maintenance and the \$2.2 million budget gap in the school district.

"I'm having real difficulty looking at what the city supports in terms of services," he said.

### Three Morning Flights

City Attorney Robin Koutchak reported that with Delta Airlines starting service in Sitka, and Alaska Airlines adding a new morning flight to its schedule, the airport will have three flights taking off in the space of an hour this summer.

Delta will start service to Sitka May 14 with a flight departing at 6:40 a.m. Alaska Airlines has a flight leaving at 6 a.m., and plans to add one that departs at 7 a.m.

Koutchak said she has been working with Delta Airlines and the city public works department on space in the terminal for Delta's seasonal service. She said she's concerned about the safety of having three flights scheduled so close together, and has talked with the agencies involved on the issue.

"We've got Alaska Airlines and Delta in a very visible battle," she said. But she has been assured that the pilots will work together to ensure safety is maintained.

### Hospital Update

Rob Allen, the new CEO of Sitka Community Hospital, reported that the hospital is continuing to catch up on bill collections, and generally has between \$1.2 million and \$800,000 in its account.

He said an interim chief financial officer is on board, "digging into the numbers" and working with the staff to prepare for the upcoming budget cycle. He said a recent analysis shows Medicaid expansion, a campaign promise of Gov. Walker, would cut the Sitka's hospital's annual cost for charity care by a substantial amount.

"It's very important to the hospital," Allen said. "I would encourage you to support it."

Prior to Allen's report the Assembly voted 7-0 to approve a resolution urging the Legislature to expand Medicaid to "improve the health of Alaskans and improve the Alaskan economy."

The resolution says the expansion will create 4,000 new jobs and \$1.2 billion in wages for Alaskans. Among the "whereas" clauses, the resolution notes that federal funds will cover 100 percent of the additional cost of Medicaid, changing to 90 percent in 2020 and beyond.

The resolution notes that the expansion will significantly reduce the burden of uncompensated care, which was over \$90 million to non-tribal Alaska hospitals in 2013.

### Other Business

In other business at the brief meeting, the Assembly:

- approved, without objection, code clarifications and a number of liquor license renewals.

- approved a lease agreement update for Little Bit Heavy Equipment Rental, which took over a business that was extracting topsoil from behind the central garage building. In lieu of a cash royalty the contractor is providing city parks with 10 cubic yards of topsoil for every 100 cubic yards extracted.

- approved changes to the 2015 budget, including additional funds for improving the city-state building after the state moved the project up by a year.

**2012-2015 Alaska Statewide Transportation Improvement Program  
Amendment 11 Incorporated; approved September 16, 2014**

**Need ID:** 23915

**Title:** SIT - Public Transportation Bus and Maintenance Facility

**Region:** Southeast

**Place Name:** Sitka

**Highway:**

**Project Description:**

Build a Public Transportation Bus and Maintenance Facility, which will include maintenance bays and a bus wash. Project will include any necessary studies, environmental and archeological studies, rehabilitation and construction. This will be accomplished by a transfer to FTA.



Phase	Funding	FFY14	FFY15	After 2015
Construction	3PF	302,645	0	
Construction	STP	3,048,901	0	
<b>Totals:</b>		<b>3,351,546</b>	<b>0</b>	<b>0</b>

<b>Program:</b> Community Transportation Program	<b>Sponsor:</b> Sitka Tribe of Alaska
<b>Primary Work:</b> Transit	<b>PEB Score:</b>
<b>2013 Election District:</b>	<b>Criteria:</b> Transit
<b>Borough/Census Area:</b> Sitka, City and Borough of	<b>Functional Class:</b>
<b>Municipal Planning Org. (MPO):</b> non-MPO	





*Sitka uses help from the Association to harness its existing transportation resources into a system serving everyone.*

# The Sitka Solution

Jutting out into the Pacific, southeast Alaska's Baranof Island is accessible by air and water only. Public transportation here in the heart of the nation's largest national forest has included such non-traditional modes as the float plane and small watercraft. Connecting the residents of Sitka with medical care, jobs, education, shops and each other, however, requires something much more traditional, but no less effective — community and public transportation. Guided by help from the Community Transportation Association, this small, isolated community leveraged its existing assets with new ideas and new resources to introduce new mobility to Sitka.

*By Rich Sampson*

## The Sitka Scene

Geography has played a large role in Sitka's economy. Nestled on the far side of Baranof Island, Alaska's fifth largest city is flanked on the east by forested mountains and on the west by the Pacific Ocean, making Sitka a self-contained community. A narrow width of only half a mile is juxtaposed with a length of 14 miles. The downtown core contains the majority of offices, services and retail businesses, while residences and small businesses are stretched along the city's length. Frequent inclement weather accentuates what can already be a significant commute.

The cost of owning and maintaining a private vehicle in Sitka is high. Fuel, parts and accessories must be barged into the community, incurring shipping costs, while insufficient competition in a small town creates a high-priced market.

Many residents, and nearly all visitors, are without cars, and totally transit-dependent. Although some tourist transportation routes are operated in Sitka during the summer months, the lack of year-round service severely restricts mobility in the community.

Identifying transportation as a major barrier to education, training and jobs, the Sitka Tribe initiated a dialogue with the Community Transportation Association in, eventually leading to a technical assistance project.

Improved transportation in Sitka means a ride for everyone.





Community Rides was launched in 2002.

### **Leveraging Community Assets**

Helping communities reach their potential is a primary focus of the Association's technical assistance programs. Regardless of size, every community has unique transit needs and often a pool of assets to tap. Identifying those vital resources is the first step toward building new mobility options.

With assistance from the Association, the Sitka Tribe organized an informal transportation committee in 1997, bringing together more than 20 organizations, businesses and residents. Their task was to investigate and prioritize local transportation needs. Based on the progress of that committee, the Association's Charles Rutkowski visited Sitka in January 1999 to meet with the committee, existing area transportation providers, organizations and constituencies needing services to initiate the transportation planning process. Propelled by these steady developments, the Center for Community — a local non-profit service agency and an active partner with the Tribe in the committee's efforts — applied for, and was awarded a Rural Passenger Transportation Technical Assistance Grant through the Community Transportation Association.

"Sitka was an ideal candidate for our help, in that it already had multiple existing transportation assets and

an overarching spirit to leverage them to their fullest," says Rutkowski of the award to Sitka. He adds that "they also really demonstrated strong prospects for the effort to materialize and become successful."

This investment allowed for the hiring of a transportation consultant to help design a public transportation system plan for Sitka. The Association and the project team eventually selected LSC Transportation Consultants, Inc. In meetings with government and tribal officials, business leaders and individuals, the team helped to determine key local transportation issues, existing conditions, unmet needs, and values, visions and strategies for a desirable public transit system. All these components would form the basis for a service-alternatives analysis, offering five configurations for new fixed-route and demand-response operations.

"Sitka had the advantage of a wealth of providers and operations on the ground already," said Gordon Shaw, president of LSC Transportation Consultants. He also noted the strong initiative taken by those involved in the effort, saying "there was a high degree of community cohesion and a willingness to take the risk to produce results."

Indeed, an impressive level of transportation service was already established in the community,



though segmented and uncoordinated. Twelve agencies and organizations in the Sitka area operated 18 different transportation services. Among them were organizations specializing in transportation for human services, schools and education, senior services and tourism needs. The design process for the system alternatives quickly revealed this inherent advantage Sitka possessed and acted to maximize them for the expanded service plan. This meant that once routes and service elements were designed, they could easily be contracted to an existing transportation provider rather than establishing a new entity.

When the group and consultants investigated potential service providers, solutions arose naturally to resolve the contracting challenge. Southeast Senior Services had been operating door-to-door transportation service for over two decades before the public transportation system was planned. Based on this experience, they became the logical choice to operate



The system serves tourists as well as residents.

the paratransit aspect of the system. Likewise, the appropriate operator for the new fixed route service also became apparent, as the Sitka Tribe had been operating its Tribal Tours service since 1997 during the tourist season and to meet the large cruise ships that dock on the island. Given the infrastructure and culture developed to support the service, the decision to contract with the Sitka Tribe to operate the fixed route service was another natural choice.

Conchita Elsensohn, who oversees the system (eventually termed Community RIDES) for the Center for Community, sees the arrangement as a healthy foundation for public transportation in Sitka. She says, "Working with Tribal Tours and Southeast Senior Services as operators has produced a supportive climate where the transit system can flourish. These organizations are well-established in the community and afford a high degree of authenticity for the service."

## How Sitka Got Its Transit

With the operators for the service lined-up, the next aspect in deploying the system was to procure vehicles and facilities, as well as funding for the associated operation costs.

So began the dollars and cents portion of the project, with diverse dollars making the most sense. Fortunately, for a community with limited funds on-hand for the effort, the technical assistance program also identified some diverse and useful monetary opportunities to launch the service.

"The funding strategies developed with the technical assistance plan focused on the means where we could obtain funding options that would be suitable to implement the service," says Elsensohn.

Equipped with this knowledge, Sitka found a willing host in the Center for Community, which could shepherd all these resources once they were acquired. This would allow the eventual providers, Tribal Tours and Southeast Senior Services to continue to focus on their primary activities and to gear-up to operate the service.

"The Center for Community was a great resource to have when building the system so the service could be well-organized and allow someone to focus on the funding," says Anna Winters of Southeast Senior Services.

On behalf of the community coalition, the State of Alaska Department of Transportation allocated federal formularized funds for rural, and elderly and persons with disabilities, to the Center for Community, along with contributions from the state. In addition, the agency was also awarded a Job Access and Reverse Commute grant by the Federal Transit Administration, as an important focus of the service was providing transportation to obtain and maintain employment. To accompany the Job Access grant, the Community Transportation Association selected the project as a grant recipient of its Joblinks Employment Transportation Initiative, to support programs synthesizing transit and employment linkages.

While all these funding elements were essential to implementing the plans, Sitka took ownership of its transit system one step further by ensuring the totality of the community was engaged in the forthcoming service. As an area without large commercial interests, the small business community is the social and economic heart of Sitka, and likewise for its transit system. Cognizant of this framework, the Chamber of Commerce was involved in reaching out to local business to request any contributions they were willing to make to the transit system. This campaign even included Greater Sitka Chamber of Commerce Executive Director Lawrence Blood and his staff going door-to-door at area establishments making the case and collecting funds offered by these businesses. The funds raised by the drive were used as part of the local match required for federal funds. The fact that this type of effort was

## Ketron

made at all, rather than the ultimate impact it had on the finances of the service, was the important consideration, in that it caused an awareness and excitement for the new system when it opened. It also built a genuine sense of community ownership.

"The involvement of the local businesses in terms of contributions as a local match [for the federal funds] was successful because our corporate community realized the transit system was an essential service to have in Sitka, and that it would also deliver employees and customers to their locations," says Blood, who has also chaired the transit advisory committee since its inception in 1997.

This melting-pot approach to funding sources is not only a bellwether for the long-term stability of the system, but also a notable model for building cohesive — and sustainable — funding structures.

"We take implementation very seriously," explains Charles Rutkowski of the Community Transportation Association. He adds that "a great strategy isn't worth much without creative financing to make it happen."

### Community RIDES Is Born

In September 2002, the Community RIDES buses began rolling through Sitka, establishing the city's first solidified public transit system. Two fixed-route bus lines, operated by the Sitka Tribe of Alaska, link the downtown area at the south of the island with

residential areas, employment centers and Sitka Tribe facilities across the island. Demand-response service has been expanded through Southeast Senior Services.

The two fixed routes provide service Monday through Friday from 7:00 a.m. until 6:30 p.m., while paratransit trips operate 6:30 a.m. to 9:30 p.m. seven days a week. The system serves the Sitka population of 9,500 residents, 30 to 40 percent of which are members of the Sitka Tribe. Persons with low-incomes constitute a sizable contingent of ridership of the fixed-routes, while seniors and persons with disabilities take advantage of both aspects of the system.

Nearly two years later, Community RIDES is mobilizing a mix of employees, customers, visitors and Sitka residents. The chief objectives for the service laid-out by Sitka's informal transportation committee during its design, namely accessing employment and community services, have become the hallmarks of ridership trends in the system's formative years.

The Chamber of Commerce's Lawrence Blood attributes the system's following to a schedule that is convenient and reliable, while also reaching the key destinations and services in the community. Moreover, the relationships built between organizations in developing and supporting the system has translated into bonds which yield progress in other areas of community action.

"The coordination among the groups in the project was unbelievable," says Blood. "We really found some common ground when addressing transportation that has continued in other areas."

### Sitka's Ongoing Effort

The dedicated effort to deliver needed transportation options displayed by the seemingly small and physically isolated community of Sitka is one that transcends limitations and encompasses momentum to achieve results. The progression of goals into plans, and plans into service is one predicated on essential collaboration and responsiveness to specific conditions. Even after Sitka's initial objectives were achieved, continual improvement and reassessment are indicative of an effort that is not designed for conclusion, but evolution.

The energy needed for melding these resources and ambitions of these various organizations and interests was found in the Rural Passenger Transportation Technical Assistance program, allowing Sitka to leverage the assets it had all along.

Said Conchita Elsensohn of the project, "With the presence of the Community Transportation Association, the community in Sitka was able to effect action on prior discussions and enrich the positive developments which were underway." 🚌





## the RIDE

Public transit and paratransit for Sitka, Alaska  
Managed by Center for Community, in partnership with  
Sitka Tribe of Alaska and Southeast Senior Services

Center for Community  
700 B Katlian Street  
Sitka, Alaska 99835  
<http://www.cfc.org/>



# NEWS RELEASE

For immediate release

### Media contacts:

Connie Sipe, Center for Community Executive Director, [csipe@cfc.org](mailto:csipe@cfc.org), (907) 966-4232  
Charles Bingham, Center for Community Transit Project Assistant, [cbingham@cfc.org](mailto:cbingham@cfc.org), (907) 966-4221

## Public comments sought on draft Sitka coordinated transit plan

**SITKA, May 28, 2015** – The public comment period is open for the draft 2015-19 Sitka Public Transit-Human Services Transportation Coordinated Plan. This plan is updated every five years and used by various agencies in Sitka when they apply for transportation-related grants.

The Sitka Public Transit-Human Services Transportation Coordinated Plan looks at the strengths and gaps in Sitka's public transit/paratransit system. Sitka's public transit services are managed by Center for Community in partnership with Sitka Tribe of Alaska and Southeast Social Services. Public transit in Sitka includes both the fixed-route blue buses that run on schedules (the RIDE), and the white Care-A-Van paratransit buses for seniors and persons needing an assisted ride.

The draft plan looks at how to improve human services transportation for youth, older adults, people needing assistance, and everyone in the Sitka community, especially in times of tight budgets. The plan also discusses services for people who need the RIDE or Care-A-Van for work and school commutes, shopping, doctor and social service appointments, social and cultural events, and just getting around town. We sought input from anybody living and/or traveling in Sitka, including representatives from social service, governmental, or nonprofit organizations that provide human services transportation for their clients (such as SAIL, SAFV, SEARHC, Sitka Community Hospital, Youth Advocates of Sitka, the Sitka Pioneer Home, Sitka School District, Mount Edgecumbe High School, etc.).

A copy of the prepublication draft of the coordinated plan can be picked up at the Center for Community office, 700 Katlian St., Suite B, or at the Sitka Tribe of Alaska main office, 456 Katlian St. (upstairs). The draft plan also is posted on the Center for Community website at <http://www.cfc.org/our-services-2/the-ride>. Public comments can be emailed to Center for Community Transit Project Assistant Charles Bingham at [cbingham@cfc.org](mailto:cbingham@cfc.org) by Monday, June 15, or they can sent by regular mail to Charles Bingham, c/o Center for Community, 700 Katlian St., Suite B, Sitka, Alaska, 99835, so long as they are postmarked by Wednesday, June 10. A summary of comments then will be presented to Sitka Tribe of Alaska, which will hear a resolution approving the draft plan at its regular tribal council meeting at 6:30 p.m. on Wednesday, June 17, at the Sheet'ká Kwáan Naa Kahídi. The tribal council meeting is open to the public and will include a time for public comment on the plan.

For more information about the RIDE, go to <http://www.cfc.org/our-services-2/the-ride> or like our Facebook page at <https://www.facebook.com/SitkaRide>. To learn more about the draft coordinated plan, contact Charles Bingham, Center for Community transit project assistant, at 966-4221 or [cbingham@cfc.org](mailto:cbingham@cfc.org).

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The panel sought input from any-

body living and/or traveling in Sitka, including representatives from social service, governmental, or nonprofit organizations that provide human services transportation for their clients, such as SAIL, SAFV, SEARHC, Sitka Community Hospital, Youth Advocates of Sitka, the Sitka Pioneer Home, Sitka School District and Mt. Edgecumbe High School.

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The tribal council meeting is open to the public and will include a time for public comment on the plan.

### Karate Offered

Karate classes for pre-kindergarten and kindergarten students will be offered 10-10:30 a.m. Saturdays at Blatchley Middle School.

The cost is \$35. The session runs June 13-July 11 and registration is open at the Sitka Community Schools office.

### SAIL's Community Picnic Set June 6

Southeast Alaska Independent Living invites the public to a community picnic 10 a.m.-2 p.m. Saturday, June 6, at the main shelter of Halibut Point Recreation Area.

SAIL will provide the fish, burgers, dogs and drinks. Attendees are asked to take a dish to share if possible.

### Sitka Karate

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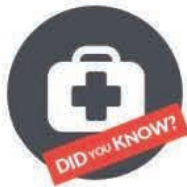


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## Comments Sought on Transportation Plan

**Listed:** May 28, 2015 3:01 pm

**Expires:** 5 days, 11 hours



### Description

The public comment period is open for the draft 2015-19 Sitka Public Transit-Human Services Transportation Coordinated Plan. This plan is updated every five years and used by various agencies in Sitka when they apply for transportation-related grants.

The Sitka Public Transit-Human Services Transportation Coordinated Plan looks at the strengths and gaps in Sitka's public transit/paratransit system. Sitka's public transit services are managed by Center for Community in partnership with Sitka Tribe of Alaska and Southeast Social Services. Public transit in Sitka includes both the fixed-route blue buses that run on schedules (the RIDE), and the white Care-A-Van paratransit buses for seniors and persons needing an assisted ride.

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<http://sitkasoup.com/ads/comments-sought-transportation-plan/>

1/2

6/6/2015

#### Comments Sought on Transportation Plan - Sitka Soup

Monday, June 15, or they can sent by regular mail to Charles Bingham, c/o Center for Community, 700 Katlian St., Suite B, Sitka, Alaska, 99835, so long as they are postmarked by Wednesday, June 10. A summary of comments then will be presented to Sitka Tribe of Alaska, which will hear a resolution approving the draft plan at its regular tribal council meeting at 6:30 p.m. on Wednesday, June 17, at the Sheetká Kwáan Naa Kahídi. The tribal council meeting is open to the public and will include a time for public comment on the plan.

For more information about the RIDE, go to [www.cfc.org/our-services-2/the-ride](http://www.cfc.org/our-services-2/the-ride) or like our Facebook page at [www.facebook.com/SitkaRide](http://www.facebook.com/SitkaRide). To learn more about the draft coordinated plan, contact Charles Bingham, Center for Community transit project assistant, at 966-4221 or [cbingham@cfc.org](mailto:cbingham@cfc.org).

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**Transportation Review Public Comment****Paul Voigt** [mailto:PaulVoigt@valifair.com]**Sent:** Thursday, June 04, 2015 4:26 PM**To:** Charles Bingham; Mike [mailto:mbaines95@gmail.com]

Dear Mr. Bingham,

I'm a summer resident (13 seasons) and frequently use The Ride to go to work at a fishing lodge that is located near Halibut Point State Park. I regularly work on weekends when The Ride does not operate. This is a great inconvenience getting to, and from work.

I trust I'm not the only regular bus rider that experiences the same inconvenience due to the lack of weekend public transportation. Certainly there are many locals and visitors in all walks of life (pardon the pun!) that share my dilemma for a variety of reasons.

I understand that much of The Ride's funding comes from various grants and financial support from the STA. Surely, a good case for daily public transportation can be made to grant partners, government transportation agencies and the STA to make it a reality.

Sincerely,  
Paul Voigt  
P.O. Box 6356  
Sitka, AK 99835

email: PaulVoigt@valifair.com

Sent via the Samsung Galaxy S@ 6, an AT&amp;T 4G LTE smartphone

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## With cuts and hikes, Sitka passes a (mostly) balanced budget

by Rachel Waldholz, KCAW

June 10, 2015 3:16 am

The Sitka Assembly approved a combination of budget cuts and tax hikes on Tuesday night (6-9-15), bringing the city within spitting distance of a balanced budget for 2016.

00:00

00:00

[Downloadable audio](#)

Assembly members gave final approval to measures [doubling the tobacco tax](#) and [raising the sales tax cap](#) from \$1500 to \$3000, effective October.

They also approved about \$370,000 worth of cuts to city services; and voted to pull about \$300,000 more than originally budgeted from the city's permanent fund.

You can find a full list of proposed cuts [here](#).

Altogether, that package fulfills the assembly's commitment to find an additional million dollars for the Sitka School District this year. And the increased tobacco tax will bring in an estimated about \$256,000 for Sitka Community Hospital, which is still struggling after its financial crisis this winter.

City administrator Mark Gorman submitted the list of proposed cuts, and



assembly members accepted them all – *except* an option to nix \$100,000 in grants to local nonprofits. Instead, the assembly voted to reduce that fund by a quarter, leaving \$75,000 still available.

Mayor Mim McConnell and members Tristan Guevin and Michelle Putz had to recuse themselves from the vote because they work or serve on the board of local non-profits.

Speaking during public comment, Randy Hughey, of the Sitka Community Development Corporation, said that was telling.

“It’s pretty indicative that when you take this vote, three assembly people have to stand up and leave,” he said. “And that has to do with the...size and the consequence of the nonprofit economy in Sitka. It’s very big here, it does a lot to benefit Sitkans, in terms of quality of life and economically. It’s a big economic engine.”

The cuts that were approved include a half-time “multi-purpose officer” at the Sitka Police Department. Chief Sheldon Schmitt said that likely means the city will lose its only parking enforcement officer. The assembly also voted to eliminate a half-time position at Centennial Hall, while the building is under construction. And Kettleson Memorial Library will cut eight hours a week– that’s down from a proposal to shut the library one full day each week.

Among other cuts, the city will save \$90,000 by putting off improvements at the Fire Hall, including a new carpet and refinished floors. Another \$83,000 comes from postponing a new roof for the animal shelter. The city anticipates \$30,000 in savings from scaling back its snow-ploughing efforts in winter. Another \$40,000 will come out of the employee training and travel budget. And the city will save \$12,000 by eliminating an employee wellness program and ending its contribution to the annual employee holiday party.

And then there's the \$1500 saved by no longer providing snacks for the assembly during meetings.

Members voted down a proposal to cut funding for The Ride, Sitka's bus system. A proposal to strip out \$25,000 promised to The Ride in the 2016 budget failed, 3 to 3. Members Matt Hunter, Aaron Swanson and Steven Eisenbeisz voting to cut the funding. Ben Miyasato recused himself because he sits on the Sitka Tribal Council. The Sitka Tribe runs The Ride, in partnership with the Center for Community.

Meanwhile, the tobacco tax almost proved a sticking point. It would add about \$1.25 to the cost of a pack of cigarettes, which already hovers around \$9. Assembly members debated whether the point of the tax was to decrease smoking or to prop up Sitka Community Hospital. In the end, Michelle Putz said she was fine with both reasons.

"I am not against killing two birds with one stone," she said. "I think that it's great that it can potentially do good things for health...and I think it's great that it's filling a hole in the budget that we are having a lot of difficulty filling."

The tobacco tax passed 5-2, with Tristan Guevin and Steven Eisenbeisz voting no.

Meanwhile, the assembly postponed, again, a proposal to put a measure on the October ballot to increase property taxes. That proposal would dedicate any new revenue to Sitka schools. But having relieved the immediate pressure to fund the school district this coming year, assembly members said they'd like to see a longer, community-wide process to overhaul the tax code.

\*\*\*

In other business, the assembly voted to award the nearly \$13-million contract

for renovating Harrigan Centennial Hall to MCG Constructors and Dawson Construction.

And a proposal to [restructure the board of Sitka Community Hospital](#) was postponed.

You can find more coverage of the Sitka Assembly [here](#).

## Comments

Please read our [comment guidelines](#).

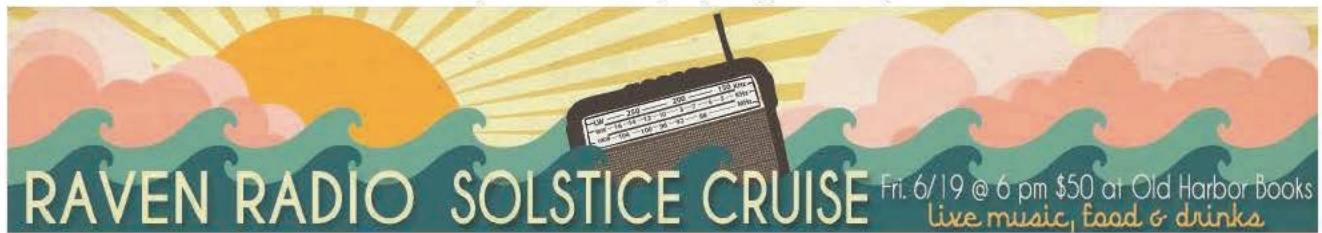


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## Sipe: Coordinated transit plan open for public comment

by KCAW News

June 10, 2015 3:29 pm



The fixed bus routes, also known as the RIDE, celebrated its 10th anniversary in 2012. (Photo courtesy of the Center for Community website)

00:00

[Downloadable audio.](#)

For audio of interview, please go to

<http://www.kcaw.org/2015/06/10/sipe-coordinated-transit-plan-open-for-public-comment/>

Connie Sipe, the Executive Director of the Center for Community, is part of the effort to draft Sitka's coordinated transit plan, which is open for public comment through Monday, June 15.

This draft plan, called the 2015-19 Sitka Public Transit-Human Services



Transportation Coordinated Plan, is updated every five years and used by various agencies in Sitka when they apply for transportation-related grants. Sipe discusses the purpose of the plan, funding picture, and her hopes for public and paratransit in Sitka.

A copy of the prepublication draft of the coordinated plan can be picked up at the Center for Community office, 700 Katlian St., Suite B, or at the Sitka Tribe of Alaska main office, 456 Katlian St. (upstairs). The draft plan also is posted on the Center for Community website at <http://www.cfc.org/our-services-2/the-ride>.

Public comments can be emailed to Center for Community Transit Project Assistant Charles Bingham at [cbingham@cfc.org](mailto:cbingham@cfc.org) by Monday, June 15. A summary of comments then will be presented to Sitka Tribe of Alaska, which will hear a resolution approving the draft plan at its regular tribal council meeting at 6:30 p.m. on Wednesday, June 17, at the Sheet'ká Kwáan Naa Kahídi. The tribal council meeting is open to the public and will include a time for public comment on the plan.

## Comments

Please read our [comment guidelines](#).



☒ Also post on Facebook Posting as **Charles Bingham**

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# DAILY SENTINEL

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Volume 76 No. 110

Wednesday, June 10, 2015

## Taxes, Fees and Cuts Balance City Budget

By TOM HESSE  
Sentinel Staff Writer

The Sitka Assembly packaged a pair of tax increases and over \$400,000 in spending cuts to achieve a balanced city budget Tuesday night.

Final approval was given to a doubling of the tobacco tax and an increase in the sales tax cap, which will go into effect this year. Additionally, increases in water and wastewater rates received final approval.

The combination of the tax measures and cuts in a variety of city services means further tax increases won't be needed immediately, city officials said.

The list of spending cuts includes:

- \$30,000 in snow removal
- \$90,000 for carpet and paint at the fire hall
- \$43,513 for a half-time parking enforcement officer
- \$83,000 for roof replacement at the animal shelter
- \$40,000 in employee travel and training
- \$4,500 in reductions to newspaper advertising
- \$14,735 for a half-time building attendant for Centennial Hall
- \$12,000 in employee benefits
- \$15,000 for 8 hours/week cut at library
- \$5,500 for Assembly/administrator support
- \$20,000 to the jail budget
- \$10,000 in lobbying costs
- \$25,000 cut in grants to non-profits

Assembly members agreed on changes that will reduce the amount of nonprofit funding from \$100,000 to \$75,000. The proposed cuts don't affect existing city support to SAFV, the Sitka Historical Society, The RIDE

that this was an example of the importance of nonprofits to Sitka.

"It's very indicative that when you take this vote three Assembly members have to recuse themselves," he said.

Assembly member Steven Eisenbeisz said he supported scaling back support to nonprofits.

"They are a large economy (in Sitka) so what do they need the \$100,000 for?" he said, adding that while the nonprofits provide a service they "are a business entity."

Matt Hunter proposed the amendment to cut support down to \$50,000, and also limit grants to organizations needing city support for outside grants. That value was later bumped to \$75,000 after an amendment by Ben Miyasato.

The final vote was 4-0 with a direction to staff to develop the policies for distributing funds. Any nonprofit request will still need to go before the Assembly for approval, and the money will be distributed only after the nonprofit has secured the required external funding. The funding will be directed toward human services nonprofits. Last year \$50,000 was awarded to that category of nonprofit, which includes: Brave Heart Volunteers, Sitka Counseling, Sitka Local Foods Network, Southeast Alaska Independent Living and Youth Advocates of Sitka.

The cuts, along with the tax measures, helped close the \$1 million gap between revenue and spending in the FY 2016 city budget. The city's financial problems were made worse in part by state cuts for housing state prisoners in the city jail. The cuts approved Tuesday night helped shrink that by over \$400,000 and the doubling of the tobacco tax provided another \$256,000.

The rest of the deficit was made up from a change in the withdrawal policy



### Floats

Sind Sea Mart, drew a standing-room-only crowd. The festival featuring another free concert 6:30 tonight at the Bayview Pub. The festival will present a free Bach's Lunch concert 12:30 p.m. at the Odessa Theater. (Sentinel Photo by James Poulson)

## Four in Gulf Sin

ore being released. They were later at survival," Melnick interviewed by the Marine Safety De... Weather at the SC



and the Sitka Economic Development Association. Additionally, the new ordinance requires that money goes only to nonprofits that are receiving outside grants conditional on city funding.

The original motion called for the city to cut \$100,000 in grant funding to nonprofits but concerns from the Assembly and a few members of the public inspired a compromise. Randy Hughey, a volunteer with the Sitka Community Development Corporation, argued that a full cut to city support would have ramifications beyond the \$100,000 because it would make it harder for nonprofits to leverage grants if they can't show they have municipal backing.

"The absence of obvious city support for those grants will hurt us all," Hughey said.

Assembly members Tristan Guevin, Michelle Putz and Mayor Mim McConnell all had to recuse themselves from the discussion because of their ties to the nonprofit community. Hughey said

## Body Recovered From Harbor

By Sentinel Staff

A 52-year-old man was found dead in the water at Thomsen Harbor Monday morning, Sitka police said.

Police Lt. Lance Ewers said it appears that the man, identified as Kevin Climer, fell into the 52-degree water sometime late Sunday night or in the early hours of Monday.

A fishing boat crew leaving the harbor at 7:30 a.m. Monday notified police after spotting the fully clothed body of a man floating near the B float of Thomsen, Ewers said.

The body was recovered by a fire department emergency crew. The death is being investigated as an accident, and the body has been sent to the medical examiner in Anchorage for autopsy, police said.



The city has always taken 6 percent from its permanent fund to support the annual budget. Staff had planned on reducing that number to 4.5 percent this year as an inflation-proofing measure but City Administrator Mark Gorman suggested postponing that move in order to make ends meet this year.

"Technically we shouldn't be doing that," Gorman said, looking at the long-term health of the fund.

"If there was any surplus in the 2016 budget I would propose that go into inflation-proofing the permanent fund."

Gorman said the city still intends to reduce the annual draw on the permanent fund from 6 percent to 4.5 but will wait a year to do so.

The only other issue to draw concern from Assembly members was the \$30,000 reduction to the snow removal budget. Public Works Director Michael Harmon said the move amounted to hoping next winter looks like this past winter.

"There's some risk in there if we get a bad year," he said. "If we had a year like the last three then we'd be just fine."

Eisenbeisz proposed putting the money back into the budget, but it failed 1-6. He voiced concerns about safety.

"The more important part to me is the policy of it. I can't support a policy that reduces public safety," Eisenbeisz said.

Gorman said the city would be attentive to safety, and if it looked like funds were running low, it could come back to the Assembly later in the year for relief.

"If it looks like we're trending in a direction where we might be pushing it, we'll give you adequate notice," he said.

The Assembly also considered cut-  
Continued on back page

## Alaska Confirms Case of Measles

FAIRBANKS (AP) — The Alaska Department of Health and Social Services says the state's first measles case in more than a decade has been confirmed in Fairbanks.

The department said Tuesday an



favor extending the federal aid temporarily, none seem ready to back down from demands that in exchange, other parts of the health law should be jettisoned, such as its requirements that insurers provide minimal levels of coverage.

## Quits Over Pool Incident

of Dallas, confirmed Tuesday he had quit the force.

Conley said a review of the video showed that "our policies, our training and our practices do not support his actions."

Twelve officers responded to the report of fights and a disturbance at the Craig Ranch North Community Pool in a middle-class area of McKinney, which is north of Dallas. "Eleven of them performed according to their training," Conley said. Casebolt did not, he said.

"He came into the call out of control and the video showed he was out of control during the incident," Conley said.

Casebolt's actions are under investigation and no decision has been made whether charges will be filed against him, Conley said. Charges of interfering with an officer and evading arrest against the only man arrested during Friday's incident have been dropped, Conley said. Everyone else detained was released.

Bishkin declined to say where Casebolt is now and said the officer had received death threats. The attorney said she would release more information at a news conference Wednesday.

People who demonstrated this week at a McKinney school compared the city to Baltimore and Ferguson, Missouri, where use of force by police triggered widespread protests and violence.

The resignation is a step in the right direction, said Dominique Alexander, president of the Dallas area-Next Generation Action Network and organizer of the demonstrations.

## Pot Included In Anchorage Smoking Ban

ANCHORAGE (AP) — Marijuana smokers are joining tobacco users in being banned from lighting up inside Anchorage businesses.

City council members voted 9-1 Tuesday to give businesses 90 days to include marijuana smoke in their no-smoking signage, KTUU reported.

Assembly Chair Dick Traini proposed the ordinance. He said businesses that allow smoking expose the people working there to secondhand smoke, whether it's from tobacco or

### Continued from page 1

ting the \$25,000 contribution it had promised earlier this year to The RIDE bus service. Aaron Swanson made the proposal to pull back the \$25,000, which led to the closest vote of the night. Miyasato had to recuse himself, but the measure failed on a 3-3 vote.

Speaking as a member of the public, Miyasato warned that cutting the funding would likely lead to the end of the bus service, which has been hit with reduced federal funding.

"We're buying time. They're looking at things to make themselves sustainable," he said, adding the proposed cut was essentially a cut to the service. "It will just go away. Not immediately but it will go away."

Eisenbeisz, Swanson and Hunter all voted to pull the city grant from the bus service, which gets the lion's share of its support from the federal government. Eisenbeisz said circumstances had changed from the time earlier this year when the Assembly promised the money.

"It's quite a different picture from when we originally considered this option," he said.

McConnell, Guevin and Putz all voted in favor of keeping the funding, saying that it was a very low investment for the city to make for public transportation.

"I would posit that providing public and equitable transportation is a core responsibility of city government," Guevin said.

After making the cuts to the city budget and the nonprofit changes, the Assembly members approved the FY 2016 budget. Because they amended the reductions to decrease nonprofit funding by only \$25,000, staff will still need to come up with \$75,000 in savings or funding to fill the gap. Gorman said staff would find the money somewhere and bring a budget amendment forward at a future meeting.

By balancing the budget, the Assembly won't have a need for pressing revenue increases that had been talked about in previous meetings.

Those included the senior sales tax rebate change, increasing the sales tax, increasing vehicle registration fees or sales taxes on nonprofit activities.

### Tobacco Tax

The doubling of the tobacco tax passed 5-2 on final reading.

The increase will add an estimated \$256,000 to Sitka Community Hospital, which is still working its way out of a budget crisis.

Assembly members Guevin and Eisenbeisz voted against the motion because they were concerned that the intent was unclear. The measure has been promoted as both a revenue generating device as well as a public health issue on the theory that more expensive cigarettes will lead to decreased tobacco use. Guevin was concerned that the Assembly wasn't being clear in its intentions.

"I think we owe the public a larger discussion about that as a public health

Proceeds from the additional one-tenth of one percent tax on real estate would have been directed to the schools, which received an additional \$1 million from the city this year.

Gorman said the Assembly could wait to approve putting the issue on the ballot because the cost-cutting measures adopted Tuesday night had essentially balanced the budget. Putz also advocated for holding off because she intends to propose an increase of 2 mills and wants the public to have a chance to weigh in.

"I really think that a 1 mill increase dedicated only to schools is shortsighted and unrealistic," she said.

Right now the city commits four mills to school funding and two mills to the general fund. An increase to seven mills would equal about an extra \$1 million a year to city coffers.

The measure was postponed on a unanimous vote so that a broader discussion on taxes could be had.

### Utility Rate Increases

Two utility rates were given final approval at the Tuesday night meeting.

A \$3.54 increase to monthly water rates and a \$2.48 increase to wastewater fees will go into effect July 1.

Eisenbeisz was the only Assembly member to vote against the increases, citing a lack of public information on what the increased user fees were going toward.

The motion also carries increases in connection fees by \$35.

### Hospital Board

A proposal to dissolve and restructure the Sitka Community Hospital board was postponed to give time for legal review of the issue.

The move would have eliminated the current board structure, replacing it with a five-member board that would include one city staff member, one health care professional such as a doctor, and one financial expert.

Dr. Richard Wein, a surgeon at SCH, spoke about the move during public comment, saying he was "flummoxed" that the doctor member on the board could not be one who serves at the hospital.

"I find it odd that you would exclude, oh my god, medical expertise on a board," he said.

Municipal Attorney Robin Koutchak said this restriction is based on the Sitka Charter section on conflicts of interest.

Koutchak said she would review the ordinance before it comes back up. Putz asked what the impetus for the ordinance was and Hunter, who co-sponsored the ordinance along with McConnell, said it was a reaction to the hospital's recent financial crisis.

"In the past, the system that's set up now has not resulted in people in city hall knowing what's happening in the hospital."

Action on the measure was postponed for a month.

### Time's Up

A procedural vote at the end of the Assembly meeting with two items still



bolt is now and said the officer had received death threats. The attorney said she would release more information at a news conference Wednesday.

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Assembly Chair Dick Traini proposed the ordinance. He said businesses that allow smoking expose the people working there to secondhand smoke, whether it's from tobacco or marijuana.

"The problem is if you want to allow businesses to do it, how are you telling people that work there they have to be subject to the smoke?" he said. "That was the whole argument with second hand smoke and tobacco."

Theresa Collins allows customers to smoke marijuana at her downtown Anchorage club Potluck Events. Collins spoke in favor of offering legal places to smoke, saying businesses like hers promote safety and reduce public consumption.

"To date we have not had any problems with our members, and we have not had to ask anyone to leave in comparison to bars in the area that have had shootings, fights, and altercations," Collins said.

Supporters of the ordinance said during the meeting that they were in favor of limiting the marijuana odor coming from businesses that allow marijuana smoking.

Foster care service provider Beacon Hill shares a wall with Potluck Events. Organization president Charity Carbody says children visiting the facility are subjected to the odor.

"The smell is overpowering because many people are smoking indoors," Carbody said. "We share the main wall and there is no HVAC system."

2016 budget. Because they amended the reductions to decrease nonprofit funding by only \$25,000, staff will still need to come up with \$75,000 in savings or funding to fill the gap. Gorman said staff would find the money somewhere and bring a budget amendment forward at a future meeting.

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"I think we owe the public a larger discussion about that as a public health issue," he said, adding that he would support the measure after that dialogue. The additional income will be dedicated to support of Sitka Community Hospital. CEO Rob Allen called the dual intent a "win-win," and reminded the Assembly that the hospital needed the money whether it was a public health measure or not.

"We still need the help from the city and would hope you come up with another source," he said.

Allen said any significant additional revenue will go toward paying the hospital's debt to the city. The higher tax goes into effect July 1.

### Sales Tax Cap

The second tax increase to pass Tuesday was the doubling of the sales tax cap from \$1,500 to \$3,000.

The change goes into effect Oct. 1. That date, instead of July 1, was approved by the Assembly at a previous meeting after charter fishing representatives said their clients had already paid for summer fishing packages with the present tax cap in effect. The ordinance raising the taxable amount of a single purchase passed 7-0 on final reading.

### Property Tax Increase

A motion to put a 1-mill increase in the city property tax on the ballot was postponed on final reading.

### Legal review of the issue

The move would have eliminated the current board structure, replacing it with a five-member board that would include one city staff member, one health care professional such as a doctor, and one financial expert.

Dr. Richard Wein, a surgeon at SCH, spoke about the move during public comment, saying he was "flummoxed" that the doctor member on the board could not be one who serves at the hospital.

"I find it odd that you would exclude, oh my god, medical expertise on a board," he said.

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"In the past, the system that's set up now has not resulted in people in city hall knowing what's happening in the hospital."

Action on the measure was postponed for a month.

### Time's Up

A procedural vote at the end of the Assembly meeting with two items still on the agenda left many members of the public in limbo.

A motion to extend the meeting past the mandatory 10:30 adjournment time failed when Swanson and Eisenbeisz voted against a half-hour extension. That left several members of the public who were waiting to speak on distributions from the city's fisheries enhancement fund, and the reorganization of the Sitka Convention and Visitor Bureau, without the chance to be heard.

The vote to extend requires a super majority, so it failed despite the 5-2 vote in favor. In the final minute before adjournment, Swanson asked if he could move for reconsideration, but the city parliamentarian said that as a procedural measure, the vote was not subject to reconsideration.

After the meeting Eisenbeisz said it was unfortunate, but that he does not support meeting late into the night.

"It is most unfortunate and I do apologize to those people, but we can't set a precedent of continually going to 11 o'clock meetings. We need to get our business done, and unfortunately we weren't able to this evening," he said.

The remaining two items will be postponed till the next Assembly meeting two weeks from now.



## Police Blotter

The following calls were received by Sitka police by 8 a.m. today:

### June 12

At 9 a.m. a Shuler Driver resident a bear had just knocked over her page can. Officers stood by while picked up the garbage.

At 11:54 a.m. a caller said an intoxicated man was walking the shore near skate park. Police found he had a pbt and got him to the hospital.

At 7:46 p.m. a caller said his nephew hit him. Both had been drinking, said. Officers talked to the caller, his mother and nephew. One of the men cited for urinating in public.

At 8:12 p.m. a man and woman were argued arguing at Totem Square. The told police it was verbal only, and as another man, not a woman.

At 9:31 p.m. a woman said a neighbor's dogs were on her porch trying to kick her service animal. Officers tried talk to the neighbor but he refused to go to the door and talked to police through his window.

At 9:37 p.m. a woman said she hadn't heard from her husband in a few days and his cell phone was turned off. Officers will watch for him.

### June 13

At 1:51 a.m. a 911 caller said a woman had fallen into the water next to the ramp at ANB Harbor and friends had been trying to get her out for the past five minutes. When EMS arrived she was out of the water, and was taken to the hospital.

At 1:54 a.m. a 911 caller said she had had a bad reaction to her medicine.

At 3 a.m. a woman said her juvenile daughter had come home intoxicated, and was told her not to leave the house again, but she did. She was found later.

At 4:29 a.m. a caller reported screaming then a loud thud from an apartment. A couple told officers there was no physical violence.

At 5:17 a.m. a caller said a GCI truck had started work on his street and wanted to know if there was a noise ordinance. Officers told him there wasn't, and advised him to call GCI.

At 9:44 a.m. a caller said a dental patient was being belligerent and yelling at staff. Officers spoke with the caller and the patient.

At 9:59 a.m. a 911 caller said he wanted the police number because he

## Service Pending for Sherman Strain, 81

Services for longtime Sitka resident Sherman Strain are pending. Sherman died Saturday at the Pioneers Home. He was 81.

## Nuclear Physicist To Speak at Park

Nuclear physicist Dr. Bruce Kaiser will present an overview of the physics of X-ray fluorescence technology and its many applications 7 p.m. Tuesday, June 16, at the Sitka National Historical Park visitor center auditorium.

XRF technology is a tool that has many applications but is particularly useful because it is a non-destructive testing method that determines distinctive elemental signatures, the park said.

"If this sounds boring, please come to the presentation and learn why XRF technology is exciting and how it can be useful at Sitka National Historical Park," the park said. "If this sounds exciting, please come to the presentation and learn how this technology can be applied to elemental analysis of nearly anything."

## Lutherans Plan 'Messy Church'

Sitka Lutheran Church will host "Messy Church" 5:30-7 p.m. Wednesday, June 17. This month's theme is "Light of God."

Families and individuals are invited to enjoy a family-style supper time, a celebration worship, and an activity and craft. For more information call 747-3338.

## CONSTRUCTION NOTICE

### / Charteris St.

be closing the intersection of s. St., Monday, June 15, at 7am alternate routes and detours will be on Edgumbe Dr. between are asked to access their homes tions or concerns call Camy at for the inconvenience and appreciate Edgumbe Drive Reconstruction



Licensed / Bonded / Insured

- ◆ Custom Construction
- ◆ Commercial/Residential
- ◆ Remodels
- ◆ Concrete/Masonry
- ◆ Island Construction
- ◆ Excavation

ICDC ♦ eyecdc49@gmail.com ♦ 907-738-4292

## PUBLIC NOTICE

### Public Comments on Draft Sitka Coordinated Transit Plan Welcome

In accordance with the Federal Transit Administration's requirement, the 2015-19 Sitka Public Transit-Human Services Transportation Coordinated Plan will be considered for acceptance by the Sitka Tribe of Alaska Tribal Council, at their regular meeting scheduled for; 6:30 pm on Wednesday, June 17, 2015 at the Sheet'ka Kwaan Naa Kahidi (Community House). The plan is updated every five years and used by various agencies in Sitka when they apply for transportation-related grants. A copy of the coordinated plan can be picked up at the Center for Community office, 700 Katlian St., Suite B, or at the Sitka Tribe of Alaska main office, 456 Katlian St. (upstairs). The draft plan also is posted on the Center for Community website at <http://www.cfc.org/our-services-2/the-ride>. Any questions, please contact Charles Bingham at 966-4221.



time it took him to get to the family. Emerging for a break after about 45 minutes of closed-door testimony, Blumenthal told reporters that the tone of the hearing was "very civil."

spondence, which covered everything from warring Middle Eastern factions to political strategy, was absorbed by Clinton, who often forwarded the messages to her.

## Police Blotter

The following calls were received by Sitka police by 8 a.m. today:

### June 15

A caller wanted it documented that her landlord's son was trying to have her vehicle towed, although the landlord had told her she could park there and the vehicle would not be towed. The caller was told to call the police at 10:17 p.m. Monday. At 7:07 p.m. a smell of fuel was checked out at 100 Lincoln Street, but nothing was found.

## Fishing Limits Imposed for Yukon River King Salmon

FAIRBANKS (AP) — State fishery managers have planned subsistence salmon limits to manage this summer's Yukon River king salmon run.

at other times will be required to release kings back into the water alive. The first king was caught in the Lower Yukon Test Fishery on May 28.

Daily Sitka Sentinel, Sitka, Alaska, Tuesday, June 16, 2015, Page 3



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Agenda  
Tribal Council Meeting  
6:30 p.m. June 17, 2015

Sitka Tribe of Alaska  
456 Katlian Street  
Sitka, Alaska  
907-747-3207  
Fax - 907-747-4915

5 p.m. Work Session on a Cooperative Labor Agreement

- I. Roll Call: Mike Baines, Rachel Moreno, Wilbur Brown, Benjamin Miyasato, Thomas Gamble, Harvey Kitka, Mike Miller, Bob Sam, Lawrence Widmark
- II. Approval of the Agenda
- III. Approval of Minutes: May 20, 2015
- IV. Tribal Citizens to be Heard
- V. Government to Government Updates (5 minute limit)
  - A. City and Borough of Sitka
  - B. U.S. Forest Service
  - C. National Park Service
  - D. Sitka School District
- VI. Introduction of New Staff
- VII. General Manager Report
- VIII. Old Business
  - A. Approve a Memorandum of Agreement with the National Science Foundation, the US Forest Service, the Advisory Council on Historic Preservation, and the Alaska State Historic Preservation Office for data recovery at the Neva shipwreck survivors' campsite in STA Tribal Territory on Kruzof Island.
  - B. Resolution 2015-049, amending the procurement policy to give the Finance Director the authority to make further amendments to the procurement policy
  - C. Ratify the May 26 phone poll, opposition to any changes to the current CBS senior tax ordinance
  - D. Encourage the AIANTA to locate funds outside of the Tribal Transportation Program
  - E. Ratify June 12 phone poll, Resolution 2015-056, approving the 2016 Indian Housing Plan
- IX. New Business
  - A. Recommend an additional designation for Tribal preferences in Federal subsistence regulations
  - B. Approve Enrollment Resolutions 2015-057 through 2015-061
  - C. Approve Resolution 2015-062, authorization to accept the Five Year Plan for Coordination of Public Transit and Human Services Transportation in Sitka *Passed 8-0*
  - D. Approve Resolution 2015-063, authorizing a service contract with Triad for fisheries offloading
  - E. Approve Resolution 2015-064, authorizing a proposal to the State of Alaska to operate three State Parks in Sitka

Agenda Approved By:

  
Michael A. Baines, Chairman

  
Lawrence SpottedBird, General Manager