

Sitka Public Transit-Human Services Transportation Coordinated Plan, July 2020 to June 2025





Sitka Tribe of Alaska Transit Director Gerry Hope and Center for Community Transportation Program Administrator Connie Sipe discuss the RIDE public transit program during a public meeting on Aug. 28, 2019, at Harrigan Centennial Hall in Sitka.

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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 updates on prior 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 Fixing America's Surface Transportation Act ("FAST"), 49 U.S.C. Section 5310, signed into law in December 2015. The FAST Act succeeded the previous federal transit authorization, called MAP-21, and kept the MAP-21 requirements for coordination planning for federally funded projects.

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, 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. 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.

Plan for July of 2020 through June of 2025.

This is Sitka's fourth public transit-human services coordinated transportation plan. It is the second updated plan built upon what was Sitka's first "professional" coordination plan for the period of July 2010 through June 2015. This new plan replaces the Plan for the Period of July 2015 through June 2020.

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 December 2015, President Obama signed the Fixing America's Surface Transportation Act ("FAST", which reauthorized the Surface Transportation Act. 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 funding through FAST.

In addition to federal funds available through the FAST Act, 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 FAST Act 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.

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/FAST ACT Section 3006) 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..

Formula for Grants for Rural Areas (Section 5311) – This program (49 U.S.C. Section 5311/FAST Act Section 3007) 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. Section 5311 incorporates low-income populations as a formula factor.

Bus and Bus Facilities (Section 5339) – This program (49 U.S.C. Section 5339/ FAST Act Section 3017) 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.

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)

One of the prerequisites to apply for funding under these federal FAST Act 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, the Sitka Economic Development Association (SEDA) Sitka, Alaska, and its recent publication, McDowell Economic Profile Report 2019, the City of Sitka Comprehensive Plan 2030, and various databases of the U.S. Census Bureau, including the Bureau’s American Community Survey. 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 update prior gathered data. This helped us get an idea about what services already are provided in Sitka, including fixed-route public buses, paratransit, and other transportation services provided or sponsored by social service agencies in town.

Each coordination group members were invited to the public and stakeholders’ meeting on August 28, 2019. A second public meeting focused on senior citizen transportation needs was held during lunch time at the Swan Lake Senior Center of August 29, 2019. The general public participated in the planning process through these two community meetings and a community



Sitka community members read handouts while listening to presentations about the RIDE public transit service during a public meeting on Aug. 28, 2019.

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, Facebook, and more.

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

Community Background

The City and Borough of Sitka, Alaska, is a town of just under 9,000 people (give or take a few each year) located on the western coast of Baranof Island in Southeast Alaska. Sitka's population is on a gradual decline as of SFY2020, with several significant issues affecting a downward population trend.

According to the Technical Draft of the City of Sitka's Comprehensive Plan 2030, these are the issues around population of our community.

Migration and an Aging Population

Arguably the most significant issues facing Sitka today are:

- There are a shrinking number of child-bearing age residents and children in Sitka – resulting in more deaths than births in the future.
- More people are moving away from rather than moving to Sitka.
- The number of Sitkans age 65 and older, and especially those age 80+, is projected to grow rapidly over the next 25 years.

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 providing seasonal summer service between Sitka and Seattle, along with other commercial and charter flights using



Center for Community Transit Program Administrator Connie Sipe gets feedback about the Care-A-Van paratransit program from Sitka residents during lunch on Aug. 29, 2019, at the Swan Lake Senior Center.

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 at the same time a Bicycle Friendly Community designation from the League of American Bicyclists (bronze 2008, bronze 2012, and silver 2016) and a Walk Friendly Community designation from the University of North Carolina Highway Safety Research Center's Pedestrian and Bicycle Information Center (bronze 2013 and bronze 2017). Bicycle Friendly Community designations are for four years, and Walk Friendly Community designations are for five years, but communities can reapply before their current designation ends. According to the 2011-15 five-year average from the U.S. Census Bureau's American Community Survey, Sitka has the highest percentage of people who bike to work of any community in Alaska with more than 750 population (5.2 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 (15.1 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 update the prior Plan's information about the existing transportation resources utilized for their consumers.

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 provided updated information in 2019.

- Center for Community, Employment Enhancement Program
- Center for Community, Services for Persons with Intellectual or Developmental Disabilities
- Center for Community, Infant Learning and Parents as Teachers
- SAIL (Southeast Alaska Independent Living, Inc.)
- Sitka Counseling and Prevention Services
- Sitka Tribe of Alaska, the RIDE, (FTA to tribe grant)
- 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).

Organizations that Directly Operate, Administer, and/or Purchase Transportation to the general public or to an “open” constituency of human services clients.

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 2019, Sitka’s the RIDE system – managed by a collaborative effort between Center for Community, Sitka Tribe of Alaska and Southeast Senior Services – delivered 61,443 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

Client eligibility:	Individuals of all ages who have developmental disabilities
Hours/Days of Service:	Monday-Friday, 8 a.m. to 5 p.m. Saturday and Sunday, 10 a.m. to 3 p.m.
Peak Hours/Days of Service:	Monday-Friday, 2-5:30 p.m.
Mode of Service:	Two types: (1) Demand Response (but only with other scheduled services provided by CFC staff who must escort client), and (2) Independent client travel on fixed route buses using human services vouchers.
Number of Vehicles:	Seven sedans or station wagons for individual trips with escort support staff.
Transportation Staff:	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.

Annual Trips (one-way):	Approximately 8,500 (Due to the nature of the customer needs, trips typically are scheduled with one passenger per trip.)
Annual Transportation Costs:	\$20,000 (approximately, for vehicle depreciation, fuel, maintenance, but no salary costs). Does not include the costs of vouchers.
Cost Per Trip:	\$2.35 for (approximately).(Does not include Vouchers)
Transportation Funding Sources:	Various CFC program grants or the Medicaid Waiver Program for individuals with developmental disabilities.

CFC – EMPLOYMENT ENHANCEMENT SERVICES

Programs:	Purchased Bus Pass Program and Gas Stipend Program
Client Eligibility:	Adults age 18 to 65 who receive welfare cash assistance, have children at home, and are moving from welfare to work.
Hours/Days of Service:	Monday-Friday, 8 a.m. to 5 p.m.
Mode of Service:	Purchased trips through bus passes or taxi vouchers, also Stipends to fuel client cars
Number of Vehicles:	0
Annual Trips Purchased:	Transportation for about four clients/families per month, number varies over the year, between 8 and 10 clients annually
Annual Transportation Costs:	\$4,800

CFC – INFANT LEARNING PROGRAM

Programs:	Vouchers for Human Service Clients
Client Eligibility:	Parents/caregivers of infants through 3 year of age who are enrolled in the Infant Learning Program. (Beneficiaries Alaska Mental Health Trust).
Hours/Days of Service:	Monday-Friday, 8 a.m. to 5 p.m.
Mode of Service:	Free vouchers on fixed route buses for human services clients.
Number of Vehicles:	0

Annual Trips Purchased:	None purchased
Programs:	Vouchers only
Annual Transportation Costs:	0.00
Transportation Funding Sources:	CFC's 5310 or AMHT grant for Vouchers for Human Services Clients.

CFC – THE RIDE FIXED-ROUTE AND PARATRANSIT

Programs:	Fixed Route and Paratransit
Client Eligibility:	(Fixed Route) General Public and (Paratransit) Individuals who are Americans with Disabilities Act (ADA) eligibility and people age 60 or older
Hours/Days of Service:	Monday-Friday 6:30 a.m. to 7:30 p.m., both fixed route and paratransit Saturday and Sunday by advance appointment only, about five hours per weekend day (weekend service is for paratransit only)
Mode of Service:	Fixed Route and ADA Paratransit
Number of Vehicles:	Ten buses total (five CFC-owned, three owned by Catholic Community Service, two owned by Sitka Tribe). STA also owns a pickup truck with snow blade for clearing out around passenger stops.
Annual Ridership FY19:	60,606 both fixed route and paratransit 53,714 fixed route 7,738 paratransit/senior rides.
Annual Transportation Costs:	\$1,039,719 (fixed route) \$310,564 (paratransit)
Cost Per Trip:	\$19.36 (fixed route) \$46.95 (paratransit)

Note: TOTAL COST for fixed route system per in FY19 was \$1,039,719. (Cash resources of \$828,682 and in-kind match of \$211,037).

TOTAL COST for Paratransit/Senior Transit in FY19 was \$362,902
 \$329,303 cash resources, including fares
 \$33,598 in-kind local match

Transportation Funding Sources:	FTA Section 5311, FTA Section 5310, AMHT Purchased Services, AoA Title III and XI, City of Sitka, FTA Section 5339
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Capital and over \$290,000 of local in-kind match (from Sitka Tribe of Alaska and donations of bus stops, parking spaces, TV and radio advertising, etc.)

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 nonprofit organizations.

As of FY2020, 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 Behavioral Health, Youth Advocates of Sitka, Southeast Alaska Independent Living, Social Services of Sitka Tribe of Alaska.

CFC also has MOAs for contractual purchases of passes and tickets on behalf of the clients of the State offices of Vocational Rehabilitation, 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.

Under the Congressional reauthorizations of the federal transit laws, known as the MAP 21 and then the FAST ACT, the federal formula for funding to Tribal transit operators was changed, and this caused a two-thirds reduction in the amount of the annual federal transit grant to Sitka Tribe of Alaska.

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.

Catholic Community Service, also known as 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.

Continued funding for the transit system remains a challenge, and STA's funding from several federal and tribal sources is now about one-third of what it was in the 2007-2013 period.

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. Since that year, the City has contributed \$25,000 each year to transit.

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:

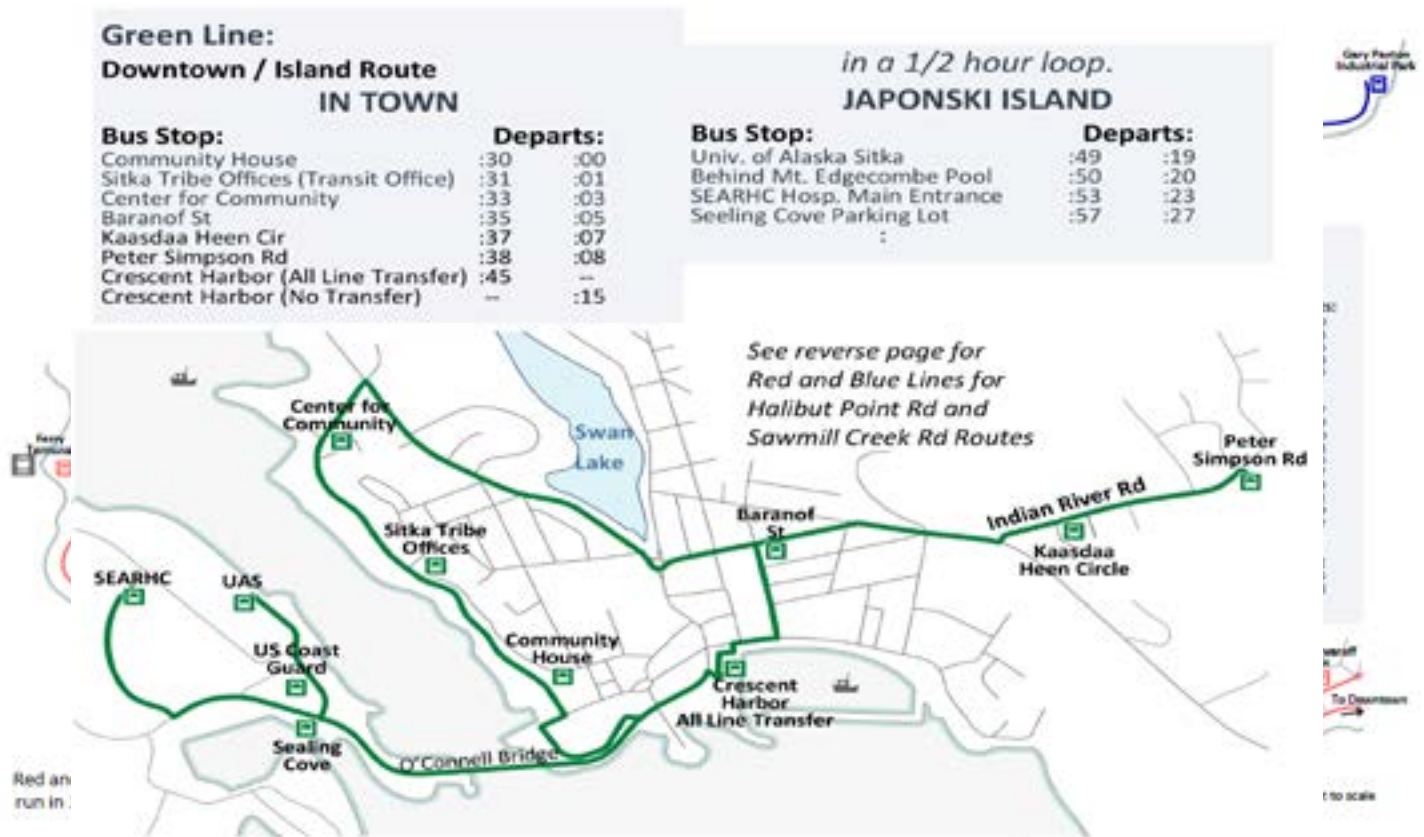
One-Way Pass	\$2 adult	\$1 seniors/children/disabled
All-Day/Daily Pass	\$5 adult	\$3 seniors/children/disabled
12-Ride Pass	\$20 adult	\$10 seniors/children/disabled
Monthly Pass	\$50 adult	\$25 seniors/children/disabled

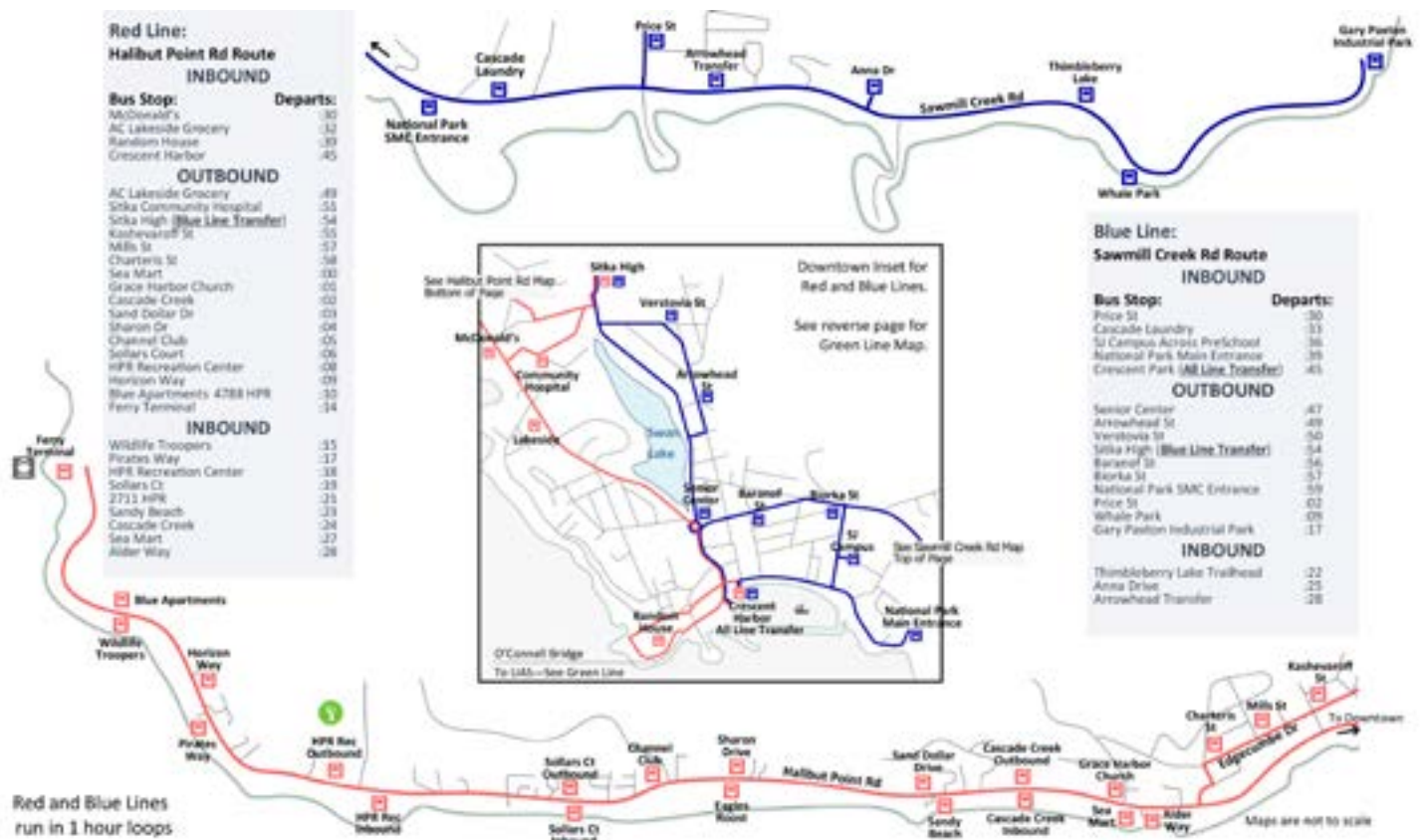
A child is any passenger age 6-18 years old, a senior is age 60 or older.

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

- Sitka Tribe of Transit Office, 256 Katlian St. (upstairs)
- Old Harbor Books
- Sea Mart Grocery Store

Route bus stops are shown on the schedules attached in the Appendices and shown here in excerpts.





Each route and associated stops are illustrated on the map on the preceding pages. 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.

In State Fiscal Year 2019's records (the RIDE fixed route buses provided 53,141 rides, a decline from 2014).

CATEGORY (Fiscal Years)	2007	2009	2014	2019
Total one-way trips (rides)	28,172	39,410	58,686	53,714
Revenue vehicle hours	9,216	9,216	9,945	9,906
Rides per revenue vehicle hour	2.84	3.93	5.90	5.36

COSTS are shown under Center for Community Section, earlier in this Plan section. The Tribe also expends approximately \$90,000 per year from its direct federal Tribal Transit grant.

The \$90,000 of Tribal Transit grant expenditures brings the TOTAL COST for fixed route system to \$1,039,719. (Cash resources of \$828,682 and in-kind match of \$211,037).

The RIDE receives funding for operating, administrative, and capital expenses through the following resources:

- FTA Section 5311 (rural transit);
- FTA Section 5310 (elders and persons with disabilities)
- Tribal Transit funds;



Center for Community Transit Program Administrator Connie Sipe gives a presentation about paratransit services during lunch at the Swan Lake Senior Center in Sitka on Aug. 29, 2019.

- Tribal Transportation Program;
- Passenger fares.
- * FTA Section 5339 (Capital)
- Alaska State General Fund match pool
- Alaska Mental Health Trust (for human services transportation)

In terms of capital expenses, CFC owns five buses— two 29-foot buses and two 24-foot buses, all leased to STA for fixed route use. STA also owns two 24-foot buses and a snowplow truck. CFC owns one 20-foot bus that is leased to Catholic Community Service for paratransit services.

Maintenance

Sitka Tribe of Alaska is still endeavoring in 2019 to secure a real estate location to build a maintenance facility. 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 (as of SFY2019)

Programs:	Paratransit, Medicaid transportation, Transportation for Seniors
Client Eligibility:	Adults age 60 and older and individuals with disabilities of any age
Hours/Days of Service:	Monday-Friday, 6:30 a.m. to 7:30 p.m. Saturday and Sunday, 8:45 a.m. to 2 p.m., by reservation Note: Pre-reserved trips on Saturday and Sunday are provided only to Seniors, with both seniors and ADA paratransit-eligible riders able to call on the day and receive a ride if space is available around the pre-reserved trips.
Mode of Service:	Door-to-door demand response
Number of Vehicles:	Four vans for 6-10 passengers, one van not wheelchair accessible
Transportation Staff:	One full-time and three part-time drivers, one manager (shared with other Swan Lake Senior Center services), one assistant/scheduler (shared with other Swan Lake services)
Annual Trips Provided:	7,738 (SFY2019)
Annual Transportation Costs:	\$362,902 \$329,303 cash resources, including fares \$33,598 in-kind local match
Cost Per Passenger Trip:	\$46.95

Transportation Funding Sources: FTA Section 5311 through CFC, City of Sitka, Older American Act Funds, Fares, Donations, Medicaid billings

Trip reservations are strongly encouraged at least 24-hours and up to seven days 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.

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 forwarded to Center for Community under the contract with Care A Van.

The scheduler attempts to schedule trips in 15-minute increments and schedules multiple passengers on a vehicles whenever possible. The Swan Lake Senior Center receives multiple calls per day for trip requests and cancellations, according to the interviewee. As of SFY2019, CFC's paratransit contract with Care-A-Van pays \$192.42 flat rate per day for dispatch services (through Section 5310).

Passengers younger than age 60 may be granted temporary eligibility for paratransit services based upon a brief registration and a referral from a medical professional. To obtain permanent paratransit eligibility, a person younger than 60 must then complete a comprehensive application, and submit a thorough medical evaluation to demonstrate why the disability of the applicant prevents applicant from being capable of using the fixed route buses.

Eligibility for ADA Paratransit services is determined by Center for Community. If found eligible for Americans with Disabilities Act (ADA) paratransit services, 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 Beacon. 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 billing receipts;
- 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 SFY 2019 were reported by SESS and Center for Community as follows

Three of the 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. Center for Community purchased a paratransit vehicle with federal 5339 funds in SFY2019, and this vehicle is leased to SESS for use in providing paratransit services.

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 two **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
Mode of Service:	Demand Response, Door-to-Door Client Transportation
Number of Vehicles:	Four — One 12-passenger 2007 Chevrolet Express van, one four-passenger 2011 Subaru Legacy sedan, one eight-passenger 2014 Honda Pilot SUV; and one eight-passenger 2016 Chevrolet Traverse.
Transportation Staff:	Agency staff (no dedicated drivers) operate vehicles
Annual Trips Provided:	Not Tracked
Annual Transportation Costs:	\$4,167.41 fuel, \$1,451.12 maintenance Sitka Counseling also purchases bus passes for the RIDE
Transportation Funding Sources:	Grants obtained by CFC for the benefit of Sitka Counseling and Medicaid agency revenue (projected)

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.

SAIL also distributes fixed route bus Voucher provided to it by Center for Community under CFC's purchased services grant.

SOUTHEAST ALASKA INDEPENDENT LIVING (SAIL)

Programs:	Outdoor Recreation and Community Access (ORCA) Home visits for equipment and home modification assessments RIDE Vouchers distribution to persons with disabilities
Client Eligibility:	Individuals experiencing disabilities and seniors
Hours/Days of Service:	Three to four days per week between 9 a.m. and 5 p.m.
Mode of Service:	Demand Response, door-to-door—vouchers for fixed route
Number of Vehicles:	One 2005 Ford F450 Cutaway 15 passenger, two-wheelchair bus

Transportation Staff:	Two staff members operate the vehicle
Annual Trips Provided:	416
Annual Transportation Costs:	\$965.92 fuel, \$212.50 maintenance
Cost Per Passenger Trip:	\$3
Transportation Funding Sources:	Fees, grants and donations

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

Programs:	Community mental health with focus on youth
Client Eligibility:	Youth (ages 6-21) and their families
Hours/Days of Service:	24 hours
Mode of Service:	Demand response client transportation
Number of Vehicles:	Four (one 12-passenger van, two eight-passenger Honda Pilot SUVs, one eight-passenger Ford Transit van).
Transportation Staff:	Agency staff (not dedicated drivers) operate the vehicle
Annual Trips Purchased:	3,200 (estimated, does not include new van or Smoothie Truck)
Annual Transportation Costs:	\$7,047.14 fuel, \$983.53 maintenance
Average Cost Per Trip:	\$2.51

Transportation Funding Sources: Various federal, state and local program grants, agency revenues from Medicaid.

Social Services Program, Sitka Tribe of Alaska

Sitka Tribe of Alaska’s Social Services Program joined the CFC Vouchers program part-way through SFY2019, and continues in SFY2020 to distribute the CFC free fixed route vouchers to clients who present as being in one of the five categories of Alaska Mental Health Trust beneficiaries. STA Social Services also buys vouchers and bus tickets to distribute to other clients who do not fit the AMHT Purchased Services voucher grant’s criteria.

The following description of the services at STA Social Services is taken from their website:

SOCIAL SERVICES

Indian Child Welfare Act (ICWA) program

The Indian Child Welfare Act only applies to cases where children are taken into protective custody by the state or in adoption and guardianship cases. The terms of ICWA do not apply to divorce or child custody cases between private parties. The program’s main goal is to reunify Native children — who have been taken into protective custody by state agencies — with their birth parents. If that is not possible, the ICWA caseworker works to ensure that that child’s Native culture and the child’s Native identity are protected.

Tribal Family Caseworker / Outreach Caseworker

The Sitka Tribe of Alaska Tribal Family Caseworker works with families to strengthen and empower them through advocacy with programs outside the Sitka Tribe of Alaska which provide services to our tribal citizens. The Tribal Family Caseworker is available to listen, to support, and to assist you and your family to navigate stressful situations successfully.

General Assistance

- General Assistance - BIA Welfare. Monthly assistance for any BIA/CIB-eligible client
- Community Service Block Grant (CSBG) Emergency Assistance for STA tribale citizens that live in Sitka six months or more, income eligible
- Child Care Assistance (CCDF) Must apply through state and TANF childcare assistance before applying to STA Childcare Assistance

SOCIAL SERVICES PROGRAM, SITKA TRIBE OF ALASKA

Programs: Various, see website quote above

Client Eligibility: Tribal Citizens of any age

Hours/Days of Service:	Monday-Friday, 8 a.m. to 4:30 p.m.
Mode of Service:	Vouchers, purchased or free for fixed route buses
Number of Vehicles:	0
Transportation Staff:	0
Annual Transportation Costs:	\$4,800 for purchased tickets and vouchers. (not including the AMHT free vouchers).
Transportation Funding Sources:	Various federal, state and local program grants, including AMHT funds through CFC

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

The inventory and assessment efforts in this study involved attempts to work with local human service agencies to determine their cost for operating transportation services. For all but Center for Community, Sitka Tribe, and Southeast Senior Services, the costs are approximate. This 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.

SUMMARY OF TRANSPORTATION SERVICES for PUBLIC or FOR HUMAN SERVICES CLIENTS

CFC undertook to update the prior inventory of tribal and private human service agency transportation providers.

There are 27 vehicles operated by one governmental (Sitka Tribe) and five private non-profit human



Center for Community Transportation Program Administrator Connie Sipe, right, listens to a question from Sitka resident Cheryl Enloe, left, during a lunch public meeting about the Care-A-Van paratransit program on Aug. 29, 2019, at the Swan Lake Senior Center.

services organizations in Sitka including 15 passenger vehicles (vans and sedans), one maintenance vehicles, and 11 buses. All of these organizations provide transportation for older adults, individuals with low incomes, and/or people with disabilities, or 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.

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 2015, according to the Sitka Economic Development's data, was 8,929 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).

As of 2019, the [City of Sitka's Comprehensive Plan 2030](#) points out the declining population trend currently underway: (quote from [Plan](#) below)

“Based on historic patterns of births, deaths, and in and out migrants to Sitka, AKDOLWD is projecting that after a five-year period of steady population – which Sitka is in now – the population

will begin a slow, steady decline. Projected population decline in Sitka is based on two trends: 1) A shrinking number of child-bearing age residents and children in Sitka- resulting in more deaths than births in the future and 2) More people are moving away rather than moving to Sitka. In addition, the number of Sitkans age 65 and older, and especially those age 80+, is projected to grow rapidly over the next 25 years.”

Population Distribution by Age

The 2019 McDowell Report of Sitka’s Economic Profile, published by the Sitka Economic Development Association points out the very significant “age trends” facing Sitka.

“An important socioeconomic trend in Sitka is the community’s aging population. In 2018, 16% of the population was over 65 years of age. By 2030, 23% of the population will be over 65, according to ADOLWD projections. The increase in the senior population reflects a “bubble” of 55 to 64-year-old residents moving into retirement age.”

Using the McDowell Report figures on age cohorts, the age group in Sitka that is of typical working age (between the ages of 20 and 64 years) is the most numerous age group but is projected to gradually decline in number between 2018 and 2030. In terms of potential workers, ages 20 through 64, in 2018 this cohort was 5,216 persons, accounting for 60.29 percent of Sitka’s population. By contrast, in 2030, the working age cohort will decrease to 4,820 persons, and account for a decreased percentage of the populace, at only percent.

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 2015 and 2020 are found in the two charts on the pages following this section.

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

Using disability and population projections for the State of Alaska, for the year 2017, over 31 percent of the population age 65 and older reported having one or more disabilities, according to the United States Census Bureau’s American Community Survey. This was the highest percentage of the five age groups reported. Also, almost 12 percent of the working age cohorts in Alaska (ages 18-64) reported one or more disability.

INDUSTRY AND LABOR FORCE

Employment and Unemployment

The top industries in Sitka are commercial and charter fishing, manufacturing, government, tourism, healthcare and social services, retail trade, education, science, and the arts.

According to City of Sitka’s Comprehensive Plan 2030, Sitka’s workforce

“.. (2016/2015) is 54% private sector, 23% self-employed business proprietors, 6% state government, 5% federal government, and 2% local government. There were 4,228 average annual employees in Sitka in 2016; this ranged from a high in August of 5,127 to a low in January of 3,652. An estimated 40% of Sitka workers are not Sitka residents (2015). Total wages in 2016 was \$183.5 million. The average monthly wage in Sitka was \$3,616.”

The City Plan 2030 also notes:

“There were about 60 fewer (1%) employees in 2016 compared to 2015. Since 2006, Sitka has shed about 200 average annual jobs, led by a drop in federal jobs and private service-providing jobs.”

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
	Percent	Sitka	Percent	Sitka	Percent	Sitka	Sitka
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
	Percent	Sitka	Percent	Sitka	Percent	Sitka	Sitka
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	55	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	106	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

The McDowell Sitka Economic Profile Report 2019, published by the Sitka Economic Development Association, points out that the 2018 workforce in Sitka totaled, 4,408 workers, including both the employed and those unemployed but seeking employment. Furthermore, the Profile outlines that the annual unemployment rate in Sitka has decreased steadily from 2011 to 2019, standing at 4.8% in March 2019. As of 2019, Sitka had the lowest unemployment rate among all urban areas in the state.

Employment and Earnings

The City of Sitka's Comprehensive Plan 2030 notes:

“Sitka residents earned approximately \$568 million in total personal income in 2015. This is a 4% increase over 2014 community income of \$545 million. When sources of income are tallied and divided by the total population, Sitka had the 5th highest per capital personal income in Alaska at \$64,122 (2015). The majority of Sitka’s income, 66%, came from work earnings, wages, and benefits.”

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 bachelor’s 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. (McDowell Report)

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, as of August 1st, 2019 were as follows — SouthEast Alaska Regional Health Consortium (SEARHC) with 612 employees, Sitka School District 219, U.S. Coast Guard 209, 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. (Data from Sitka Economic Development)

ECONOMIC PROFILE

Household Income Measures

According to the City of Sitka's Comprehensive [Technical] Plan 2030, 58% of Sitka households earned less than \$50,000 annually, and 32% earned less than \$25,000. The chart below, taken from the City’s Plan, shows further details about income distribution.

Figure 8- Income Distribution in Sitka

	Adjusted Gross Income (AGI)	Number of Returns			% Total Income	% All Returns
		All*	Joint Filers*	Single Filers*		
TOTAL	\$303,677,000	4,650	1,610	2,500	100%	100%
\$1 under \$25,000	\$17,706,000	1,500	90	1250	6%	32%
\$25,000 under \$50,000	\$41,428,000	1,140	210	730	14%	25%
\$50,000 under \$75,000	\$45,412,000	730	330	290	15%	16%
\$75,000 under \$100,000	\$42,288,000	490	320	130	14%	11%
\$100,000 under \$200,000	\$88,717,000	660	540	100	29%	14%
\$200,000 or more	\$68,126,000	130	120	**	22%	3%

*Source: IRS 2014 Tax Returns for zip code 99835 * All includes joint, single, head of household, and other filers*

TRAVEL TO WORK

According to the U.S. Census Bureau, the estimates for the five-year period of 2013 to 2017 project that 60.9 percent of the Sitka workforce age 16 years and over drove alone to work. Another 24.7 percent carpooled, 15.6 percent walked to work, and 2.9 percent biked. Only 1.4 percent used public transportation excluding taxis. Nearly 5 percent worked at home. (Figures updated July 2019)

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. At the time of the last five-year plan, Silver Bay Seafoods and the industrial park were not served by fixed route bus service, but that service and a bus stop were added by the RIDE in 2018.

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. By 2018 estimates of the United States Census Bureau, 9.2 percent of individuals in Sitka are below poverty level. The increasing population of Sitka individuals with needs associated with aging, or with fixed or lower personal income 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.

1. 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

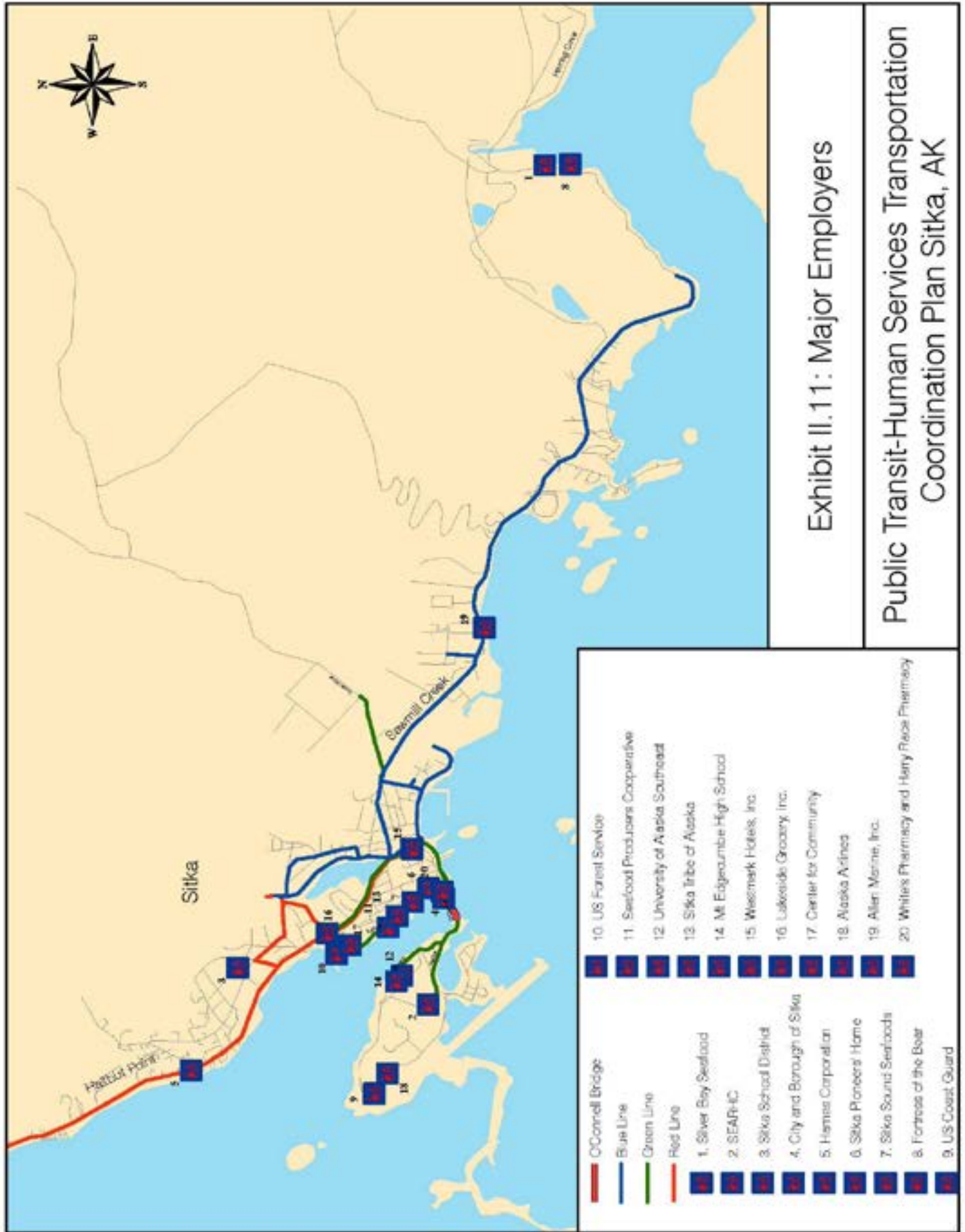
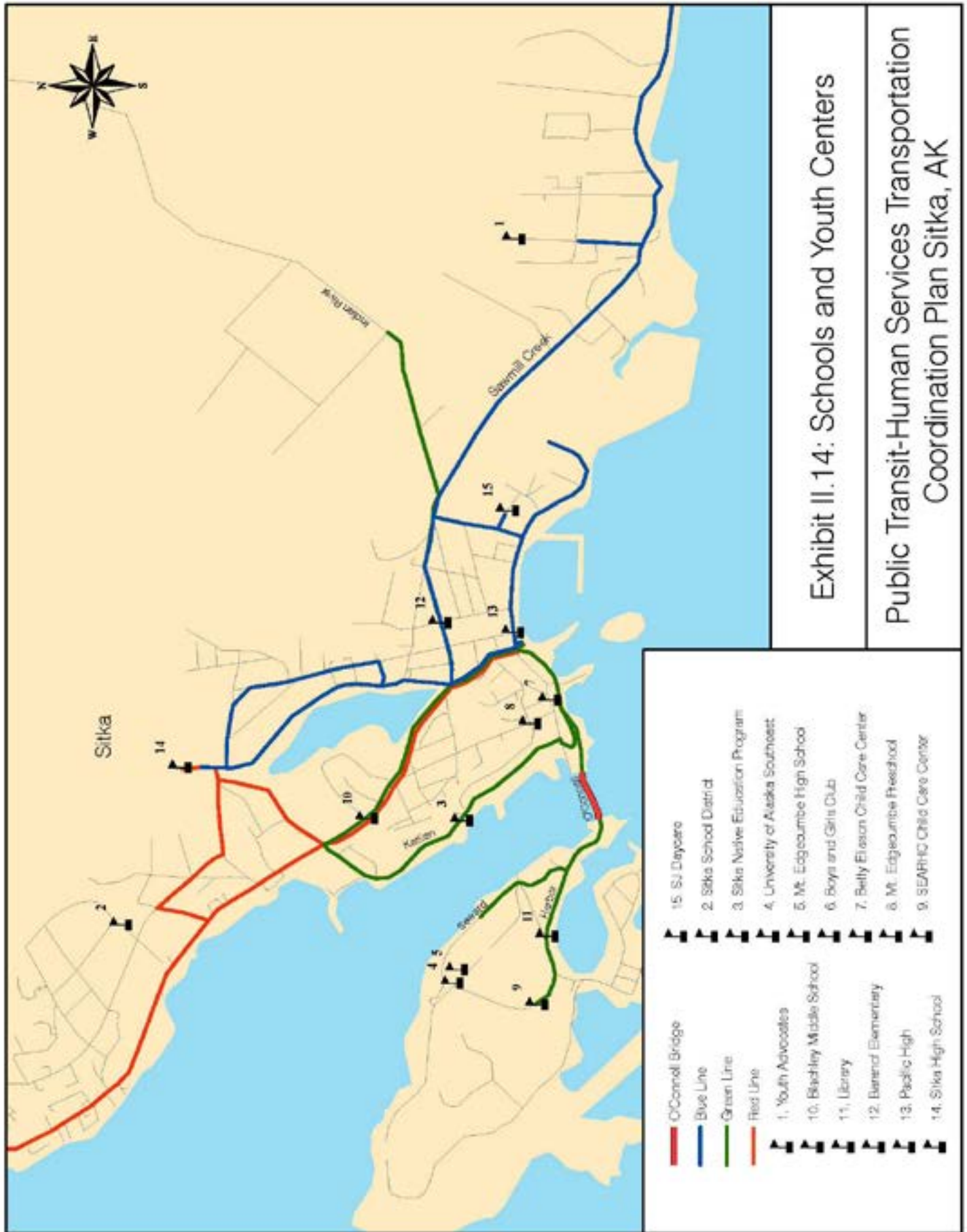


Exhibit II.11: Major Employers
 Public Transit-Human Services Transportation
 Coordination Plan Sitka, AK







and work sites is short. Another advantage to mobility in Sitka is the close proximity between most major trip origins and destinations. The most pressing current challenge for access to trip generators is the same as the most pressing challenge for Sitka transit in general: the need for more hours and more days of service.

Needs and Gaps in Service

OVERVIEW

For this report we attempted to contact local human service agencies, the user-stakeholders of public transit, and the general public to solicit input and request participation from individuals or organizations 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 general public meeting and stakeholder workshop;
- One public meeting focused on senior needs;
- A survey of the current the RIDE and Care-A-Van passengers; and
- A survey opportunity for the general public.

GENERAL PUBLIC AND STAKEHOLDER WORKSHOP

CFC and Sitka Tribe of Alaska hosted one local hearing and stakeholder workshop on August 28, 2019, to discuss unmet transportation needs and gaps in service for older adults, individuals with disabilities, people with low incomes, and the general public. The local manager of the Care-A-Van paratransit program) also attended and participated.

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 large block ads and public service 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 handouts 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 July 1, 2019, through Aug. 5, 2019. 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 Daily Sitka Sentinel (daily newspaper), KCAW-Raven Radio's community calendar (about every 3-4 days), on the RideSitka.com website (<http://www.ridesitka.com>) and on Facebook (<https://www.facebook.com/SitkaRide>), and shared in several Sitka groups).

Paper copies of the survey also were distributed on the RIDE and Care-A-Van buses. 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 \$100 and two \$50 gift cards from Sea Mart grocery store. In all, we received 60 survey responses.

Ridership frequency — On this question, the top response was Occasionally with 40.00 percent. The next response was a tie between 3-5 times per week and Not At All (18.33 percent each), followed by a tie between Every Day and 1-2 times per week (11.67 percent each).

Type of RIDE used — In this category, the majority of people used the RIDE fixed-route service (blue buses) with 86.54 percent. There were 7.69 percent who used the Care-A-Van paratransit service (white buses), and 5.77 percent used both.

Main reasons to use the RIDE/Care-A-Van — This question allowed multiple responses, and the top result was Work (56.86 percent). The next response was Shopping (50.98 percent), followed by Doctor's Appointment (37.25 percent), Social (35.29 percent), Other (27.45 percent), and a three-way tie between Social Service Agency Appointment, Cultural Events, and School (5.88 percent each).

Benefit from using public transit/paratransit in Sitka — Most respondents (53.45 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 (18.97 percent), and a tie between important for my daily life and not important in my daily life (13.79 percent each).

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. There were 33 Yes responses and 19 No responses on the question about the current hours of bus service meeting transportation needs, and there were 23 Yes responses and 28 No responses to the question about the current days of services meeting people's needs (if an answer wasn't Yes or No, but it listed a need, it was recorded as a No response).

Some people who answered Yes replied with comments about the need for more service. 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 more 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 (people could choose more than one answer). The top day was Wednesday (84.78 percent), followed by Tuesday (80.43 percent), Friday (76.09 percent), Monday (73.91 percent), and Thursday (71.74 percent). People who use the Care-A-Van on weekends said they use it more on Sunday (4.35 percent) than Saturday (2.17 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 (48 Yes, 7 No), but even some of the people who answered Yes said they'd like to see the Green Line go to the airport (either for work or because they have B&B guests). 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 Do Not Purchase Bus Pass (37.93 percent), followed by Multiple-Ride Punch Card (31.03 percent), a One-Way Single Ride Pass (17.24 percent), and Monthly Pass (13.79 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 56.90 percent, followed by walk (48.28 percent), drive yourself (43.10 percent), ride with a friend (25.86 percent), taxi cab (18.97 percent), bicycle (15.52 percent), the Care-A-Van white buses (12.07 percent), other (5.17 percent), and don't go (3.45 percent).

Rank priorities for the RIDE to expand services, if funding becomes available — This question asked people to rank four priority choices for expanding services. Most people only ranked three of the four choices (the fourth was Other), and some people only picked one priority.

Adding limited services on Saturday and Sunday (9 a.m. to 5 p.m.) was the top priority (45.28 percent ranked it No. 1), with full Saturday service (6:30 a.m. to 7:30 p.m.) having the next highest No. 1 rankings (38.30 percent). Other expanded services had 13.66 percent No. 1 rankings, followed by expanded weekday service (to 11 p.m. on M-F) had 11.76 percent No. 1 rankings. Expanded weekday service had the highest No. 2 rankings (43.14 percent), followed by full Saturday service (31.91 percent), and limited Saturday/Sunday service (18.87 percent). Expanded weekday service had the highest No. 3 rankings at 31.37 percent), followed by limited Saturday/Sunday service (26.42 percent) and full Saturday service (25.53 percent).

A new question: How much funding should the City and Borough of Sitka contribute to the RIDE — This question told riders that the RIDE currently has a budget of about \$700,000 a year and the City and Borough of Sitka only contributes about \$55,000 to that total. It asked people what level of funding they thought the city should contribute. The top answer was \$100,000 (39.29 percent), followed by the current \$55,000 (21.43 percent), \$150,000 (12.50 percent), no funding (10.71 percent), \$200,000 (8.93 percent), and \$250,000 or more a year (7.14 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 Facebook or other social media (60.34 percent), followed by website (55.17 percent), newspaper (41.38 percent), rider guide (36.21 percent), radio (27.59 percent), a flier/poster inside the bus (25.86 percent), and the least effective means was television (5.17 percent).

Age of survey takers — The top age group to respond to the survey was age 30-49 (35.59 percent), followed by age 50-64 (33.90 percent), age 65 or older (18.64 percent), and age 19-29 (11.67 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 \$50,000 or more a year (33.33 percent). The next income group was those making \$25,000 to \$49,999 (26.79 percent), followed by \$10,000 to \$24,999 (21.43 percent), and those making \$9,999 or less (17.86 percent).

SUMMARY OF 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 meetings, as part of the survey process, and through email. Many of these needs, even those mentioned as far back as 2010 or in forums since that time, still aren't being met due to funding issues.

- **Employment Related Transportation:**

- Weekend transportation, early morning (before 6:30 a.m.), and late evening weekday transportation (at least until 10 p.m.) is needed to support shift workers at both smaller employment centers and at major employers (such as the SEARHC hospital and health care campus).
- 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's human services agencies need to replace aging small vehicles (i.e., sedans and minivans), which they use for trips with single or few client passengers.

- **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 an increase in local government financial support of public transportation in Sitka.**
 - **Human service agencies and all organizations need to improve information sharing about the 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.

CHALLENGES TO COORDINATED TRANSPORTATION

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

- 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. Public transit receives very limited financial support from the City and Borough 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 significant increases in 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 cannot decide to “rely” upon public transit.

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.

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

COORDINATED TRANSPORTATION PRIORITIES AND IMPLEMENTATION STRATEGIES

OVERVIEW

For the 2020-2025 Plan, 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. (Plan coverage is dated July 1, 2020 through June 30, 2025.)

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 2019 van obtained by CFC and then “leased” to Youth Advocates of Sitka for that agency’s programs. In 2019, CFC also succeeded in getting a grant –and new 2019 station wagon–for its own program of services to persons with intellectual or 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 2025.

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 2020-2025 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 the nine years since 2010. These goals continue to serve well for SFY2021 - 2025. 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.

Priorities for human services transportation seem not to have changed much since the development of the 2010-14 plan, when the consulting team presented preliminary coordinated transportation objectives based on the needs assessment and outreach efforts. Stakeholder human services agencies 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 stakeholders 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).

One planned step as of Plan publication: fixed-route RIDE to work with Mt. Edgecumbe high school administration to facilitate their students using the RIDE services when coming into downtown or to Sitka high school for classes or events.

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: Find Opportunities to Help Make It Easier for These Residents to Use Public Transit.

Implementation Strategies to be Explored:

3.1.1: Explore funding opportunities to continue a voucher/pass program for human services agency clients that partially subsidizes rides on public transit, which is transportation that will support employment for those clients.

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:	In SFY19, nearly 9,000 rides on fixed route were used by clients of human services agency eligible for the vouchers.
Performance Measures:	Administration of the program planned; Funding for administration secured; Local funding to purchase vouchers secured; Number of vouchers provided after implementation; 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: Support Sitka Tribe of Alaska’s participation in national effort by tribes to favorably influence the funding methodology and amount of federal funding for the federal Tribal Transit program. Support STA’s involvement with advocacy regarding the 2019-2020 reauthorization of the Federal Transit Act.

Priority:	Immediate and Ongoing.
Parties Responsible:	STA.
Staffing Implications:	Staff time to participate with other tribes, and with Community Transportation Association of America on advocacy efforts.
Capital Requirements:	None.
Ridership Implications:	Potential increase Tribal Transit funding to Sitka Tribe, allowing possible expansion of services.
Performance Measures:	Increased funding, and favorable funding methodology changes to be included in the 2020 reauthorization of the Federal Transit Act.
Potential Costs:	None known.

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.

Implementation Strategies to be Explored:

4.1.3: Work with other transit providers in Alaska and the Alaska Mobility Coalition to advocate with the Dunleavy Administration and the 2020 Legislature for restoration of State funding for match to community transportation, and for services and small vehicle purchases needed to serve beneficiaries of the Alaska Mental Health Trust.

Priority:	Immediate and Ongoing.
Parties Responsible:	STA and CFC
Staffing Implications:	Staff time to participate with other tribal providers and with Alaska Mobility Coalition on advocacy efforts.
Capital Requirements:	None.
Ridership Implications:	Potential restoration of at least \$30,000 annually in State match to the Sitka transit system’s budget. Potential restoration of services and small capital funding that will enhance services in Sitka, of both transit and the human service agencies. These restorations of funding would prevent reduction of services in SFY2021.
Performance Measures:	Restoration of funding from State.
Potential Costs:	None known.

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

Objective 5.1: Find Ways To Fund Expanded Weekday Hours and Add Weekend Service.

Implementation Strategies to be Explored:

5.1.1: 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.

Objective 5.2: Improve accessibility to bus shelters for fixed-route stops.

Implementation Strategies to be Explored:

5.2.2: 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.

Objective 5.3: Improve accessibility to fixed-route service outside the downtown core by creating more scheduled stop points, and by implementing flag-stop drop-off service

Implementation Strategies to be Explored:

5.3.1: Open discussions with Dept. of Transportation regarding setting up more designated passenger

stop points both inbound and outbound, on the two State highways: Sawmill Creek Road and Halibut Point Road

Priority: Mid-Term and Ongoing until more stop points are permitted.

Parties Responsible: STA and CFC.

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.

5.3.2: Open discussions with Dept of Transportation regarding fixed-route buses allowing passengers to disembark from the buses by a flag-stop service, on the two State highways (outside the downtown core).

Priority: Mid-Term and Ongoing until flagstop drop-offs are permitted.

Parties Responsible: STA and CFC.

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: Increased ridership.

Potential Costs: Staff time involved.

5.3.3: Replace aging fleet of fixed route and paratransit vehicles to reduce operating costs of maintenance and to improve stability and reliability of transportation services to the public.

Priority: Mid-Term and Ongoing

Parties Responsible: STA and CFC.

Staffing Implications: Staff time must be dedicated to the project.

Capital Requirements: For CFC, raising 20% required capital match.

Ridership Implications: Potential for increased ridership from individuals with disabilities due to improved access to the RIDE buses (some

will be kneeling buses).

Performance Measures: Increased ridership.

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.

PUBLIC HEARING AND ADOPTION OF THE PLAN

The plan was presented to the Council of the Sitka Tribe of Alaska on October 2, 2019, 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 nine in favor, zero against, and zero absent. Tribal Resolution 2019-107 for the Authorization to Accept the Five-Year Plan for Coordination of Public Transit and Human Services Transportation in Sitka, July 2020 through June 2025, is provided on the following pages. The plan originally was scheduled to be presented to the Council of the Sitka Tribe of Alaska on September 18, 2019, but an agenda snafu pushed the adoption vote back to the next tribal council meeting.



Sitka Tribe of Alaska
456 Katlian Street
Sitka, Alaska 99835
907-747-3207
Fax: 907-747-4915

Tribal Council Resolution 2019-107

**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 4,445 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 of Alaska's 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 Kwaan and such are composed of the western side of Baranof Island, the greater reaches of Peril Strait, southwestern portions of Chichagof Island and the myriad islands as well as the waters between these locations; 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 of Alaska's Tribal Transit grant to expand and enhance public transit in Sitka, and the pass through of Sitka Tribe of Alaska'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 staffs 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 Plan for Coordination effective July 2020 through June 2025, and recommend its adoption by the 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 2020-2025 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 criterion; and

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

WHEREAS, the 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 2020-2025 Plan for public review has been advertised at least twice via the local newspaper, social media, and the local public radio station's community calendar, and posted on the website, www.ridesitka.com; 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 accept the "Five Year Coordinated Transportation Plan for Human Services in Sitka, for July 2020 through June 2025."

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 October 2, 2019, at which a quorum was present by a vote of 9 IN FAVOR, 0 AGAINST, 0 ABSTAIN, 0 ABSENT.


KathyHope Erickson - Tribal Chairman

Attest:

Nancy Douglas - Tribal Secretary

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.

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)

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.

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.

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

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 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)

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

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).

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

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.

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.

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.

SUMMARY OF CONTENTS

This appendix includes the outreach documentation used to produce this plan. Included are

1. Copies of public service announcements about the public survey; in daily newspaper, weekly shopper, Facebook, and the public radio station's community calendar;
2. a copy of our community survey with the survey results (note, pages with the names and contact info of survey takers have been redacted from the results made public);
3. the block ads and press releases for our two public meetings;
4. the sign-in sheet from the general public meeting of August 28, 2109;
5. a copy of handouts (2) distributed at the public meeting (8/28/19);
6. minutes from the public meeting of August 28, 2019;
7. the sign-in sheets from the public meeting about needs of seniors (8/29/19);
8. a copy of handout distributed at the senior needs meeting (8/29/19);
9. minutes from the meeting about senior needs; and
10. a copy of the block advertisement about the public comment period and STA Tribal Council meeting when the draft Sitka Public Transit-Human Services Transportation Coordinated Plan, July 2020 to June 2025, will be considered for adoption.

power-line mountain run) is limited to 25 runners and is conducted under a Special Use Permit with the Tongass National Forest. The run is sold out and new wait list registrations is closed. The current wait list remains active moving runners into confirmed runner spaces when cancellations occur in. The current wait list will become the standby list on race day.

Support vehicles to the run and Sitka Mountain Rescue will be staged at the parking lot below the picnic shelter. Organizers ask people to consider car-pooling, parking below and hiking up. Additional parking is at the top.

Harbor Mountain road is narrow and does not lend itself to parking on the side and access must be open at all times, organizers said. Spectators driving up are asked to yield to support vehicles driving up. The Alpine Adventure Run is a sanctioned event with the USA Track and Field under mountain runs. Sitka Mountain Rescue provides the Safety Plan, with safety coverage and water station. Any questions call Chris Horan 747-6471 or email christinehoran@gmail.com.

RIDE Customers To Take Survey

The RIDE and Care-A-Van customers are being sought to complete a short survey.

"We are updating the five-year Sitka public transit-human services transportation coordinated plan and we need your feedback," organizers of the survey said.

The short survey can be found at <https://www.surveymonkey.com/r/theRIDEsurvey2019>.

To encourage more participation, one ticket will be drawn to win a \$100 gift card and two people will win \$50 gift cards from Sea Mart. Participants must live or work in Sitka to qualify, only one survey per person.

Signing the survey is optional; however, to be eligible for one of the gift cards a name and contact information is needed.

The survey must be completed before Monday, Aug. 5.

Mariner's Compass Quilt Class Set

Internationally recognized quilter Robin Long will teach a two-day "Modern Mariner's Compass" class Sept. 21-22 at Cavanaugh Hall.

Hosted by the Ocean Wave Quilters Guild, the weekend class will start with a trunk show and lecture at the Pioneers Home Chapel 7 p.m. Sept. 20.

Cost for the workshop is \$140. Reservations can be made at Abby's Redefined Quilt Shop, 747-3510, and payment is due at time of registration. To learn more about Long, go to her website at robinruthdesign.com.

7:00 PM Harrison Centennial Rd

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

A. Approve the July 2, 2019 minutes.

IV. PERSONS TO BE HEARD (Public participation on any item off the agenda. All public testimony is not to exceed 3 minutes for any individual, unless the Chair imposes other time constraints at the beginning of the agenda item.)

V. PLANNING DIRECTOR'S REPORT

VI. REPORTS

VII. THE EVENING BUSINESS

1. Public hearing and consideration of an extension on an initiation period for a conditional use permit for a short-term rental at 709 Lincoln Street approved under case number CUP 18-26. The property is also known as Lot 21, Block 13, Tract A, USS 1474. The request is filed by (Kathryn) Ann Chadwick. The owner of record is Lincoln Street House, LLC.

2. Public hearing and consideration of a zoning variance for front and side setbacks at 200 Park Street in the R-1 single-family and duplex residential district. The property is also known as A Portion of Lot 24, Block 14, Sitka Townsite. The request is filed by Zack and Jacqui Foss. The owners of record are Zack and Jacqui Foss.

VIII. ADJOURNMENT

NOTE: More information on these agenda items can be found at <https://cityof-sitka.org/legislat/calendar.aspx> or by contacting the Planning Office at 100 Lincoln Street. Individuals having concerns or comments on any item are encouraged to provide written comments to the Planning Office or make comments at the Planning Commission meeting. Written comments may be dropped off at the Planning Office in City Hall, emailed to planning@cityof-sitka.org, or faxed to (907) 747-6338. Those with questions may call (907) 747-1814.

Published: July 12, 15, 2019

LEGAL NOTICE

THE FOLLOWING VACANCIES are to be filled through a regular election of the City and Borough of Sitka to be held on October 1, 2019.

TWO ASSEMBLY MEMBER seats:	2 three-year terms
ONE SCHOOL BOARD MEMBER seat:	1 three-year term

QUALIFICATIONS FOR CANDIDACY: A qualified voter who has resided continuously in the municipality during the twelve months immediately before the election may be nominated for Assembly member. The Mayor is a member of the Assembly. School Board applicants must be qualified voters in the municipality for 30 days immediately before the election.

CANDIDATE NOMINATION PETITION: Nomination petitions are available in the Municipal Clerk's office in the municipal office building at 100 Lincoln Street. The nomination petition must be signed by at least 25 qualified voters from the municipality. Included with each signature shall be the signer's place of residence, with the street and house number or other clear description. No elector shall sign more than one petition for each office to be filled. If he or she does so, his or her signature shall be valid only on the first complete petition filed for that office.

AFFIDAVIT OF CIRCULATOR OF PETITION: The circulator of the nomination petition shall submit with the petition a sworn affidavit that each signature on the nomination petition was made in the presence of the circulator.

ACCEPTANCE OF PETITION: Nomination petitions will be accepted by the Municipal Clerk only if accompanied by the nominee's Public Official Financial Disclosure Statement and Acceptance of Nomination signed by the person nominated. The Acceptance of Nomination shall list the candidate's voter registration number and the length of time he or she has resided in the municipality.

FILING OF NOMINATION PETITIONS: All nomination papers comprising a petition must be filed with the Municipal Clerk in a packet not earlier than July 15 or later than August 2.

The deadline for filing is 5:00 p.m. August 2, 2019. Any candidate nominated may withdraw their nomination not later than 5:00 p.m. on the forty-sixth day (August 16, 2019) before the election by appropriate written notice to the Municipal Clerk.

Sara Peterson, MMC
Municipal Clerk

Published: July 3, 12, 26, 31, 2019

June 15, 2019 - 5:27 PM
 Application Deadline:
 Open Until Filled

Think & Hays accepts electronic applications only. For questions contact Human Resources humanresources@sitka-nsn.gov or call 907-746-3777.



**Sitka Tribe of Alaska
 Job Openings**

**SOCIAL SERVICES
 JOB OPENINGS:**

ICWA Caseworker
 \$13,000-\$19,000/yr + benefits
 General Assistance Caseworker - DOE

**SITKA NATIONAL HISTORICAL
 PARK OPENINGS:**

Education Specialist
 \$20,000-\$57,000/yr + benefits
 Seabird Park Ranger - \$16,000/yr

See a complete job description and application visit:
www.sitkatribes.org

Questions? Contact Anne Davila
 907-747-3387 or email at
anne.davila@sitkatribes-nsn.gov

LONGVIEW LODGE is accepting applications for lin cooks, prep cooks, dishwashers and housekeepers. Competitive wages due. Please call 907-747-7910 or email applications@longviewlodge.com.

SITKA PIONEER HOME is seeking Full-Time & Part-Time Housekeepers, Laundry Attendants, Cooks and Food Service Workers. This is an excellent opportunity for candidates interested in working in an assisted living facility. Apply online today! Visit www.menus.com/employment. For more information, call (807) 265-4172.

FULL-TIME LOT ATTENDANT needed! Must be willing to work nights and weekends. \$13/hr. + benefits. valid ID. license required. Clean record. Apply online for Bl Avis, located in Sitka, Alaska.

HIGHLANDER COFFEE Co. now hiring for F-T and P-T baristas, plus lunch prep cook. Great hours and competitive pay. Great benefits. Apply online at www.highlandercoffee.com. Call 747-3219 for more information.

Vacation Specials
 1. Deluxe 2-Bedroom Cabin & Inland
 2. Deluxe 2-Bedroom Cabin & Inland
 3. Deluxe 2-Bedroom Cabin & Inland
 20-Day Minimum Stay
 Valid through April 30



EFFICIENCY APT. utilities included. Long-term. NSNP. Perfect for single. \$775/mo + deposit. 253-253-4901.

2 1/2-BEDROOM, 1-BATH, house. 1,100sqft. Recent paint, carpet, W/D. Downtown but quiet. Very clean. NSNP. Furnished \$1,800/month; Unfurnished \$1,500/month. 2-car parking. First deposit: \$300-\$350.

LARGE 1-BDRM apt. close to town. W/D, no smoking, no pets. \$950 utilities. Apply 747-4703, leave message.



**In-Town
 Waterfront Lodging**
 Families and Groups
fishermansquay.com
 675 Kalbar St. 747-4712

**RIDE Customers
 To Take Survey**

The RIDE and Clear-A-Van customers are being sought to complete a short survey.

"We are updating the five-year Sitka public transit-human services transportation coordinated plan and we need your feedback," organizers of the survey said.

The short survey can be found at <http://www.surveymonkey.com/r/theRIDEsurvey2019>.

To encourage more participation, one ticket will be drawn to win a \$100 gift card and two people will win \$50 gift cards from Sea Mart. Participants must have no work in Sitka to qualify. Only one survey per person.

Signing the survey is optional; however, to be eligible for one of the gift cards, you must provide contact information. The survey will be completed by 5 p.m. Monday, Aug. 5.

**Karate Camp
 Set for August**

An introductory to karate camp will be offered 8-11 a.m. Aug. 5-6 at the New Archangel Dancers studio. The camp is for students entering second through fourth grades.

The cost is \$125. Registration now open and space is limited. To register or for more information call Sensei Laurinda Marullo at 738-2800, email sensei@sitkakarate.org or visit Kenwa Karate of Sitka at www.sitkakarate.org.

**Solve Mysteries
 Book Club Set**

A Solve Mysteries Summer Book Club will be offered to ages 7 to 10 in summer at the Sitka Public Library.

The book club will run 3:30-4 p.m. July 23 and 30. Participants will read together the solve-them-yourselves-mysteries adventure "The Legend of the Star Kicker" by J.J. Wagner. The group will solve mysteries by following clues within the story and its illustrations.

The free program requires registration and space is limited. For information call the library at 747-8708.

**Chamber Golf
 Tourney July 28**

The 12th annual Chamber of Commerce golf tournament will be held 9 a.m. Sunday, July 28, at Sea Mount Golf Course. Registration begins at 8 a.m.

The entry fee of \$75 includes a tournament pass for 18 holes an award lunch.

Contact the Chamber at 747-8600 or sitkachamber.membership@gora.com for further information.

**Experimental
 Photo Class Set**

Jose Francisco Salgado with introductory photography techniques he has developed to capture images that are impossible to see with the human eye. Changes in landscape, infrared and high speed flash.

Registration for the 8:30 a.m.-10 a.m. July 29-Aug. 6 classes at the Sitka Center is open. The cost is \$175. Sitka Fine Arts Center, 117 1/2 S. Front St. For more information or photos for a list of supplies, call 747-3219.

Legion Auxiliary Meets Wednesday

The Anchorage Legion Auxiliary will meet 7 p.m. Wednesday, July 24, at the Legion building.

All members are being encouraged to attend.

Free Volleyball Camp July 23-24

A free volleyball camp with Lauren Schlad, professional European volleyball player and Nike RT ambassador, is planned July 23-24 at the Denali Middle School.

Grades 6-8 will meet 10 a.m. to 12 p.m. followed by grades 9-12 from 1-3 p.m.

To register or more information, email Zallen@alaska.net or call 907-263-1111.

Exposure to Air Pollution Set

The U.S. Environmental Protection Agency will introduce new techniques to help develop better exposure maps that are important to see with the human eye: changes in landscape, infrared and high speed tech.

Registrations for the 8:30 a.m.-noon July 29-Aug. 8 class at the Yaw Art Center is open. The cost is \$520. Call Sitka Fine Arts Camp at 747-3085 to register. Visit www.finearts-camp.org for a list of supplies.

On Honor Roll

John James Ganitans of Sitka was one of 2,056 students on the spring honor roll at Spokane Community College, Spokane, Washington.

He is a 2014 Sitka High graduate.

CCS offers academic transfer, career-technical and eLearning degree and certificate programs, business and community training, and adult literacy programs throughout northeastern Washington, enrolling approximately 34,000 students a year.

Playgroup Canceled

Center for Community's Teach Your Children Well Playgroup is canceled July 23-Aug. 15.

The playgroup will resume 10-11 a.m. Tuesday, Aug. 20, at Grace Harbor Church, 1964 Halibut Point Road. For more information, call 966-4231.

Call about a subscription to your hometown newspaper. Daily Sentinel • 747-3219

Event at Fire Hall

The annual Super Saturday fundraiser for the Sitka Fire Department will be 10 a.m.-2 p.m. Saturday, July 27, at the fire hall.

Chili, hot dogs and beverages will be for sale. Grace Lauen's famous fry bread will be available. A silent auction, the bouncy castle, dunk tank and the raffle also are planned.

Tables are available for a donation to sell garage sale treasure, independent ventures, crafts and other items. To sign up for a table, call 747-6875 or email info@sitkafire.org to leave a message.

RIDE Customers To Take Survey

The RIDE and Care-A-Van customers are being asked to complete a short survey.

"We are updating the five-year Sitka public transit-human services transportation coordinated plan and we need your feedback," organizers of the survey said.

The short survey can be found at <https://www.surveymonkey.com/id/6eRIDEsurvey2019>.

To encourage more participation, one ticket will be drawn to win a \$100 gift card and two people will win \$50 gift cards from Sea Man. Participants must live or work in Sitka to qualify, only one survey per person.

Signing the survey is optional; however, to be eligible for one of the gift cards a name and contact information is needed.

The survey must be completed before Monday, Aug. 5.

Fish Skin Basket Class to Register

Elder Audrey Armstrong will teach fish skin basketry 8:30 a.m.-noon July 29 through Aug. 2 at the Yaw Art Center on the SI Campus.

The cost is \$520. Call Sitka Fine Arts Camp at 747-3085 for more information or to register. Materials are provided.

Run, Walk Benefits Baranof School

The Stride 365 5K run/walk back-to-school run is slated 9:30 a.m. Aug. 9 at the O'Connell Bridge Lightering facility. Registration begins at 9 a.m.

The \$10 registration fee will be donated to Baranof Elementary School.

Contact Heleena van Veen at 966-8914 or helocnav@scsdc.org for information.

The town, about 400 miles west of Anchorage, serves as a hub community for smaller villages.

2 Women Killed

KENAI (AP) — Police in Kenai said two women who were shot and killed may have known the suspect.

The Peninsula Clarion reports two women were found dead Sunday morning inside a home on the north side of Kenai.

The women were related. The names were not immediately released because next of kin had not been notified.

Officers responded to the home the early morning hours.

Police say the suspect is a heavy-set black man who wore a gray hooded sweat shirt and orange cap. Police say he is armed and dangerous.

Police are looking for witnesses with information, including surveillance video.

Suspect Charged

ANCHORAGE (AP) — A 34-year-old Togiak man has been charged with first-degree murder in a fatal shooting at the village last week.

Richard Sears, who was shot and wounded by an Alaska State Trooper, was charged Friday in the death of 61-year-old Samuel Briso.

Sears is jailed in Anchorage, where he had been flown for treatment. Online court records do not list his attorney.

Togiak State Trooper Daniel Sudloske after hearing shots on July 11 saw Sears with a gun standing over Briso's body.

Troopers say Sudloske ordered Sears to drop the gun, and when he refused, fired at least one round from his service weapon, striking Sears.

Sudloske is an 18-year-veteran trooper.

Solve Mysteries Book Club Set

A Solve Mysteries Summer Book Club will be offered to ages 8 to 10 this summer at the Sitka Public Library.

The book club will run 3:30-4:30 p.m. July 23 and 30. Participants will read together the solve-them-yourself-mysteries adventure "The Legend of the Star Runner" by JJ Wagner. The group will solve mysteries by finding clues within the story and its vivid illustrations.

The free program requires registration and space is limited. For information call the library at 747-8708.

SEARCHC
 SOUTHWEST ALASKA REGIONAL HEALTH COOPERATIVE
Clinical Laboratory Assistant
 Great opportunity for the candidate looking to work in the medical field. Minimum qualifications include: (1) Diploma or GED with Phlebotomy experience/certification preferred; (2) FIT & Benefited. Visit us at www.searchc.org to learn more and apply today!

SITKANS AGAINST Family Violence is hiring for a part-time Male Engagement Coordinator to oversee efforts that involve and engage men in violence prevention work. This position will be responsible for facilitating meetings, program planning and evaluation, and providing support to rural communities. Qualified applicants must have an understanding of public health approaches to stopping violence, program coordination experience, cultural competence when working in rural, Indigenous Alaska Villages, and be highly committed to racial and gender equity. Please go to www.SAFV.org for detailed job description. Send letter of interest, resume, and 3 references to Judge Smith, Prevention Director at prevention@saav.org. Position open until filled, salary \$21.16 per hour, SAFV is an EOE.

HR
Human Resources Coordinator -
 Jurnals: \$27.61 - \$35.21
 Application Deadline:
 Open Until Filled
 Thigit & Halde accepts electronic applications only. For questions, contact Human Resources' humanresources@pathway.gov or call 907/463-7707

FULL-TIME LOT Attendant needed! Must be willing to work nights and weekends \$13/hr. +benefits, valid license required +clean record. Apply online or at Alys, located in Sitka Airport.

HIGHLINER COFFEE Co. now hiring for F-T and P-T baristas, plus lunch prep cook. Great hours and competitive pay. Drop all employment application at Highliner.

THE SENTINEL has carrier routes available & temporary summer routes. Call 747-3219 for more information.

Lots for Sale
VERY PRIVATE, 9,800SF, 728 Indian River Road, \$147,000, (907)321-1232.
Storage Space
HEATED STORAGE units available. ALASKA HEATED Mini-Storage. 907-338-3343.
LONG-TERM RENTAL, 2-bdrm, 2-bath, lots of storage, A/C, no pets, No Pets, 747-5110.
LARGE 3 BR/2BA, LR, DR, kitchen, laundry, shared garage, \$1,200/mo. Available 8/1. 907-209-9527.
CATHEDRAL ARMS, 1BR & Studio Apartments. Heat included. Beautiful Views, Partially Furnished, N/S, N/P. 907-338-6343.

Extended Stay
Vacation Rental
Fall/Winter Specials
 Includes Electric, Heat, Cable & Internet
 Studios starting @ \$99 for 30 days*
 1 Bedroom starting @ \$1,100 per 30 days*
 2 Bdrms starting @ \$1,100 per 30 days*
 3 Bdrms starting @ \$1,200 per 30 days*
 *30-Day Minimum Stay Required
 Valid through April 30
SITKA TRAVEL
 734-0176 - <http://sitkatravel.com>

NEW, UNFURNISHED, 1BR+den, UNITS included, W/D. Close to town. \$1,400 + deposit. N/S/NP. Long term. 253-269-4901
EFFICIENCY APT, utilities included. Long-term. N/S/NP. Perfect for single. \$775/mo + deposit. 253-269-4901
2/3-BEDROOM, 1-BATH, house, 1,100sf. Recent paint, carpet, W/D. Downtown, but quiet. Very clean. N/S/NP. Furnished \$1,800/month. Unfurnished \$1,500/month. 2-car parking. First deposit. 738-2635.
LARGE 1-BDRM apt. Close to town W/D, no smoking, no pets, \$660 + utilities. Apply 747-4703, leave message.

In-Town Waterfront Lodging
 - Families and Groups -
fishermansquay.com
 47 S. Katlian St. 747-4712

TOUR MENTOR
 Students must provide a daily sack lunch, two pocket snacks, and warm clothes.
 PEAK is located at 303 Kirschoff Street, on the lower level of the Methodist Church. It is not affiliated with the Methodist Church.
 Registration paperwork can be completed or picked up at the PEAK Program. Full-time rate is \$590 with part-time rate is \$520.
 *Contact Karla Horner Raffaele at 747-5224 or email peakprogram@sitkaalaska.gov for additional information.

Karate Camp Set for August

An introduction to karate camp will be offered 9-11 am, Aug. 5-8 at the New Archangel Dance studio for students entering second through fifth grades.
 The cost is \$125. Registration is now open and space is limited. To register or for more information call/text Sensei Lucinda Marcello at 738-2887, email seccel@sitkakarate.org or visit www.sitkakarate.org.

RIDE Customers To Take Survey

The RIDE and Care-A-Van customers are being sought to complete a short survey.
 "We are updating the five-year Sitka public transit-human services transportation coordinated plan and we need your feedback," organizers of the survey said.

The short survey can be found at <https://www.surveymonkey.com/r/theRIDESurvey2019>.
 To encourage more participation, one ticket will be drawn to win a \$100 gift card and two people will win \$50 gift cards from Sea Mart. Participants must live or work in Sitka to qualify, only one survey per person.
 Signing the survey is optional; however, to be eligible for one of the gift cards a name and contact information is needed.
 The survey must be completed by 10:00 Monday, Aug. 5.

Playgroup Canceled

Center for Community's Teach Your Children Well Playgroup is canceled July 23-Aug. 15.
 The playgroup will resume 10-11 a.m. Tuesday, Aug. 20, at Grace Harbor Church, 1904 Habitat Point Road. For more information, call 966-4231.

Listen Live >

f t i v SEARCH D B ITEMS DONATE

Listen Live >

PROGRAM SCHEDULE NEWS v KCAW HIGHLIGHTS v
COMMUNITY CALENDAR ABOUT v CONTRIBUTE v

Raven Radio Community Calendar



To submit Community Calendar events scroll to bottom of the page or [CLICK HERE](#). Allow 3-5 days for the submission to be approved before appearing on the calendar and being read on the air.
More Community Calendars: [Yakutat](#) - [Haines](#) - [Juneau](#) - [Petersburg](#) - [Wrangell](#) - [Ketchikan](#)



LATEST | NEWSCAST

Orange = One-Time & Blue = Recurring

Today Thursday, July 25 - Week M

- 11:00am [Bishop's Tea House](#)
- 1:30pm [Senior Fishing](#)
- 2:00pm [Parent/Tot/More Swim](#)
- 5:30pm [Seafood Banquet- Canceled](#)
- 6:00pm [Sitka Hospital Board](#)
- 6:00pm [Al-Anon](#)
- 7:00pm [Mtn. Goat Comments](#)

Friday, July 26

[Ferry Comment Deadline](#)

[Library Alien Hunt](#)

[Lifeguards Wanted](#)

Public Transit Survey

When Friday, Jul 26, 2019

Description The RIDE public transit and paratransit five-year transportation plan seeks opinions through its survey at surveymonkey.com/r/theRIDESurvey2019 until Monday, August 5.

More: A \$100 gift card and two \$50 gift cards from Sea Mart are offered in a drawing as incentives

Events shown in time zone: Alaska

Raven Radio Community Calendar Event Submission

Submissions will appear on our online calendar, and will be read over the air. Please allow 3-5 days for the submission to be approved. We encourage you to submit events at least 2 weeks in advance.

Public Service Announcements can also be submitted at www.kcaw.org/contact-us/

Community Calendar

Today 8/12. [Look for earlier](#)

Monday, August 12

[Cooking Clas](#)

[Pelican Visitir](#)

6:00pm F

6:00pm C

8:00pm F

Tuesday, August 13

[Pelican Visitir](#)

12:00pm S

2:00pm F

2:00pm F

5:00pm S

Wednesday, August 14

[Buoy Observations](#)

[Cruise Ship Calendar](#)

[Inside Marine Wx](#)

[Outside Marine Wx](#)

[Sitka Ride Bus Schedule](#)

[Sitka Tides](#)

[Sunrise & Sunset](#)

* Required

Submitters Name and Phone Number *

In case we need to contact you - not for publication

Your answer

Event Title *

Your answer

Month *

Choose ▾

Day *

(If Event is several days running, post to the first day and explain how many days the event runs in the description)

Choose ▾

Start Time/End Time (please estimate if unsure) *

example: 4pm to 6pm

Your answer

Announcement *

This is what our host will read on the air. Please be brief: WHAT is happening, WHEN, and WHERE. Also, a contact name and number for more information.

Your answer

SUBMIT

Never submit passwords through Google Forms.

This content is neither



the RIDE Customer Survey 2019

Hello, the RIDE public transit (blue fixed-route bus) and paratransit (white Care-A-Van bus) customers. We are updating the five-year Sitka public transit-human services transportation coordinated 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 \$100 gift card and two people to win \$50 gift cards from Sea Mart (must live or work 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. For more information about the RIDE, go to <http://www.ridesitka.com> or check out our Facebook page at <https://www.facebook.com/rideSitka>. Please complete this survey before Monday, Aug. 5, 2019. Thanks.

1. How often do you catch the RIDE?

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



Sitka's the RIDE

Published by Charles Bingham (7)

· July 9 ·

Please help the RIDE by completing this survey

Hello, the RIDE public transit (blue fixed-route bus) and paratransit (white Care-A-Van bus) customers. We are updating the five-year Sitka public transit-human services transportation coordinated plan and we need your feedback. Please complete this short survey to help us better serve you, <https://www.surveymonkey.com/r/theRIDESurvey2019>. To encourage more participation, we will randomly select one person to win a \$100 gift card and two people to win \$50 gift cards from Sea Mart (must live or work 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. For more information about the RIDE, go to <http://www.ridesitka.com/> or check out our Facebook page at <https://www.facebook.com/RideSitka>. Please complete this survey before Monday, Aug. 5, 2019. Thanks.

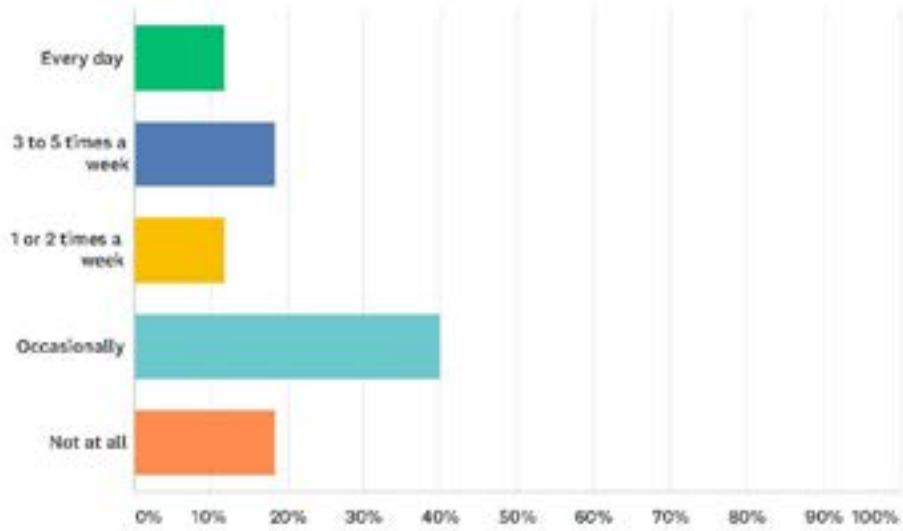


Write a comment...



Q1 How often do you catch the RIDE?

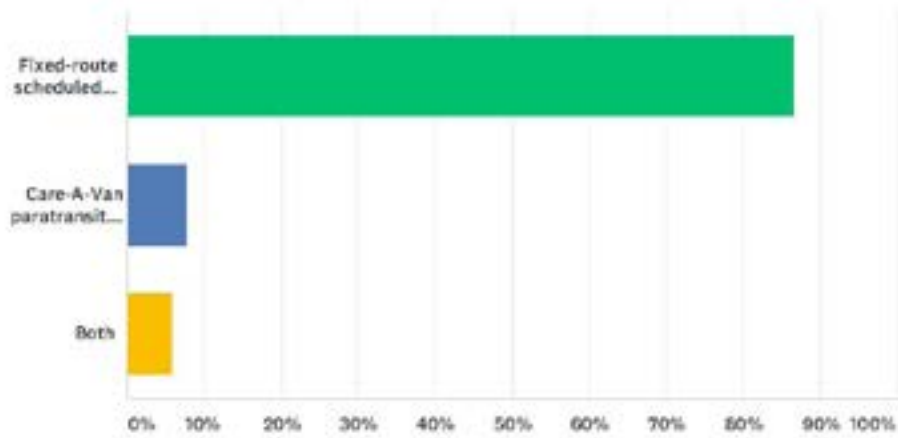
Answered: 60 Skipped: 0



ANSWER CHOICES	RESPONSES	
Every day	11.67%	7
3 to 5 times a week	18.33%	11
1 or 2 times a week	11.67%	7
Occasionally	40.00%	24
Not at all	18.33%	11
TOTAL		60

Q2 Which type of RIDE do you catch?

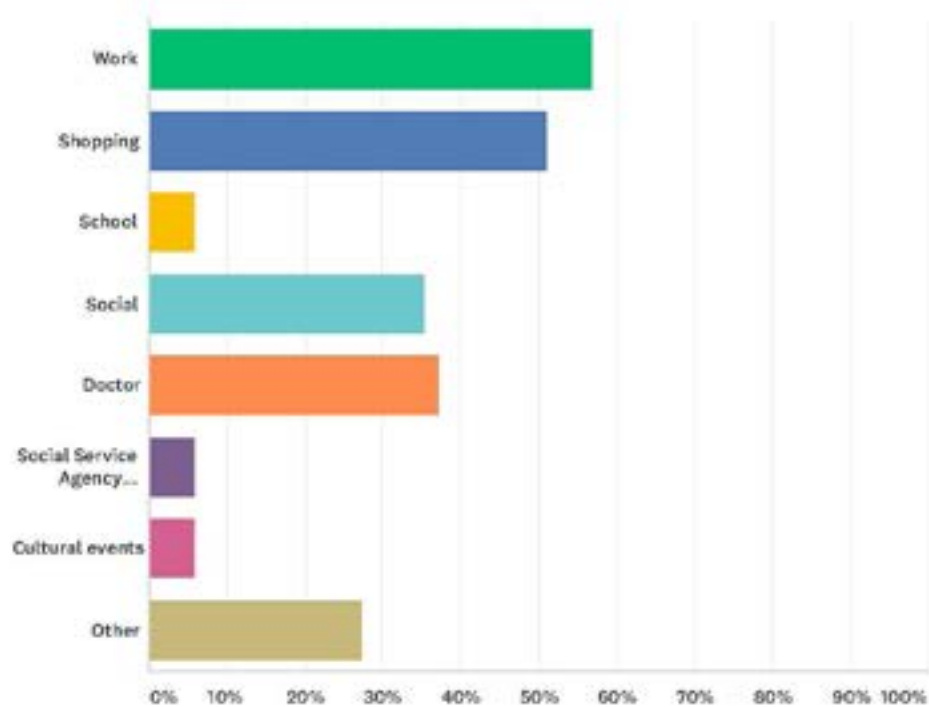
Answered: 52 Skipped: 8



ANSWER CHOICES	RESPONSES	
Fixed-route scheduled public transit buses (blue buses)	86.54%	45
Care-A-Van paratransit buses (white buses)	7.69%	4
Both	5.77%	3
Total Respondents: 52		

Q3 What are the main reasons you catch the RIDE? (Check up to three choices)

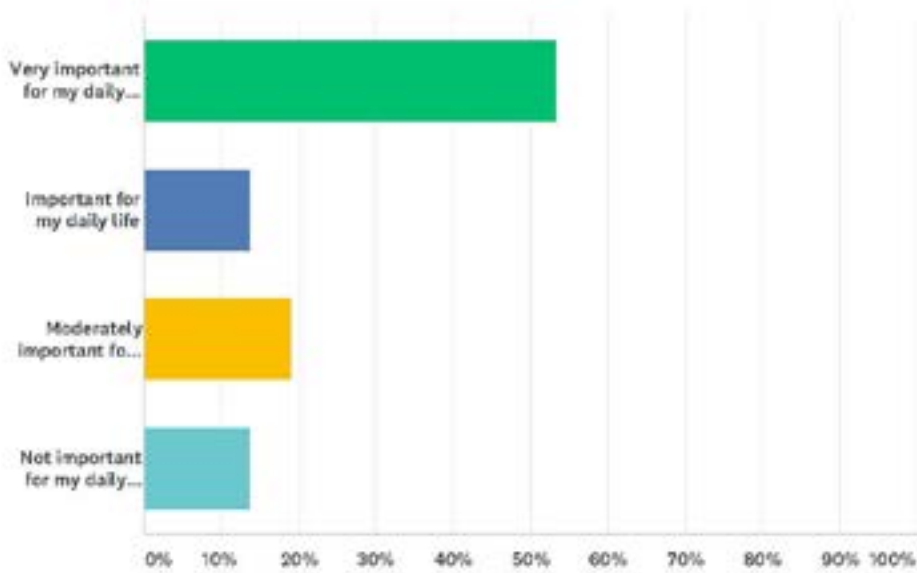
Answered: 51 Skipped: 9



ANSWER CHOICES	RESPONSES	
Work	56.86%	29
Shopping	50.98%	26
School	5.88%	3
Social	35.29%	18
Doctor	37.25%	19
Social Service Agency Appointment	5.88%	3
Cultural events	5.88%	3
Other	27.45%	14
Total Respondents: 51		

Q4 Please rate the benefit you get from having public transportation services available in Sitka.

Answered: 58 Skipped: 2



ANSWER CHOICES	RESPONSES	
Very important for my daily life	53.45%	31
Important for my daily life	13.79%	8
Moderately important for my daily life	18.97%	11
Not important for my daily life	13.79%	8
TOTAL		58

Q5 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: 52 Skipped: 8

#	RESPONSES	DATE
1	No, at least until midnight	8/10/2019 8:39 PM
2	Yes	8/8/2019 3:30 PM
3	Yes	8/8/2019 3:22 PM
4	Yes (on Question 4, noted that family and friends use buses--both)	8/8/2019 3:14 PM
5	Yes	8/8/2019 2:56 PM
6	Yes	8/8/2019 2:54 PM
7	Yes. Although, it would be so awesome if it ran on Saturdays - the day to do grocery shopping	8/5/2019 8:49 AM
8	yes	8/4/2019 12:04 PM
9	Yes	8/4/2019 12:01 PM
10	up to 8:30 p.m.	8/4/2019 11:53 AM
11	Yes	8/4/2019 1:15 AM
12	No. I use the RIDE to get to SEARHC for work. Since I work 7 am-7 pm, I can catch the ride to work but cannot catch it back from work. Also when I work weekends I have to find alternative transportation as the RIDE does not run on weekends.	8/3/2019 1:00 PM
13	No After 6pm would be ideal (most of the time by the time I get done with work and need a bus, it's already the last bus and I wouldn't be able to catch it and then get back home) Weekends- that's the only times it doesn't really run and I have heard elders and disabled persons need it then, especially to run errands they can't during the normal business day	8/3/2019 9:53 AM
14	Yes but a Saturday route	8/3/2019 12:23 AM
15	Yes	8/2/2019 3:49 AM
16	No, 6pm to 9pm	7/30/2019 3:46 AM
17	Yes they do	7/30/2019 3:44 AM
18	No. I wish they started running earlier in the morning.	7/27/2019 7:24 AM
19	Yes	7/26/2019 6:38 AM
20	I wish they'd start a bit earlier for those who start working at 7am, I greatly appreciate the hours you do provide and is very helpful. Also weekends are needed, at least Saturday would be beneficial to us all.	7/25/2019 11:31 AM
21	Yes	7/25/2019 10:22 AM
22	Yes	7/25/2019 3:34 AM
23	Yes	7/25/2019 2:05 AM
24	No, 7 a.m. to 9 p.m.	7/25/2019 12:57 AM
25	No. Saturday during shopping hours	7/24/2019 4:47 PM
26	Yes	7/24/2019 2:29 PM
27	I would like to see weekend and late night services once the budget is there for them	7/24/2019 10:49 AM
28	yes	7/23/2019 6:56 AM

29	Yes	7/22/2019 4:46 AM
30	Yes	7/21/2019 4:28 PM
31	Yes	7/21/2019 2:37 PM
32	Yes	7/20/2019 5:51 PM
33	Yes	7/14/2019 9:00 PM
34	Yes	7/14/2019 3:39 PM
35	Saturdays and sundays 1000am l 700pm	7/14/2019 4:55 AM
36	No, I have an airbnb business in summer and my guests love using the ride services, they do wish it was available later in the evening during the summer!	7/14/2019 4:05 AM
37	No, sometimes need after 7	7/13/2019 8:43 PM
38	No. An earlier schedule in the morning would help people get to work on time. And services running later in evening would be a benefit to residents.	7/13/2019 3:03 AM
39	Yes	7/13/2019 12:18 AM
40	No, my employees can't use it, we are open 7 days a week	7/10/2019 3:19 PM
41	Yes	7/10/2019 12:17 AM
42	No. I hope the ride is available at 5am until 9pm	7/9/2019 9:51 PM
43	Yes	7/9/2019 9:46 PM
44	Yes, however a late night bus option could be something interesting to explore.	7/9/2019 5:29 PM
45	No Longer hours	7/9/2019 3:21 PM
46	Yes	7/9/2019 3:11 PM
47	No, switch at 4:45 is a bit early to make. It would be nice at 5:15 from crescent instead. Hard to leave work early, or wait a while until 5:45p	7/9/2019 2:33 PM
48	Yes they do.	7/9/2019 2:32 PM
49	No	7/9/2019 12:27 PM
50	Yes	7/9/2019 11:31 AM
51	Yes	7/9/2019 11:30 AM
52	yes	7/9/2019 11:23 AM

Q6 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.)

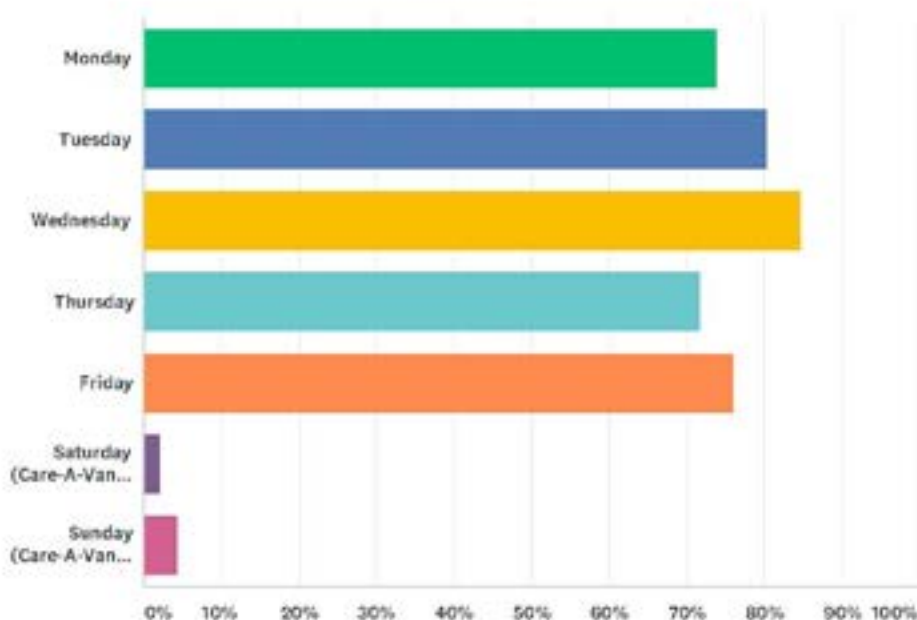
Answered: 50 Skipped: 10

#	RESPONSES	DATE
1	No weekends are much needed	8/10/2019 8:39 PM
2	Yes	8/8/2019 3:30 PM
3	Yes	8/8/2019 3:14 PM
4	Yes	8/8/2019 2:56 PM
5	Yes	8/8/2019 2:54 PM
6	Could ask for Saturday	8/5/2019 8:49 AM
7	yes	8/4/2019 12:04 PM
8	Yes	8/4/2019 12:01 PM
9	please add Saturday service.	8/4/2019 11:53 AM
10	Yes	8/4/2019 1:15 AM
11	Not always. I wish the RIDE worked on weekends too!	8/3/2019 1:00 PM
12	No: Saturday and Sunday	8/3/2019 9:53 AM
13	Yes	8/2/2019 3:49 AM
14	NO. WEEKENDS WOULD BE NICE.	7/31/2019 11:53 AM
15	No, Saturday and Sunday	7/30/2019 3:46 AM
16	Yes	7/30/2019 3:44 AM
17	No, I wish they ran on the weekends	7/27/2019 7:24 AM
18	Yes	7/26/2019 6:38 AM
19	Weekends are tough getting around and I realize the drivers need time off too...maybe adding Saturdays could use some additional thinking and planning if possible :)	7/25/2019 11:31 AM
20	Yes	7/25/2019 10:22 AM
21	Yes	7/25/2019 3:34 AM
22	No, add Saturday service	7/25/2019 2:05 AM
23	No, Saturday and Sunday	7/25/2019 12:57 AM
24	Saturday	7/24/2019 4:47 PM
25	Yes	7/24/2019 2:29 PM
26	No, I want to see weekend service	7/24/2019 10:49 AM
27	yes	7/23/2019 6:56 AM
28	No. Weekends.	7/22/2019 4:46 AM
29	Yes	7/21/2019 4:28 PM
30	No, Saturday and Sundays needed.	7/21/2019 2:37 PM
31	Yes	7/20/2019 5:51 PM
32	Yes	7/14/2019 9:00 PM

33	Yes	7/14/2019 3:39 PM
34	My family need rides on the weekends	7/14/2019 4:55 AM
35	No, I have an airbnb business in summer and my guests love using the ride services, they do wish it was available both weekend days during the summer!	7/14/2019 4:05 AM
36	No, Sun -Sat	7/13/2019 8:43 PM
37	No...definitely need buses running on weekends! At least on Saturday if you can't do both Sat and Sun!	7/13/2019 3:03 AM
38	Yes	7/13/2019 12:18 AM
39	No need weekends	7/10/2019 12:17 AM
40	No. I hope the ride will be available 7 days per week	7/9/2019 9:51 PM
41	No, Saturday	7/9/2019 9:46 PM
42	Yes, unsure of weekend availability though.	7/9/2019 5:29 PM
43	No Weekends	7/9/2019 3:21 PM
44	No. It is nice to have bus service 7:30am-7:30pm Monday through Friday which I work on. I get the weekends off and don't have a license. On my days off (Saturday and Sunday), my only options are to walk, because I don't want to spend money on a taxi unless I absolutely need to. I would catch the bus (if it were available) on the weekends to attend events, enjoy my day off at places like Sandy Beach or shopping at Seamart that a long distance away on foot.	7/9/2019 3:11 PM
45	No, even once a month on a Saturday, even 10 to 2p fir grocery shopping or stop in downtown.	7/9/2019 2:33 PM
46	I would like if they ran on weekends as well.	7/9/2019 2:32 PM
47	No	7/9/2019 12:27 PM
48	Yes, but Sat & Sun would be a bonus!	7/9/2019 11:31 AM
49	No. Weekends	7/9/2019 11:30 AM
50	yes	7/9/2019 11:23 AM

Q7 What day(s) of the week do you use the RIDE?

Answered: 46 Skipped: 14



ANSWER CHOICES	RESPONSES	
Monday	73.91%	34
Tuesday	80.43%	37
Wednesday	84.78%	39
Thursday	71.74%	33
Friday	76.09%	35
Saturday (Care-A-Van white buses only)	2.17%	1
Sunday (Care-A-Van white buses only)	4.35%	2
Total Respondents: 46		

Q8 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: 55 Skipped: 5

#	RESPONSES	DATE
1	Yes	8/8/2019 3:30 PM
2	Yes	8/8/2019 3:22 PM
3	Yes	8/8/2019 3:14 PM
4	Yes	8/8/2019 3:07 PM
5	Yes	8/8/2019 2:56 PM
6	Yes	8/8/2019 2:54 PM
7	Yes	8/5/2019 8:49 AM
8	yes	8/4/2019 12:04 PM
9	Yes	8/4/2019 12:01 PM
10	yes but need more weekend service.	8/4/2019 11:53 AM
11	Not really, and this is the reason I do not use the Ride. I live on Jamestown Drive. There is no bus stop near me and I have to walk some distance to catch the ride, yet it goes right past me. I would be more inclined to use the ride if it stopped near my house.	8/4/2019 3:17 AM
12	Yes	8/4/2019 1:15 AM
13	Yes.	8/3/2019 1:00 PM
14	Yes	8/3/2019 9:53 AM
15	Yes	8/3/2019 12:23 AM
16	Yes	8/2/2019 3:49 AM
17	NO DEGROFF ST	7/31/2019 11:53 AM
18	Yes	7/30/2019 3:46 AM
19	Yes	7/30/2019 3:44 AM
20	Yes	7/27/2019 7:24 AM
21	Yes	7/26/2019 6:38 AM
22	Yes, I am grateful for your additional stops added through out your service years. It shows that you are paying attention to the locals and our desires and needs. Thankyou	7/25/2019 11:31 AM
23	Yes	7/25/2019 10:22 AM
24	Yes	7/25/2019 3:34 AM
25	Yes	7/25/2019 2:05 AM
26	Yes	7/25/2019 12:57 AM
27	Yes. 308 cascade st, 222 tongass Dr , SEARHC	7/24/2019 4:47 PM
28	Yes	7/24/2019 2:29 PM
29	They do, except sometimes there is too much distance between stops	7/24/2019 10:49 AM
30	yes	7/23/2019 6:56 AM
31	Yes	7/22/2019 4:46 AM

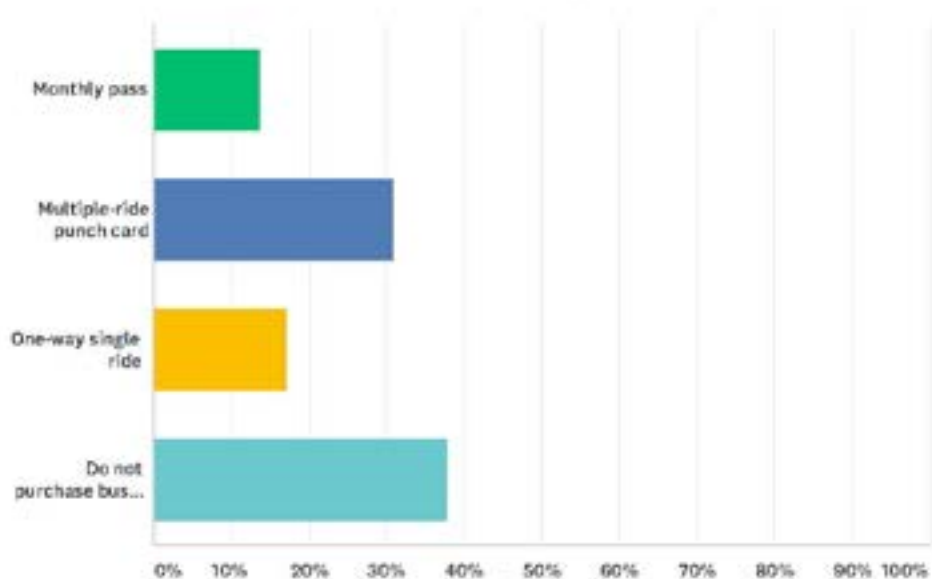
the RIDE Customer Survey 2019

SurveyMonkey

32	Yes	7/21/2019 4:28 PM
33	No, work at airport,	7/21/2019 2:37 PM
34	Yes	7/20/2019 5:51 PM
35	Yes	7/14/2019 9:00 PM
36	No, You ned to go to the airport	7/14/2019 3:39 PM
37	Yes	7/14/2019 4:55 AM
38	Yes. It is nearby my home. And no, my guests would love if the ride stopped by the airport.	7/14/2019 4:05 AM
39	Yes	7/13/2019 10:24 PM
40	Yes	7/13/2019 8:43 PM
41	no, too far to walk to nearest stop. 1708 hpr	7/13/2019 8:23 AM
42	I mostly use the red line and it seems to have sufficient stops for our area.	7/13/2019 3:03 AM
43	Yes	7/13/2019 12:18 AM
44	No Need more stops outbound SawMill Creek Road	7/10/2019 12:17 AM
45	Yes	7/9/2019 9:51 PM
46	Yes	7/9/2019 9:46 PM
47	Yes	7/9/2019 5:29 PM
48	Yes	7/9/2019 3:21 PM
49	Yes	7/9/2019 3:11 PM
50	Yes	7/9/2019 2:33 PM
51	Yes they do.	7/9/2019 2:32 PM
52	Yes	7/9/2019 12:27 PM
53	Yes	7/9/2019 11:31 AM
54	Yes but I'd rather the green line stop at lakeside. People going to and from CFC aren't carrying groceries. If I get on red line I have to take green line all the way around.	7/9/2019 11:30 AM
55	yes	7/9/2019 11:23 AM

Q9 If you buy a bus pass, what type of bus pass do you typically purchase?

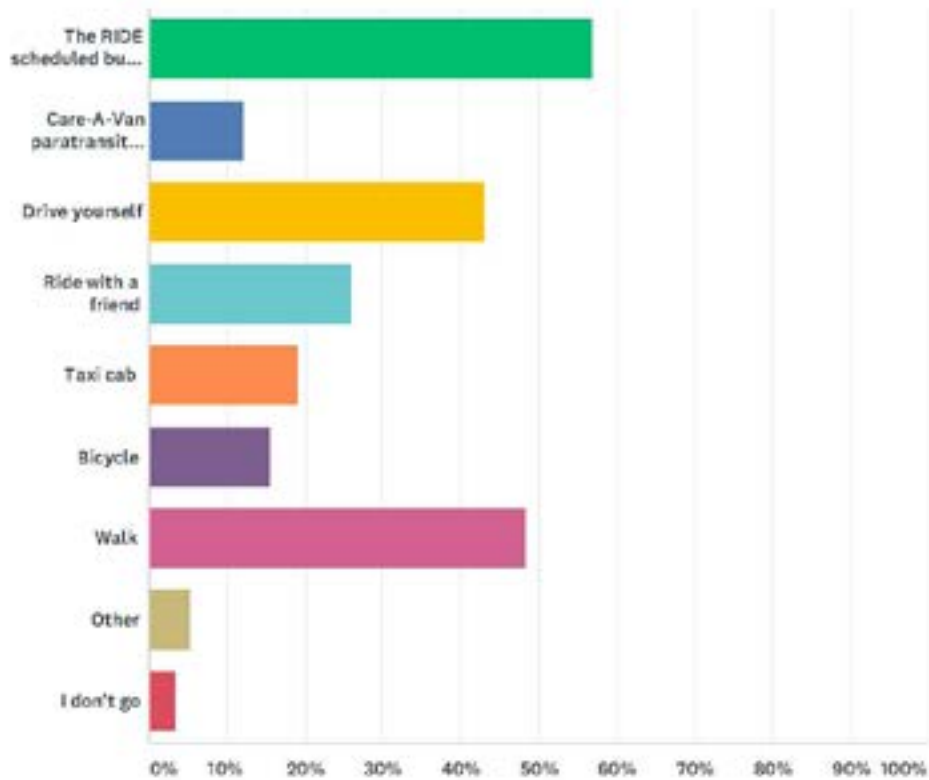
Answered: 58 Skipped: 2



ANSWER CHOICES	RESPONSES
Monthly pass	13.79% 8
Multiple-ride punch card	31.03% 18
One-way single ride	17.24% 10
Do not purchase bus pass	37.93% 22
TOTAL	58

Q10 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.)

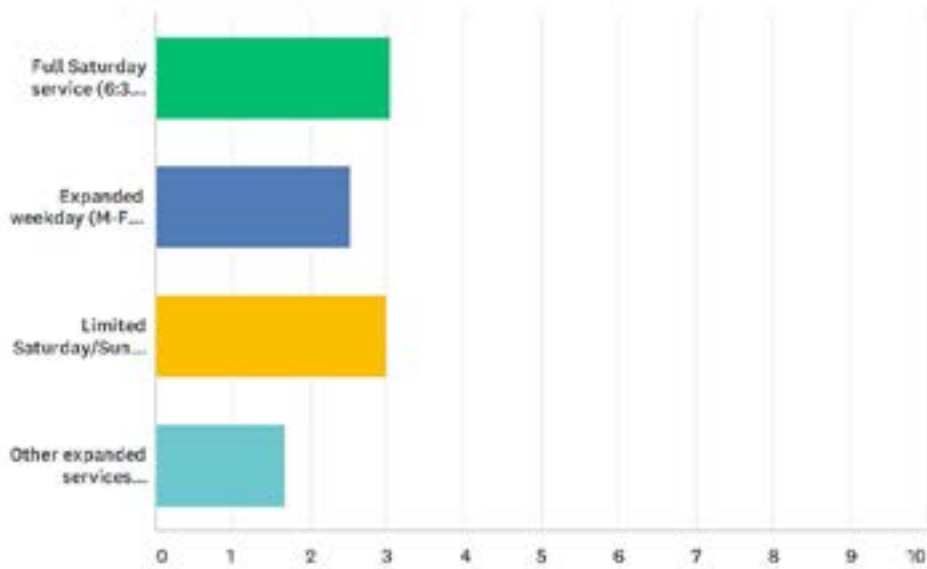
Answered: 58 Skipped: 2



ANSWER CHOICES	RESPONSES	
The RIDE scheduled bus service (blue buses)	56.90%	33
Care-A-Van paratransit (white buses)	12.07%	7
Drive yourself	43.10%	25
Ride with a friend	25.86%	15
Taxi cab	18.97%	11
Bicycle	15.52%	9
Walk	48.28%	28
Other	5.17%	3
I don't go	3.45%	2
Total Respondents: 58		

Q11 If the RIDE can obtain additional funding, rank your priorities for expanding services.

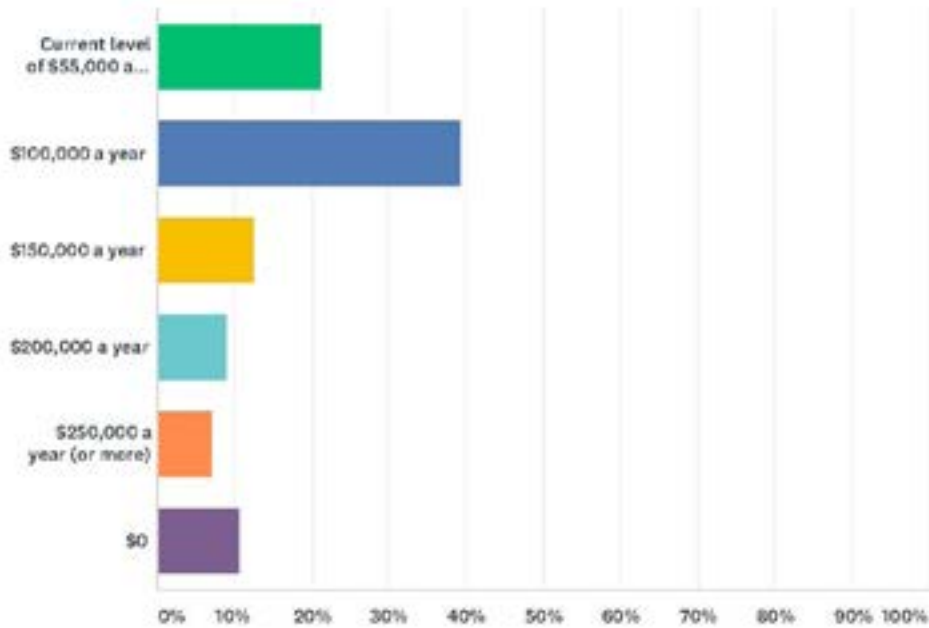
Answered: 57 Skipped: 3



	1	2	3	4	TOTAL	SCORE
Full Saturday service (6:30 a.m. to 7:30 p.m.)	38.30% 18	31.91% 15	25.53% 12	4.26% 2	47	3.04
Expanded weekday (M-F) service to 11 p.m.	11.76% 6	43.14% 22	31.37% 16	13.73% 7	51	2.53
Limited Saturday/Sunday service (9 a.m. to 5 p.m.)	45.28% 24	18.87% 10	26.42% 14	9.43% 5	53	3.00
Other expanded services (please use the comment box on Question 16 to list other expanded services you'd like to see)	13.33% 6	6.67% 3	13.33% 6	66.67% 30	45	1.87

Q12 the RIDE, including Care-A-Van, costs about \$700,000 annually to operate for the current number of days and times on the schedule. The City and Borough of Sitka gives about \$55,000 a year out of that total. How much do you think should contribute each year from local tax dollars? REMEMBER, the RIDE cannot expand services with its CURRENT level of funding.

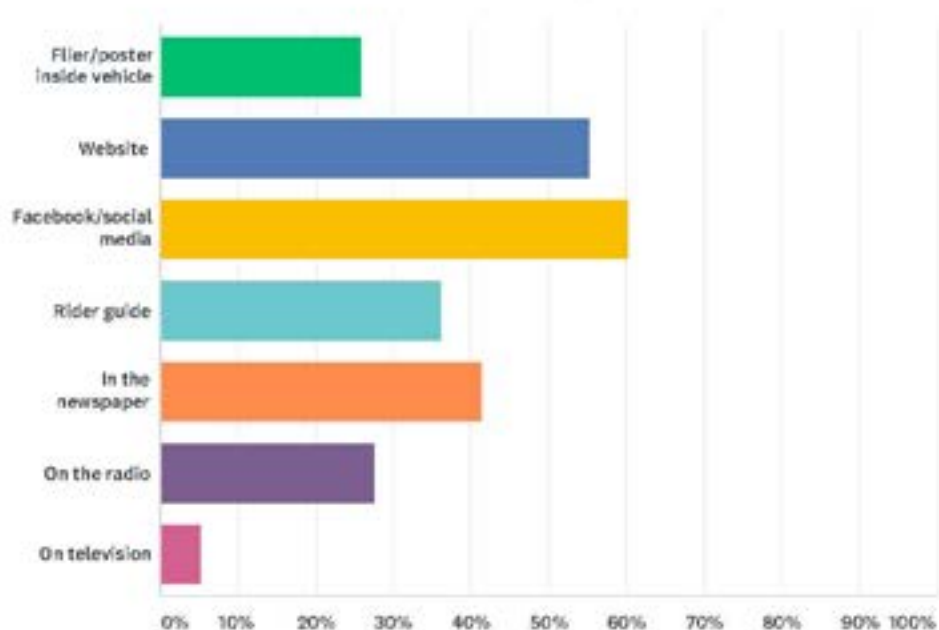
Answered: 56 Skipped: 4



ANSWER CHOICES	RESPONSES	
Current level of \$55,000 a year	21.43%	12
\$100,000 a year	39.29%	22
\$150,000 a year	12.50%	7
\$200,000 a year	8.93%	5
\$250,000 a year (or more)	7.14%	4
\$0	10.71%	6
TOTAL		56

Q13 What are the best ways for you to get information about the RIDE public transportation service? (Select all that apply.)

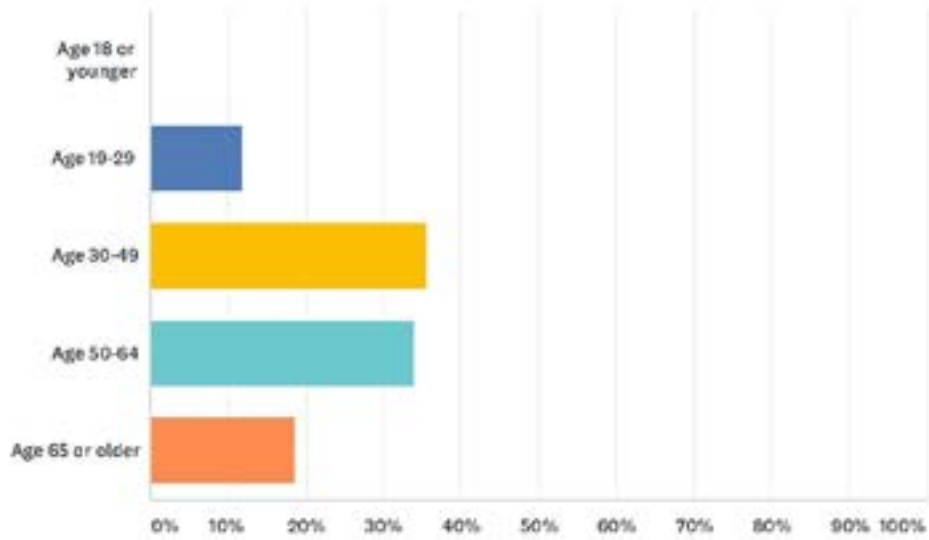
Answered: 58 Skipped: 2



ANSWER CHOICES	RESPONSES	
Flier/poster inside vehicle	25.86%	15
Website	55.17%	32
Facebook/social media	60.34%	35
Rider guide	36.21%	21
In the newspaper	41.38%	24
On the radio	27.59%	16
On television	5.17%	3
Total Respondents: 58		

Q14 How old are you?

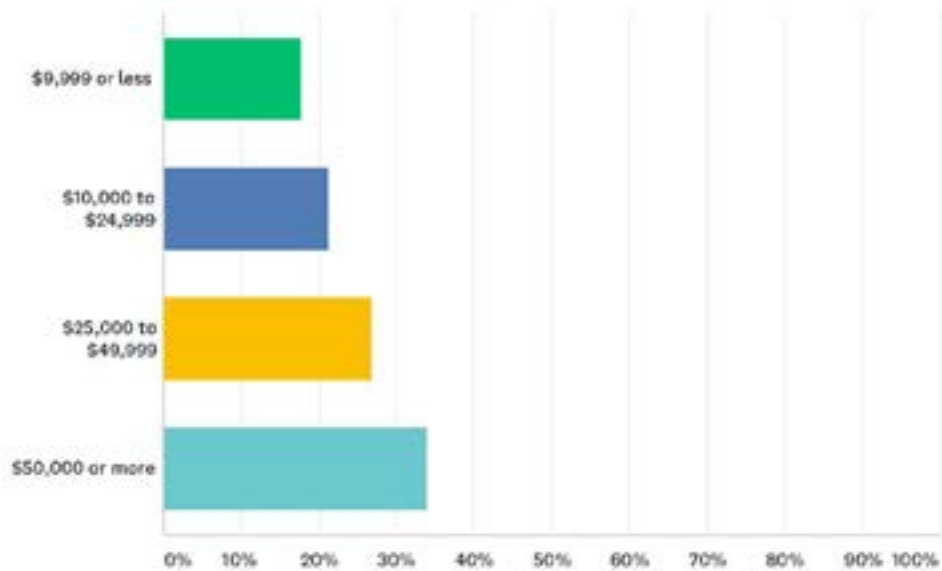
Answered: 59 Skipped: 1



ANSWER CHOICES	RESPONSES	
Age 18 or younger	0.00%	0
Age 19-29	11.86%	7
Age 30-49	35.59%	21
Age 50-64	33.90%	20
Age 65 or older	18.64%	11
TOTAL		59

Q15 What is your annual household income (approximately)?

Answered: 56 Skipped: 4



ANSWER CHOICES	RESPONSES	
\$9,999 or less	17.86%	10
\$10,000 to \$24,999	21.43%	12
\$25,000 to \$49,999	26.79%	15
\$50,000 or more	33.93%	19
TOTAL		56

Q16 Do you have any additional comments about the RIDE? Also, if you ranked Other Expanded Services in Question 11, please list what expanded services you'd like to see.

Answered: 35 Skipped: 25

#	RESPONSES	DATE
1	Weekends or late night until midnight.	8/10/2019 8:39 PM
2	On Question 11 (Other Expanded Services) wrote, Don't know.	8/8/2019 3:30 PM
3	More than one van on the road. Like to see two vans out after lunch.	8/8/2019 3:22 PM
4	On Question 11 (rank expanded services) wrote, Don't really know. I don't use services enough to say what might be better. On Question 12 (how much should the city contribute) wrote, Not sure I understand this = Do you mean to ask from: • current taxes? • new taxes? Already costs \$\$\$\$ to live here.	8/8/2019 3:14 PM
5	Expanded hours	8/8/2019 3:07 PM
6	What you provide for the community with these rides is great. Being able to get a ride to Sea Mart when you leave on the other end of town is a huge deal and well appreciated.	8/5/2019 8:49 AM
7	pretty good service, could use more hours available and a weekend day.	8/4/2019 11:53 AM
8	My first priority is a bus stop near Jamestown Drive.	8/4/2019 3:17 AM
9	I realize this may not be possible with budget constraints, but I often take the ride on weekends from downtown to Shotgun Alley - I find it very hard to use the ride in that instance because there is no stop at Anna Drive outbound. I wish there was another stop between Price Street and Whale Park outbound. I also wish that every bus stop listed the times when the ride would show up. Some bus stops have those times but others do not. Thank you for all that you do!	8/3/2019 1:00 PM
10	Please stop idling your engines all day long. That one act will save tens of thousands of dollars. When your routes meet at the harbor, each of your 3 buses idle for 4 1/2 to 6 1/2 minutes each trip. Elders with respiratory issues are taking your buses and you're filling the buses with deadly exhaust all day long. Thank you.	8/2/2019 3:49 AM
11	Great Service	7/30/2019 3:46 AM
12	The bus service for our town is great for those that don't otherwise have a ride to do their shopping like all the way to Lakeside or Sea Mart. Thank you for being here for them. Also, it would be great to have even just a Sat service - even if its just in the afternoons.	7/30/2019 3:44 AM
13	I would like for it to start earlier in the morning.	7/27/2019 7:24 AM
14	The bus service on Saturdays!	7/26/2019 6:38 AM
15	Please teach your drivers the rules of the the road and how to drive safely. They get dangerously close to bicycles where we get pulled into the road by their wind and worry about getting hit by their mirrors. They pass a bicycle and then immediately turn right, cutting off the bicycle making them have to break suddenly. It is the law to give a bicycle 3 feet of space on the road. If a driver needs to turn right they need to allow the bicycle to continue on their way first instead of cutting off the bicycle. They also pull out into traffic and in front of other cars with little awareness. If they continue driving as they do there is going to be an injury if not worse inflicted by The Ride to a pedestrian, bicyclist or car driver. They also pull out in front of cars who have the right of way, when Ride drivers are suppose to be at a stop sign and wait. Please train and educate your drivers, they need to be observed by the DMV or a third party if not the police, while they are driving. Thank you for your consideration.	7/25/2019 10:51 PM
16	In my past I didn't have a driver's license and your buses made it possible for me to get to and from work, grocery shopping, and dr appts etc. I became familiar with all 3 routes and estimated times of stops...still to this day I remember this. I am grateful to still have access to the buses, cuz with 2 drivers and 1 vehicle, occasionally I need to jump on your buses!!	7/25/2019 11:31 AM

17	Expand to airport	7/25/2019 10:22 AM
18	At some point it would be nice to have airport service.	7/24/2019 10:49 AM
19	I feel that the service is a blessing for those of us who have a handy cap and do not have a car.	7/23/2019 6:56 AM
20	No	7/21/2019 4:28 PM
21	Want more stops: SMC route: Cedar Beach, Shotgun, 2300, Sealing Cove, Sitka airport,	7/20/2019 5:51 PM
22	Go to the airport! Then I'll ride	7/14/2019 3:39 PM
23	I think it's great that we have a bus service. Our guests really like the convenience and we hear great feedback about the drivers!	7/14/2019 4:05 AM
24	Better visual bus schedules and signs at the bus stops	7/13/2019 8:43 PM
25	more bus stops. i would use the blue bus everyday if ther was a stop closer to my home	7/13/2019 8:23 AM
26	I expressed concern on bus service on weekends with Connie Sipe on several occasions. I strongly believe there is a need for weekend Ride service...even if it's limited or can only do Saturdays it's much needed for those who don't drive! On occasion I have had to use the blue line to get to work and the blue line has the worst schedule of all! They really need more stops on that route!	7/13/2019 3:03 AM
27	For \$700,000, couldn't you give taxi vouchers to those people who don't or can't drive, people with low incomes, and seniors who don't drive? Seems like it would cost less. Also, I have signed up for use of care van, but so far have not had to use it, but glad it will be there when I am unable to walk to dr. appts. I have a chronic illness, I don't drive, and really appreciate that it is there when I need it.	7/13/2019 12:18 AM
28	700k would buy a lot of cab rides	7/10/2019 3:19 PM
29	Saw Mill Creek outbound more stops	7/10/2019 12:17 AM
30	Many places have an app were you can see exactly where the bus is in real time (including Anchorage) This would be nice. It's hard to know if a bus is off schedule or broken down, and no place to look and find out. I've had to call the Ride on the phone to find out.	7/9/2019 9:46 PM
31	Although I've taken the ride once in my life, I believe public transportation is vital for Sitka and this should be invested in and expanded as much as possible.	7/9/2019 5:29 PM
32	No	7/9/2019 3:21 PM
33	The bus stops are quite spread out for those that have difficulty walking. I realize the stops are in various areas, but they are pretty far for someone to walk to (especially when weather is nasty and if it is difficult to walk)-even in populated areas, a few more stops would be nice. In outlying areas, 2 miles or more, let person pull the chord to other convenient stops on the side of the road Perhaps there are regulations, but in other states, buses stop at road intersections (I am grateful for the service, but as an older person, it is not easy to walk 3 to 4 blocks, some up mild hills) thank you for this opportunity. It has been great to see the service gain more ridership.	7/9/2019 2:33 PM
34	I appreciate that this service is offered to our community.	7/9/2019 2:32 PM
35	Stop it, give out taxi vouchers instead	7/9/2019 11:59 AM

SITKINEL Classifieds

Classifieds: your BEST BUY for the Sitka market.
Our print ad here runs FREE on www.sitkasentinel.com.
Call us at 747-3219 or come by the office at 112 Barracks St.

Rentals

TECHNICIAN. Established facility in Sitka applicant for variety of projects, ongoing maintenance duties. Ideal applicant - verifiable experience carpentry, painting, mechanical, electrical, siding coupled with an aptitude. Flexible working 40 hrs/wk. More info email.com.

1,500SF SUITE w/shop available now. NP/NS. \$1,380. 738-8359.

2-BEDROOM APT available for long-term. \$1,175/mo. includes utilities. No pets. 747-5110.

NEW, UNFURNISHED 1BR+den. Utilities included. W/D. Close to town. \$1,400 + deposit. NS/NP. Long term. 253-259-4901.

Items for Sale

LARGE SMOKEHOUSE + misc. nautical antiques. 738-2674.

Boats for Sale

30' BOAT - 2000 Yamaha outboard, large garage. 618 Lake St. \$395,000. 738-2674.

Public Transit To be Discussed At Public Meets

As part of the Center for Community's work on the update to the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan, two public meetings are scheduled.

The first will focus on the public transit (blue bus) part of the RIDE, and will be 4-6 p.m. Wednesday, Aug. 28, at the Chum Room at Centennial Hall. Short overviews of the current service will be at 4 p.m. and 5:15 p.m.

The second meeting will focus on the paratransit (white bus) Care-A-Van service of the RIDE and is set 11:30 a.m.-12:30 p.m. Thursday, Aug. 29, at the Swan Lake Senior Center.

For information or to get help connecting by teleconference, email transit@cfcc.org or call 966-4232.

Support up to Meet

four-week closed grief support, sponsored by Brave Heart and SEARHC, will start the Pioneers Home Management.

and ongoing grief support will follow, and those attending the group are invited to join. Call the BHV office at 747-4600 or email address for online registration.

Thor Sprague Speak at Library

Up For Lunches

at the SEER School, Head of Cafeteria teams Lexi Fish and Beth have all been key players in the initiative.

Program also would not be possible without strong support from local residents who donate their catch to the program, nourishing students with vitamins and other vitamins wild as well.

People can tell scale operators if fish they would like to donate offload at Seafood Processing Cooperative or Sitka Sound. If fishermen have yelloweye they can donate them to Fish as well.

Donate to Fish to Schools, Sitka Conservation Society at

is so blessed in Sitka to be supported by a wonderful community of people who care about what we do at SAIL," a press release the organization said. "Your support makes a difference and we want to thank you for your contribution. Please join us for a picnic about how your gifts support personal independence."

For more information or to RSVP for the picnic, call Joel at 747-6859, or email joel@seer.org.

Member to Meet

Ranger Perry Edwards will be the guest speaker at the Sitka Ranger District updates member of Commerce luncheon on Wednesday at Westmark Sitka. Public is invited.

Sitkan Arrested After Cocaine Found in Mail

By Sentinel Staff

A Sitka woman was arrested on drug charges Friday after cocaine was found in a stuffed animal delivered to her through the U.S. Postal Service, court records said.

Stephanie Charlesworth, 52, was charged with misconduct involving a controlled substance in the third degree, a Class B felony.

Court records said a U.S. Postal Inspector on August 15 intercepted a parcel coming from Washington state going to Charlesworth at 202 Indian River Road. Based on information about the parcel and a "K9 sniff" a federal search warrant was obtained for the parcel.

"Inside the parcel, approximately 68 gross grams of a white chalky substance was found hidden in a stuffed animal," court records said. The substance was

Open Houses Set In School District

The Sitka School District has announced school open houses this week.

"Meet Your Teacher" at Baranof Elementary School will be 1:30-2:30 p.m. Aug. 21.

Keet Gooshi Heen Elementary School will hold an open house 2:30-3:30 p.m. Aug. 21.

Blatchley Middle School's open house is 5-6 p.m. Aug. 21.

An open house at Pacific High School will be 2-6 p.m. Aug. 22 and 1-4 p.m. Aug. 23. Regular classes begin on Monday, Aug. 26.

It's to 42 years of wedded bliss!



Police Blotter

Police received the following calls by 8 a.m. today:

August 20

At 9 a.m. two people were seen at the base of Castle Hill passing a pipe back and forth, and later had a couple of bottles of alcohol out. Police advised them of the complaint.

At 9:34 a.m. a resident asked to talk to the animal control officer about chickens in the 1700 block of HPR. Options were discussed.

The animal control officer picked up a dog running at large in the 500 block of Lake Street.

At 12:41 p.m. a resident reported a possible scam call involving a person in Chickin, Alaska, wanting to trade a gold mine for a home.

A caller asked for help with a person with mental challenges in a shop. Police talked to the person, who agreed to leave the business, and was given a ride home by the officer.

At 6:42 p.m. a man and woman were seen "shouting up" in the Elision Harbor restroom. Police talked to the couple, who showed no signs of impairment and denied using controlled substances.

A caller said a woman who was not to return to a particular residence had returned. Officers found it there was no criminal trespass order in place, although the caller clarified the woman was not wanted on the property.

At 8:08 p.m. a caller said hand prints and possibly shoe prints were found on a vehicle in the 1300 block of SMC. She was advised of her options.

Fireworks were reported on Katlian Street at 9:17 p.m.

August 21

At 12:05 a.m. a caller said a neighbor was shining a light into his trailer in the 1700 block of HPR. He was told officers were on another call and would respond later. The caller said he would break the light, and hung up when police advised against this. He called back, reporting the light had been turned off and that he was "tired of this."

At 2:54 a.m. a woman who blew a .323 reading on the breathalyzer was taken to the hospital, from the 300 block of Lincoln Street.

At 6:30 a.m. a caller asked for a welfare check on a woman who sent a troubling text to her brother during the night, and couldn't be reached. The woman told police she was fine and had no wish to harm herself.

Emergency Calls

Sitka Fire Hall dispatched ambulances at 1:58 p.m. and 11:01 p.m. Tuesday; and 3:06 a.m. and 4:27 a.m. today.

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For information or to get help connecting by teleconference, email transit@cfcc.org or call 966-4232.

NPR Plastic Story To be Discussed

Sitkans will discuss a recent NPR story and decide for themselves... "Which is better plastic, paper, or reusable bag?" at a community conversation 6-7 p.m. Thursday, Aug. 29, at the Sitka Public Library.

Bags for Change will play the NPR story (<https://www.npr.org/2019/05/21/726035164/why-banning-plastic-grocery-bags-could-be-a-bad-move>) and lead discussion about the article, the problems it brings up, and potential solutions.

Rock the Dock Concert Aug. 31

More music and fun continues during the Sitka Seafood Festival with bands, food and refreshments at Rock the Dock for the Tongass on Aug. 31 at the Crescent Harbor shelter.

After the parade, tote races and kid games at the harbor, the community celebration lasts into the evening. Music on the Rock the Dock stage begins at 5 p.m. for a night of free performances. Local acts will open for headliners Duke Dickerson & the Rockabouys followed by Gamble & the High Cost Living.

Dickerson, a cross music legend on a mini-tour from California, will take the stage at 7:30 p.m. Gamble & the High Cost Living, a 10-piece soul and funk band from Jamaica, performs at 9:30 p.m.

A variety of food vendors will ring the Crescent Harbor parking lot and a beer garden hosted by Mean Queen will pop up under the shelter near the dance floor.

Rock the Dock for the Tongass is hosted by the Sitka Conservation Society and made possible by the support of many local sponsors. For information contact Sitka Conservation Society at 747-7509.

Paint and Snack At Seafood Festival

Sitka Seafood Festival will host an interactive, family-friendly paint and snack taught by local artist and educator Mark Sireby 1 p.m. Saturday, Aug. 24, at 304 Baranof Street.

No experience is required and all ages are welcome. Sireby is a Tahitian artist with more than 25 years of experience as a multimedia artist. At Sitka Tribe of Alaska he works to bring cultural arts education to all ages.

For a \$20 admission - \$10 for each additional child - participants will receive canvas, paint, brushes, painting instruction, finger foods/snacks, smoked salmon and drinks. Artists can take their work home. Participants should be dressed to paint.

For information or to RSVP call 747-3400, or email asr.outreach@gmail.com.

Quilters Meeting Set for Sept. 3

Ocean Wave Quilters will meet 7 p.m. Tuesday, Sept. 3, at United Methodist Church.

Monthly meetings, September through June, are open to all, members or not. Those wishing to see the pro-

CIRQUE FALL REGISTRATION
 Beginner classes on silks, trapeze & lyra
 -Classes start Sept. 3-

Be a part of our production of *Alice in Wonderland*
 927 738 0741 • 207 Sider Street

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Dickerson, a roots music legend on a mini-tour from California, will take the stage at 7:30 p.m. Gamble & the High Costa Living, a 10-piece soul and funk band from Juneau, will perform at 9:30 p.m.

College-to-Career Panel at UAS

The University of Alaska Southeast will host a college-to-career panel discussion 6-7 p.m. Aug. 28 on the Sitka Campus, in Room 219.

Participants will hear from panelists representing various collegiate back grounds, industries and career trajectories. The workshop is for those entering college or considering a career change. UAS said in a press release.

Advisers and staff will lead the event, which is free and open to the public. Light refreshments will be provided.

The workshop is part of UAS-Sitka's Career Development Series. For event details, visit @UASSitka on Facebook. For accommodations, contact Michael Mausbach at email@mausbach.alaska.edu or 747-7774.

Coliseum Theatre
NOW PLAYING

747-0646

Coliseum Theatre

Dora and the Lost

City of Gold

(PG) 102 min

Friday/Saturday/Sunday: 1, 7:30

Monday-Thursday: 1, 4

Once Upon a Time
in Hollywood

(R) 161 min

Friday/Saturday: 1, 10

A variety of food vendors will ring the Crescent Harbor parking lot and a beer garden hosted by Mean Queen will pop up under the shelter near the dance floor.

Rock the Dock for the Tongass is hosted by the Sitka Conservation Society and made possible by the support of many local sponsors. For information contact Sitka Conservation Society at 747-7509.

Public Transit To be Discussed At Public Meets

As part of the Center for Community's work on the update to the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan, two public meetings are scheduled.

The first will focus on the public transit (blue bus) part of the RIDE, and will be 4-6 p.m. Wednesday, Aug. 28, at the Chubb Room at Centennial Hall. Short overviews of the current service will be at 4 p.m. and 5:15 p.m.

The second meeting will focus on the paratransit (white bus) Care-A-Van service of the RIDE and is set 11:40 a.m.-12:30 p.m. Thursday, Aug. 29, at the Swan Lake Senior Center.

For information or to get help connecting by teleconference, email transit@cdc.org or call 966-4232.

Community Picnic Tonight for SAIL

Southeast Alaska Independent Living will host a community picnic 5-8 p.m. Aug. 23 at the Halibut Point Recreation Area North Shelter.

SAIL will provide hamburgers, hot dogs, vegetarian options and drinks. Attendees can take a side dish to share.

"We are so blessed in Sitka to be supported by a wonderful community of passionate people who care about the world we do at SAIL," a press release from the organization said. "Your gifts make a difference and we want to thank you. Please join us for a picnic and conversation about how your gifts inspire personal independence."

For more information or to RSVP for the picnic, call Joel at 747-6859, or email phansont@sailinc.org.

Open Mic is Set for Sunday

Sitka Folk and the Greater Sitka Arts Council will host an open mic at Reak Restaurant on Sunday, Aug. 26.



ONE BAG, ONE EARTH - From Andrew Hazen stand with the new bag their reusable bags when they do for the 2017 "Remember Your Reuse for Change." (Photo provided to the

Police

Police received the following calls by 8 a.m. today:

August 22

An ambulance was called for a resident having trouble breathing.

A bunch of wires and a pack of dividers was found near the Cross Trail.

A heavy black wheelbarrow was stolen during the night from the 1100 block of HJR.

At 10:40 a.m. a map was found in a Mt. Edgecumbe High bathroom. He told police he was unfamiliar with Sitka and was waiting for a ferry out of town. He said he was from Canada and officers dropped him off at the hostel.

Several vehicles were tagged as abandoned.

A bag containing makeup and personal items was found at Crescent Harbor.

At 1:37 p.m. a caller said a sports car hit a lamppost at DeGroot and SMC, knocking it 40 feet. The driver got out of her car, checked the vehicle and left. Police issued a citation for failing to have proof of insurance, and a warning for failing to avoid a collision.

A yellow, single-seat Chevrolet

Franklin Moore, 52, was arrested on two warrants and charged with violating conditions of release.

Michael White, 58, was charged Saturday with assault in the fourth degree and resisting arrest.

Wilma Osborne, 49, was charged with two counts of violating a domestic violence order.

Emergency Calls

Sitka Fire Department received three ambulance calls Friday, nine Saturday, and four Sunday.

At 4:33 p.m. Saturday a fire truck was sent to the 4700 block of HPR on a false alarm.

At 7:18 a.m. Sunday a fire truck and an ambulance were sent to SMC and Baranof Street on a car accident with no injuries.

'Grooming' Discussion Set

Sitkans Against Family Violence will coordinate an on-air discussion on Raven Radio in the series "Crucial Conversations" 10 a.m. Aug. 29.

Katherine Rose will moderate a discussion titled "The Concept of 'Grooming' - What Parents Need to Know."

Assistant District Attorney Amy Paige, psychotherapist Debi Terry and SAFV's Direct Services Director Tina Bachmeier will be available to explain the prevalence of child sexual abuse in Sitka, talk about indicators and red flags including grooming, announce a planned child advocacy center in Sitka, and describe how parents and caregivers can create resilience in children and child survivors. List...

The course teaches jumps, tunnels, pause box, and weave poles. The class runs 6-7 p.m. Tuesdays Sept. 3-Oct. 8. Call 747-7700 for more information.

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The second meeting will focus on the paratransit (white bus) Care-A-Van service of the RIDE and is set 11:30 a.m.-12:30 p.m. Thursday, Aug. 29, at the Swan Lake Senior Center.

For information or to get help connecting by teleconference, email transit@cfcc.org or call 966-4232.

Adult CPR Taught

An adult Heartsaver CPR and first aid class will be offered Aug. 31 at the Sitka Fire Hall. Registration is at the fire hall. For more information contact instructor Lolly Dahl at 738-2214.

Sponsored by:

Alaska AIRLINES



alaskaair.com/club49

MONDAY

6 p.m. White Elephant Shop open
7 p.m. AA Stormy Monday Group, SEARHC 4th Floor, call AA Hotline 747-8866

TUESDAY

10 a.m. Teach Your Children Well Playgroup, Grace Harbor church
11-2 Salvation Army Little Store open
Noon Rotary Club, Westmark Sitka
Noon AA Nooners Group, St. Peter's See House, AA Hotline at 747-8866
5 p.m. SAFV Survivor's Empowerment Group, Pioneers Home Manager's House
5:30 p.m. Alaska Native Sisterhood Camp 4, ANB Founders Hall
6 p.m. Mermaid Festival Paint and Sip, Ludvig's Wine bar
6 p.m. Assembly, Centennial Hall
6:30 p.m. Movie and panel discussion on women's cancer, Sitka Public Library
7 p.m. AA Reaching for the Stars, Pioneers Home Manager's House, AA Hotline 747-8866
7 p.m. Swing Dance classes, 208 Smith Street



Public Transit To be Discussed At Public Meets

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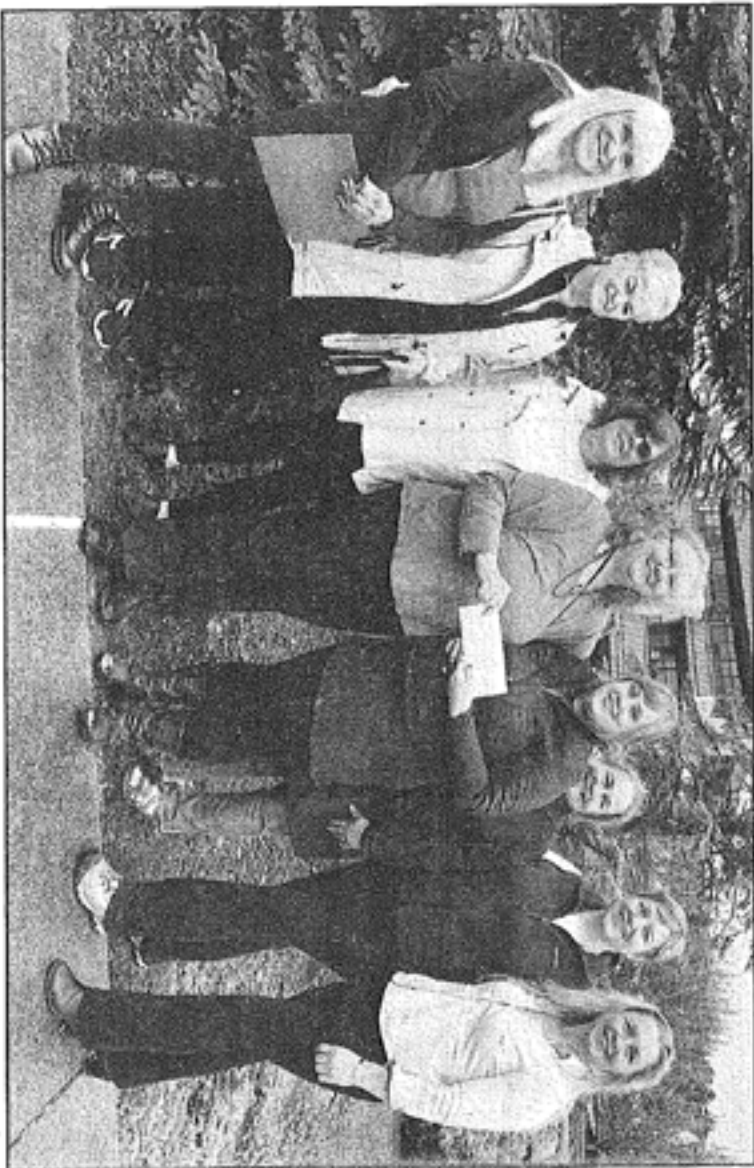
Women's Cancer Subject of Talk

A movie and panel discussion presented by the American Cancer Society, "Let Every Woman Know," and SEARHC on gynecologic cancers and HPV vaccination to prevent cancer is set 6:30-7:30 p.m. Tuesday, Aug. 27, at Sitka Public Library.

A short documentary on women's cancer physicians who form a rock band to educate about signs, symptoms, and prevention of gynecologic cancer, will be shown.

Panelists will include Dr. Melissa Hardesty, gynecologic oncologist from Alaska Women's Cancer Care, and Dr. Valerie Edwards, Family Practice Physician at SEARHC. For information, contact Sara Beaber-Fujitoka at SEARHC at 966-8507.

Theresa Chaminon



BIG HELP - Members of the Sitka Community Hospital Foundation present a check to representatives of Sitkans Against Family Violence Shelter recently. The hospital foundation has donated its savings to several Sitka non-profits with similar missions as part of the dissolution process. Pictured are, from left, Char Swenberg, SCHF; Ce Hogley, SCHF; Jennifer Corak, SCHF; Cynthia Dennis, SCHF; Natalie Wojcik, SAFV; Joann Torgeson, SCHF; Martina Kurzer, SAFV; and Heather Riggs, SAFV. (Photo provided to the Sentinel)

Police Blotter

Police received the following calls by 8 a.m. today:

August 26
Baranof Elementary asked for help with school drop-off Tuesday and Wednesday.

Police helped retrieve property from a cruise ship passenger.
Officers tagged vehicles as abandoned.

patrons being rowdy and noisy outside the bar. Police told them to go home for the night.

Sitka Police

Darian Young, 22, was arrested Monday on a charge of assault in the fourth degree and later charged additionally with criminal mischief in the

Sitka Youth Football

Upcoming Events:

⇒ **Flag Football Begins!**
Grades 2-5
Register at Lower Moller Field this Wednesday and Thursday from 5:30 to 6:30.



... and march down the Seawalk to Crescent Harbor Shelter. Kids games will be noon-3 p.m. under Crescent Harbor Shelter. Fish tote races are set 4-6 p.m. at Crescent Harbor. The Rock the Dock concert is listed 5-11 p.m. under Crescent Harbor Shelter. It will boast music, beer garden and food trucks. The Mermaid Market continues 10 a.m.-3 p.m. Sunday, Sept. 1, at Centennial Hall. Food trucks will be under Crescent Harbor shelter, 11 a.m.-3 p.m. Those interested in getting involved or volunteering with the event can contact Mosher at (707) 672-2909. For more information email sitkamermidfestival@gmail.com or like the Facebook page at www.facebook.com/SitkaMermaidFestival.

Coliseum Theatre
NOW PLAYING
747-0646
Coliseum Theatre
Never read the Last

C.G. Medevacs Man Off Boat

A Coast Guard Air Station Sitka helicopter crew Tuesday made a boat...

Police Blotter

Police received the following calls by 8 a.m. today.

August 27
 A caller reported low hanging wires on American Street. The electric department was notified.
 At 8:39 a.m. a caller said a vehicle, a 2017 Ford, was going very slow, under the speed limit. Officers were advised.
 At 10:40 a.m. a caller said a group of guys were smoking marijuana around a bunch of tourists at Centennial Hall. Officers responded and issued a verbal warning to the group not to do marijuana in public.
 An Oregon driver's license found in Sealing Cove harbor was turned in.
 At 12:29 p.m. a 911 caller said he was going to shoot himself in the head. Officers and EMS responded.

At 2:21 p.m. a caller said a car was parked in a bus lane on Monastery Street. Officer left a message for the registered owner.
 Dispatch received a domestic violence order to be served.
 At 6:29 p.m. a caller reported a couple arguing loudly at 614 Katlian. An officer contacted them, and they agreed to move on.
 At 6:51 p.m. a caller reported los...



... David Kree, Bradford Bunnell, David Miesner, Kinsella, and Michael Humphrey. Melissa and Jack Shaligh coordinated the event. (Photo provided.)

Piano Public Transit To be Discussed At Public Meets

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BIHA Board Meets

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the RIDE CARE-A-VAN

PUBLIC INVITED TO MEETINGS about PUBLIC TRANSIT IN SITKA

Center for Community, the Transit Managing and Coordination Agency for Sitka, invites Sitkans to attend one or both of these two public meetings.

The focus of meetings is on the new Five Year Plan (July 2020 – June 2025) for the coordination of public transit (The RIDE and Care-A-Van) with the transportation needs of persons who need or access human services in Sitka, such as social services or health care, and those who may be in a lower-income bracket. The meetings also invite any comments about public transit in Sitka, and the transportation needs of all residents.

Meeting 1: GENERAL PUBLIC. Wednesday August 28. 4:00 p.m. to 6:00 p.m. At the Chum Room at Harrigan Centennial Hall, 330 Harbor Drive.

A presentation about current public transit and human service agency transportation services will be made twice: once at 4:00 p.m. and again at 5:15 p.m. The rest of the time will be open for questions and comments about public transit in Sitka and about the transportation needs of persons with disabilities, or with low-incomes, as well as the transportation needs of the general public.

Meeting 2: SENIOR SITKANS' NEEDS FOR TRANSPORTATION. Thursday, August 29, 11:30 a.m. to 12:30 p.m. at Swan Lake Senior Center, 420 Lake Street.

A presentation about public transit and solicitation of comments will take place during lunch. (Any senior, age 60 & above, not usually participating in the lunch service is welcome to call in advance to Sandi at Swan Lake, at the Center, if you wish to be added to the lunch head count. 747-8617)

NOTE: Persons who wish to attend the meeting on August 28th, by teleconference on your personal phone, should call or email by no later than Aug. 27th to transit@cfp.org or 966-4232. Leave your name and phone number; you will be contacted with a free teleconference number to call into to listen to and participate in the meeting.



RIDE CARE-A-VAN

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Daily Sitka Sentinel, Sitka, Alaska, Friday, August 23, 2019, Page 5.

Sitka Half-Century Ride, Fixit Station, Set Aug. 24

The Sitka Cycling Club will host its inaugural Sitka Half-Century Ride Saturday, Aug. 24.

Shorter rides are available for those not up for riding 50 miles.

Riders should meet at 9 a.m. by the traffic light at Lincoln and Lake streets

rigavan after the ride to Green Lake). A map of the ride is shown on the event flier. The ride is free, but participants are asked to sign a liability waiver and to wear bike helmets.

For more information, contact Doug Osborne at dosborne@sitkaalaska.com



the **RIDE CARE-A-VAN**

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Page 6, Daily Sitka Sentinel, Sitka, Alaska, Monday, August 26, 2019

Barbados Bracing As Tropical Storm Nears

By DÁNICA COTO
The Associated Press

SAN JUAN, Puerto Rico (AP) — Much of the eastern Caribbean island of Barbados shut down on Monday as Tropical Storm Dorian approached the

lated amounts of 10 inches.

As of 5 p.m. EDT Monday, the fourth tropical storm of the Atlantic hurricane season was centered about 60 miles southeast of Barbados and





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Sitka's the RIDE

Published by Charles Bingham [?]

· August 12 ·



Two public meetings scheduled to discuss public transit and paratransit in Sitka

As part of the Center for Community's work on the update to the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan, two public meetings are scheduled to discuss public transit and paratransit services in Sitka.

The first meeting will focus on the public transit (blue bus) part of the RIDE, and it takes place from 4-6 p.m. on Wednesday, Aug. 28, at the Chum Room in Harrigan Centennial Hall. There will be short overviews of the current service at 4 p.m. and 5:15 p.m. during the meeting.

The second meeting will focus on the paratransit (white bus) Care-A-Van service of the RIDE, and it takes place from 11:30 a.m. to 12:30 p.m. on Thursday, Aug. 29, at the Swan Lake Senior Center.



Write a comment...





Charles Bingham <charleswbingham3@gmail.com>

A Message from the Soupster

1 message

Sitka Soup <shop@sitkasoup.com>
Reply-To: Sitka Soup <shop@sitkasoup.com>
To: Charles <charleswbingham3@gmail.com>

Mon, Aug 19, 2019 at 6:18 PM

[Featured Ads, Upcoming Events & More!](#)

[View this email in your browser](#)



Next Printed Soup
August 29, 2019

Submit ads by **Noon** on
Thursday, August 22
to appear in the next
Printed Soup.

[Submit an Ad](#)

Whole Soup



[Download PDF](#)

Upcoming Events



Salmon Lunch Fundraiser

Aug 20, 11:30am @ St. Peter's by the Sea
Lunch includes grilled salmon, cole slaw & chips for \$10. Cookies for sale. Proceeds go to the historic See House roof repair.



Mental Health Presentation

Aug 20, 6pm @ Sitka Public Library
"It's All About the Yard (More or Less)" - A Free Mental Health presentation by marital and family therapist Jeannie Jay, MFT.



Shapiro & Opatz in Concert

Aug 20, 7:30pm @ Performing Arts Center
R.O. Shapiro & Izaak Opatz - Dyado, presented by the Sitka Fine Arts Camp. Check website for more information.



Chamber Luncheon

Aug 21, 11:30am @ Westmark Banquet Rm
USFS District Ranger Perry Edwards will speak about "What's going on and what is planned for The Sitka Ranger District."



Basic Bike Maintenance Workshop

Aug 22, 6 - 9pm @ UAS Hangar
Learn how to fix common bike issues. Taught by Charlie Lowell and Scott Menzies of the Susitna Bicycle Institute.

Crossword



[Download PDF](#)

Our Town

The Soupster muses about "silver linings".

[Read Our Town](#)

Would You Like To Create An Our Town?

The Sitka Soup welcomes an infusion of "new blood." Tell your story in 450-500 words, as a graphic "cartoon" strip or a short original B&W photo essay. Your Our Town must be closely connected with the lives of Sitkans, and the Soupster must make an appearance, even a brief one.

Email your Our Town to shop@sitkasoup.com and put "Our Town" as the subject or call 747-7595.

View Soup Ads

[Announcements](#)

[Events](#)

[For Sale](#)



Special Assembly Meeting

Aug 22, 6pm @ Centennial Building
New Business: Municipal Administrator candidate interviews, scheduling and extending the advertisement period.



Wild Alaska Yoga Fest

Aug 23 - 28 @ Fine Arts Camp Campus
Offering yoga for beginners, experienced students, kids and seniors and bringing visitors to enjoy yoga and our community.



SAIL Community Picnic

Aug 23, 5 - 7pm @ HPR Rec North Shelter
Everyone is welcome! Please join us for a picnic and conversation about how your gifts inspire personal independence!



Sitka Half Century Ride

Aug 24, 9am @ Fixit Station (Lincoln/Lake)
Join us for a 50-mile Group Bike Ride organized by the Sitka Cycling Club. You can ride only a portion or the whole thing.



Paint & Snack with Mark Sixbey

Aug 24, 1pm @ 304 Baranof St.
Join Sitka Seafood Festival for a family-friendly paint and snack taught by a local artist and educator. All ages welcome!



Chelan Produce's Last 2019 Visit

Aug 24 - 25 @ Katlian Street & HPR
Featuring Peak Peaches and Nectarines. For fun, see 8/25 Soup Kids Page on "Stone Fruit" and the 8/15 Crossword.



Mermaid Paint 'n Sip

Aug 27, 6 - 9pm @ Rio's Wine Bar
Sip fine wine enjoy the inspiring view and follow artist Sarah Dart's instruction. Tix includes 1 glass of wine and art supplies.



Public Meetings on Transportation

Aug 28, 4-6pm & Aug 29, 11:30am-12:30pm
Aug 28 @ Centennial Hall will focus on public transit. Aug 29 @ Swan Lake Senior Center will focus on paratransit.



Alice Johnstone Appreciation




Aug 28, 5 - 7pm @ Sitka Public Library
Reception celebrating Alice Johnstone's many accomplishments and activism - environmental, political, and societal.

Plastic vs. Reusable Bags

Aug 29, 6pm @ Sitka Public Library

[For Rent](#)
[Wanted](#)
[Free Stuff](#)

Our Other Sites

-  [Sitka Harbor Guide](#)
-  [Sitka Eats](#)
-  [Bight Before Christmas](#)

Gmail - A Message from the Soupster



A Presentation and Community Conversation with Michelle Putz. This event is free & everyone is welcome.



Sitka Mermaid Festival Market

Aug 31, 9am - 5pm & Sep 1, 10am - 3pm
Harrigan Centennial Hall. Our fantastic new logo is the work of Raven Shaw, an ocean-inspired artist you'll find at the Market.



An Evening of Violin & Piano

Aug 31, 7pm @ Performing Arts Center
SFAC presents Wyatt Underhill, assistant concertmaster for the SF Symphony with works by Brahms, Janacek and Strauss.

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Public Meetings to Discuss Transportation in Sitka



Listed: August 15, 2019 5:07 am
Expires: 15 days, 2 hours



Description

Wednesday, August 28 from 4-6pm @ the Chum Room in Harrigan Centennial Hall; and Thursday, August 29 from 11:30am-12:30pm @ Swan Lake Senior Center.

The first meeting will focus on the public transit (blue bus) part of the RIDE - there will be short overviews of the current service at 4pm & 5:15pm during the meeting.

The second meeting will focus on the paratransit (white bus) Care-A-Van service of the RIDE.

These meetings are being held as part of the Center for Community's work on the update to the five-year Sitka Public Transit-Human Services Transportation Coordinated Plan. For more information or to arrange assistance connecting by teleconference, email transit@cfcc.org or call 566-4232.

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Boys Run I toowú klatseen - We're very excited to begin our sixth year of our after-school empowerment program for boys. Sept. to Dec. - M/W or T/Th from 2:15-4:30pm at Keet Gooshi Heen Elem. School. We need coaches who will help 3rd-5th graders to: Cultivate a sense-of-self, Develop healthy communications & relationships. Learn positive decision-making & teamwork. Complete a 5K Fun Run Apply online: <https://boysrun.org/become-a-coach/> Applications due by Monday, Sept. 9. For more info, contact EThompson@safv.org 8615d5555bb7cb3ef

Repair a Piece of Sitka's History If you are experienced in construction,

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Winter Hours Return September 2:

DINING ROOM: OPEN MON-SAT 11AM-9PM • SUN NOON-9PM

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Bags for Change

Free Reusable Bags

Call 747-2708 to receive 2-4 new or gently used, clean reusable bags per family in Sitka for free!

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Salvation Army

Little Family Store

Located at the corner of Sawmill Creek Rd and Lake St (facing Lake St.)
Tuesday-Thursday 11a-2p
Saturday Noon-4p
Facebook: /SalvationArmySitka



White Elephant

Old Things & Collectibles



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Raven Radio Community Calendar

AUTO HOME BOAT LIFE **STEDMAN INSURANCE** **BUSINESS WORKERS COMP COMMERCIAL AUTO BONDS**
 118 American Street
 Call (907) 747-8618

To submit Community Calendar events scroll to bottom of the page or [CLICK HERE](#). Allow 3-5 days for the submission to be approved before appearing on the calendar and being read on the air. More Community Calendars: Yakutat - Haines - Juneau - Petersburg - Wrangell - Ketchikan



LATEST | NEWSCAST

Orange = One-Time & Blue = Recurring

Today **Monday, August 26** - Week Month Agenda

7:00pm Open mic

Monday, August 26

UAS Classes Begin

Yoga Intensive

2:00pm Yoga Anatomy/Therapeutic Intensive

6:00pm Rugby

6:00pm Open Soccer

8:00pm Floor Hockey

Tuesday, August 27

2:00pm Parent/Tot/More Swim

5:00pm Survivor's Empowerment

6:00pm NW Carving Class

6:30pm Gynecologic Cancers

Wednesday, August 28

Increased Fire Risk

11:00am Bishop's Tea House

2:00pm Raven Radio Meeting in Port Alexander

4:00pm Public Transit Meeting

When Wed, August 28, 4pm - 6pm

Description The public is invited to a general meeting to discuss public transit in Sitka Wednesday, August 28 in the Chum Room at Harrigan Centennial Hall. Informational presentations are at 4 and 5:15 p.m followed by question and answers

Events shown in time zone: Alaska Time - Anchorage

Calendar

Raven Radio Community Calendar Event Submission

Submissions will appear on our online calendar, and will be read over the air. Please allow 3-5 days for the submission to be approved. We encourage you to submit events at least 2 weeks in advance.

Public Service Announcements can also be submitted at www.kcaw.org/contact-us/

* Required

Submitters Name and Phone Number *

In case we need to contact you - not for publication

Your answer

Event Title *

Your answer

Month *

Choose

Community Calendar

Today

[Look for earlier events](#)

Friday, August 16

STA Raffle

School Lunch Applic

6:30am Guided

10:00am Raven F

6:00pm Leo's Hr

6:00pm Sci-Fi P

8:30pm Teen Nj

Saturday, August 17

Voter Registration

9:00am Boathou

10:00am Smokey

10:00am Farmers

10:00am Shakes;

12:00pm Fiber Fr

Calendar

Buoy Observations

Cruise Ship Calendar

Inside Marine Wx

Outside Marine Wx

Sitka Ride Bus Schedule

Sitka Tides

Sunrise & Sunset

The Moon and Stars

Tsunami Center



kcawradio

Day *

(If Event is several days running, post to the first day and explain how many days the event runs in the description)

Choose ▾

Start Time/End Time (please estimate if unsure) *

example: 4pm to 6pm

Your answer

Announcement *

This is what our host will read on the air. Please be brief, WHAT is happening, WHEN, and WHERE. Also, a contact name and number for more information.

Your answer

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LATEST | NEWSCAST

Orange = One-Time & Blue = Recurring

Today Wednesday, August 28 - Week Month Agenda

more details copy to my calendar

5:00pm Leather Pouch Making

5:00pm Alice Johnstone Fete

5:30pm Scripture Walk

6:00pm Climbing Wall

6:00pm Vinyasa Flow Yoga

8:00pm Floor Hockey

Thursday, August 29

11:00am Bishop's Tea House

11:30am Senior Transportation Meeting

When Thu, August 29, 11:30am - 12:30pm

Description A meeting regarding senior Sitkans' needs for transportation is Thursday, August 29, 11:30 a.m. - 12:30 p.m. at the Swan Lake Senior Center. Those age 60 and above are invited for lunch. If usually not participating in lunch service, please call Sandi at 747-8617 to reserve a meal.

more details copy to my calendar

2:00pm Parent/Tot/More Swim

6:00pm Rugby

6:00pm Plastic Bag Discussion

6:00pm Al-Anon

Friday, August 30

Events shown in time zone: Alaska Time - Anchorage

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kcawradio

Day *

(If Event is several days running, post to the first day and explain how many days the event runs in the description)

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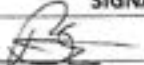


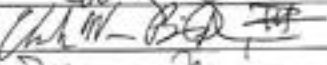

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PUBLIC MEETING, AUG. 28, 2019 - HUMAN SERVICES TRANSPORTATION AND OTHER TRANSIT NEEDS IN SITKA

PRINT NAME	SIGNATURE	ORGANIZATION (or "self")	EMAIL or PHONE CONTACT
Bryan D'Kallashan		Center for Community	Bdkallashan@cfc.org
Sandi Koral		CCS Juneau/Sitka/Lake Senior Center	sandi.koral@ccsjuneau.org
Amy Lanzoski		Sitka Counseling	amy2@sepsak.org
Charles Bingham		CFC/self	charlesbingham3@gmail.com
Martha Moses		STA - Sitka Tribe Transportation Committee	

PUBLIC MEETING, AUG. 28, 2019 - HUMAN SERVICES TRANSPORTATION AND OTHER TRANSIT NEEDS IN SITKA

PRINT NAME	SIGNATURE	ORGANIZATION (or "self")	EMAIL or PHONE CONTACT
Charlie Woodcock		Youth Advocates of Sitka YAS	charlie.woodcock@sitka.ak.gov
GEMMY HOPE		STA Sitka Tribe Transit Dept	

PUBLIC TRANSIT FACT SHEET

The RIDE fixed route services:

3 routes (see map)

6:30 a.m. to 7:30 p.m. Mondays through Fridays

Provided 53,714 rides in grant year ended June 30, 2019

(211 average per day of service)

Collected \$40,545 in fares

Cost per trip: \$19.36, including local in-kind match that is not cash

Cash cost per trip: \$15.43.

CARE-A-VAN door-to-door services for seniors and persons with disabilities:

6:30 a.m. to 7:30 p.m. Mondays through Fridays

Saturday and Sunday, about 5 hours per day, by reservation, and only for seniors (not persons under 60 with disabilities).

Provided 7,738 rides in grant year ended June 30, 2019

(30 average per day of service)

Collected: \$626 in fares from under age 60 riders, \$4,361 voluntary donations from riders 60+, and \$4,801 from Medicaid.

Cost per trip: \$46.95 including local in-kind match that is not cash

Cash cost per trip: \$42.56.

ANSWERS TO THE TWO MOST FREQUENTLY ASKED QUESTIONS:

1. **Why doesn't the RIDE go to the Airport?** During the winter, the RIDE's schedule of 6:30 a.m. to 7:30 p.m. would only cover two jet flights a day. Main reason for not going is that the Green Line route runs on the most tight schedule, a 30 minute loop, and there is not time for the bus to wait for passengers to load or unload luggage.
2. **Why doesn't this money buy taxi rides instead?** Because there is not a federal grant program for taxi rides. Because it's federal money, every vehicle must be accessible to a person with a mobility device, up to and including heavy-duty electric scooters. Because it's federal money, every ride must agree to take on service animals.

GOALS FOR NEXT FIVE YEARS

Progress in last five years noted as progress already made. Upcoming issues also noted.

Goal 1: Improve Community Awareness of Public Transit and Social Services Transit Coordination. Work to find increased fiscal resources.

Progress already made: Public Transit is on a solid footing with City Assembly to receive at least a \$25,000 grant each year from City funds.

Upcoming issues:

- (a) Annual State contributions to the match required for federal transit grants was vetoed by Governor in 2019.
- (b) Governor also vetoed annual State funds for purchase of disability-access transit vehicles and smaller vehicles, such as vans, for transport of social services clients.
- (c) These vetoed funds also expanded on limited federal funds to purchase services—such as RIDE’s voucher program—for persons with disabilities.

New Objectives.

- (a) Meet with Mt. Edgecumbe High School to put together a plan to have their students ride “the RIDE”. (Meeting is set for Tuesday, September 3rd with their Administrators.)
- (b) Tribes put together a budget request for the next Congressional Transportation Bill, adding operating and capital funding to the Tribal Transit Program

Goal 2. Continue to share knowledge and resources among social service agencies providing transportation to clients.

Progress already made: Social and human services agencies meet to discuss needs of clients for transportation, and to share insights on which vehicles to procure for client transportation services.

Goal 3. Improve Transportation for several reasons: To support employment for people with low incomes or with disabilities, and to provide better service to the general public.

Progress already made:

- (a) Expanded RIDE's route out Sawmill Creek (Blue Line) to reach Gary Paxton Industrial Park, to support both seasonal and year-round riders with jobs at the park.
- (b) Greatly expanded RIDE voucher program for persons with disabilities, providing nearly 9,000 rides in the grant year just ended.
- (c) Put up RIDE website and Facebook pages. Added interactive map, also worked to provide Google and Apple the necessary data so that Sitka Public Transit is now covered by Google Maps and Apple Maps.

New Objectives:

- (a) Increase number of bus stops, especially on Blue Line (Sawmill Creek).
- (b) Seek State permission to do "flag stop" passenger drop-offs, outside City core area.
- (c) Replace the aging bus fleet for fixed routes. Sitka Tribe and Center for Community will continue current applications for capital funds for replacements. Will increase efficiency and reduce operating costs.

Upcoming issues:

Governor vetoed annual State funds that expanded on limited federal funds to purchase services—such as RIDE's voucher program—for persons with disabilities. The RIDE's vouchers program may not be able to continue past June of 2020. Loss of the vouchers grant funds will necessitate a reduction in the RIDE's services.

Goal 4: Work to find fiscal resources to at least maintain current service levels, as funding falls behind costs of service, and as federal or state grant levels are cut.

Progress already made:

- (a) Convinced City Assembly to make annual grant to Transit a regular part of budget discussion, and if possible to make at least a \$25,000 annual grant to Transit.
- (b) CFC won an increased in the federal and state “purchased services” grant, for rides to seniors and persons with disabilities from under \$10,000 to nearly \$60,000 per year (the vouchers program is funded by
- (c) Sitka Tribe consistently increases the amount of Tribal Transportation Program funds that it contributes each year to the RIDE.
- (d) Center for Community succeeded in obtaining increased federal funding for the fixed route services for the grant year started July 1, 2019, and this should serve as the baseline going forward.

Upcoming issues:

- (a) Sitka Tribe is working as part of national effort by tribes to obtain greater federal transit funding for tribes. Results will not be known until after Congressional action in 2020. (Sitka Tribe’s federal transit grant was decreased two-thirds about seven years ago, due to a funding formula change by Congress.)
- (b) 2019 Governor’s veto of state matching funds for transit offsets almost half of the increased federal funding Center for Community was able to obtain in 2019

Goal 5. Continue Promoting REALISTIC plans to expand both general public transit and client-transportation by and for human service agencies.

Progress already made:

- (a) Expanded RIDE’s route out Sawmill Creek (Blue Line) to reach Gary Paxton Industrial Park, to support both seasonal and year-round riders with jobs at the park.
- (b) Greatly expanded RIDE voucher program for persons with disabilities, providing nearly 9,000 rides in the grant year just ended.

Upcoming issues: Without significant new funding, transit in Sitka cannot expand services. For the last 15 years, public in Sitka has said they want

- (a) Monday- Friday services extended to about 11 p.m.;
- (b) Saturday services, either 6:30 a.m. to 11 p.m., or at least a partial day schedule;
- (c) Sunday services, either 6:30 a.m. to 11 p.m., or at least a partial day schedule;
- (d) Earlier start for M-F services to reach jobs that start at 7 am; and
- (e) Accessible taxi-cabs that can transport wheelchairs and power-scooters and their riders.

Goal 6. Increase and Improve Accessible Services for Individuals with Disabilities.

Progress already made:

- (a) In the five years, with State funds recommended by the Alaska Mental Health Trust, Center for Community purchased two small buses, used by Care A Van (Catholic Community Services) to transport persons with disabilities and seniors, and eight (8) smaller vehicles for transporting human services' agencies' clients. Vehicles used by Youth Advocates, Sitka Counseling, and Center for Community.
- (b) Greatly expanded RIDE voucher program for persons with disabilities, providing nearly 9,000 rides in the grant year just ended.

Upcoming issues:

- (a) Governor vetoed in 2019 the pool of grant funds recommended by AK Mental Health Trust that allowed 80% funding for purchases of small buses and small vehicles for client transport by human service agencies;
- (b) The same 2019 veto eliminated grant funds recommended by AK Mental Health Trust—these were State funds that expanded on limited federal funds to purchase transportation services—such as RIDE's voucher program—for persons with disabilities.

The RIDE's vouchers program may not be able to continue past June of 2020. Loss of the vouchers grant funds will necessitate a reduction in the RIDE's services.

Human service agencies may have to raise 100% of the cost of replacement vehicles, instead of only 20% under the Mental Health Trust grant funding.

MINUTES of PUBLIC MEETING regarding COORDINATION of HUMAN SERVICES TRANSPORTATION NEEDS and PUBLIC TRANSIT in SITKA

Wednesday, August 28, 2019 4:00 p.m. – 5:10 p.m. Chum Room, Harrigan Centennial Hall

This meeting started at approximately 4:10 p.m., after the moderator waited for more folks to arrive. At approximately 4:10 p.m., Connie Sipe, the Transit Program Coordinator for Center for Community, introduced herself and made a brief presentation with facts about Sitka's public transit system, both the fixed route and the senior/paratransit door to door assisted rides. A one-page Fact Sheet was provided at the sign-in table. Gerry Hope, Transportation Director for Sitka Tribe of Alaska added a few items of information. Sandi Koval, Swan Lake Senior Center director and manager of Care-A-Van services for seniors and persons with disabilities, was in the audience and had made available fact sheets about Care-A-Van at the sign-in table.

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Sipe proceeded to lead the group through the five page document entitled: Goals for Next Five Years, explaining progress in goals made in the last five year plan period, current state of transit services, upcoming issues around fiscal resources, and some proposed new objectives to meet the proposed goals.

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- (a) Sitka Tribe is working as part of national effort by tribes to obtain greater federal transit funding for tribes. Results will not be known until after Congressional action in 2020. (Sitka Tribe’s federal transit grant was decreased two-thirds about seven years ago, due to a funding formula change by Congress.)
- (b) 2019 Governor’s veto of state matching funds for transit offsets almost half of the increased federal funding Center for Community was able to obtain in 2019

Goal 5. Continue Promoting REALISTIC plans to expand both general public transit and client-transportation by and for human service agencies.

Progress already made:

- (a) Expanded RIDE’s route out Sawmill Creek (Blue Line) to reach Gary Paxton Industrial Park, to support both seasonal and year-round riders with jobs at the park.
- (b) Greatly expanded RIDE voucher program for persons with disabilities, providing nearly 9,000 rides in the grant year just ended.

Upcoming issues: Without significant new funding, transit in Sitka cannot expand services. For the last 15 years, public in Sitka has said they want

- (a) Monday- Friday services extended to about 11 p.m.;
- (b) Saturday services, either 6:30 a.m. to 11 p.m., or at least a partial day schedule;
- (c) Sunday services, either 6:30 a.m. to 11 p.m., or at least a partial day schedule;
- (d) Earlier start for M-F services to reach jobs that start at 7 am; and

- (e) Accessible taxi-cabs that can transport wheelchairs and power-scooters and their riders.

Goal 6. Increase and Improve Accessible Services for Individuals with Disabilities.

Progress already made:

- (a) In the five years, with State funds recommended by the Alaska Mental Health Trust, Center for Community purchased two small buses, used by Care A Van (Catholic Community Services) to transport persons with disabilities and seniors, and eight (8) smaller vehicles for transporting human services' agencies' clients. Vehicles used by Youth Advocates, Sitka Counseling, and Center for Community.
- (b) Greatly expanded RIDE voucher program for persons with disabilities, providing nearly 9,000 rides in the grant year just ended.

Upcoming issues:

- (a) Governor vetoed in 2019 the pool of grant funds recommended by AK Mental Health Trust that allowed 80% funding for purchases of small buses and small vehicles for client transport by human service agencies;
- (b) The same 2019 veto eliminated grant funds recommended by AK Mental Health Trust—these were State funds that expanded on limited federal funds to purchase transportation services—such as RIDE's voucher program—for persons with disabilities.

The RIDE's vouchers program may not be able to continue past June of 2020. Loss of the vouchers grant funds will necessitate a reduction in the RIDE's services.

Human service agencies may have to raise 100% of the cost of replacement vehicles, instead of only 20% under the Mental Health Trust grant funding.

.....

After Sipe, Hope and the audience members had moved through the Goals document, Sipe asked audience members for questions, comments, suggestions, and their perception of transportation needs of human services clients and general public.

The representative from Sitka Counseling mentioned that their clients who are in residential treatment really wish there were at least some weekend fixed route runs in and out of town. They have no way otherwise to get around. Also, many clients, whether in treatment, or based in the community, need transit services later in the weekday evenings, for example, to be able to get home from support group meetings that usually end later than the last bus run.

Another audience member noted that later running times for fixed route in the evenings would benefit persons who are using the public library, which closes at 8 p.m. Many persons on fixed or lower incomes use the communication (internet) services of the public library in the evenings and need a later ride home.

Another note made by several audience members was the benefit that would be added if the fixed route could get people, including adolescents, home after the evening movie showings.

In regards to trying to restore state transit funds vetoed by the current governor, Gerry Hope from the Tribe suggested making that a specific goal in the Plan.

Gerry Hope also discussed in some detail his and the Sitka Tribe's work with a nation-wide coalition of tribal transit providers to influence and shape the upcoming reauthorization of the Federal Transit Act, set to come up in Congress in the fall of 2019. Hope explained how a reauthorization of eight years ago had changed the Tribal Transit funding formulas in such a way as to severely disadvantage Alaska tribes, including Sitka Tribe.

Charles Bingham requested an update on any plans to proceed with construction of a Bus Maintenance Facility. Gerry Hope explained the many-year process of trying to obtain a suitable site, what with findings of environmental contamination, changing minds of potential sellers, etc. Hope remains confident that eventually the Tribe will be able to build such a facility.

Bingham also asked whether the three fixed route buses could shut off their engines at the central three-bus transfer stop downtown in the Crescent Harbor parking lot—in order to reduce emissions. Gerry Hope explained that in cooler and wetter weather, shutting off the engines results in quick moisture build-up on the bus windows and front windshield, causing delays while the driver has to wipe down the windshield. He also explained that sometimes one or more of the three buses is only present at the transfer stop for literally two or three minutes, and it is not efficient to shut off the engines.

Questions and comments from audience members ended about 5:05 p.m. The first session of the meeting was adjourned by Sipe, and audience members departed. Per the public advertisements, if any new audience members were to arrive by 5:15 p.m., Sipe would repeat the presentation and solicit comments from the second session's attendees.

At 5:25 p.m. there were still no new audience members present, so Sipe closed the meeting.

Attached: Sign-in sheet for attendees at the meeting.

PUBLIC MEETING, AUG. 29, 2019 - TRANSPORTATION for SENIORS in SITKA

PRINT NAME	SIGNATURE	EMAIL or PHONE CONTACT
Ralph Tucker	Ralph Tucker	
Gregy Martin	Gregy Martin	
Ron Holstrom	Ron Holstrom	
DAN STULAIN	Dan Stulain	747-8200
Al Ripley	Al Ripley	747-8046
Dale Williams	Dale Williams	738-2827

PUBLIC MEETING, AUG. 29, 2019 - TRANSPORTATION for SENIORS in SITKA

PRINT NAME	SIGNATURE	EMAIL or PHONE CONTACT
Jean Frank	Jean Frank	jeanfrank@yahiwa.com
Charles Binshum	Charles Binshum	charlesbinshum@gmail.com

PUBLIC MEETING, AUG. 29, 2019 - TRANSPORTATION for SENIORS in SITKA

PRINT NAME	SIGNATURE	EMAIL or PHONE CONTACT
Cheryl Enloe	Cheryl Enloe	949-4622
HARRIET Belea	Harriet Belea	744-6912
Henretta Van Moanen	Henretta Van Moanen	828/450-2578
EILEEN M KAHSSE	Eileen M Kahsse by Jean Frank	907-8097877
Bertha Karas	Bertha Karas	
Marcia STRAND	Marcia Strand	752-0438

PUBLIC MEETING, AUG. 29, 2019 - TRANSPORTATION for SENIORS in SITKA

PRINT NAME	SIGNATURE	EMAIL or PHONE CONTACT
MARY MATESSKI	Mary Mateski	747-6456
Shelvia Graham	Shelvia Graham	Robert Graham
	MAKELLYN	754789
	ELMO K MILLS	623-0868
Robert Nielsen	Robert Nielsen	738-1634

PUBLIC MEETING, AUG. 29, 2019 - TRANSPORTATION for SENIORS in SITKA

PRINT NAME	SIGNATURE	EMAIL or PHONE CONTACT
	Langlene Howard	723-2962
	Kara Williams	738 500-2346
	MAIDRIE JENSEN	
KAREN MARTINSEN	Karen Martensen	KAREN O SEERHC. 738-6499 ORG

TRANSPORTATION FOR SENIORS (and PERSONS with DISABILITIES) FACT SHEET

CARE-A-VAN door-to-door services for seniors and persons with disabilities:

- 6:30 a.m. to 7:30 p.m. Mondays through Fridays
- Saturday and Sunday, about 5 hours per day, by reservation, and only for seniors (not persons under 60 with disabilities).
- Provided 7,738 rides in grant year ended June 30, 2019 (30 rides average per day of service)
- Collected: \$626 in fares from under age 60 riders, \$4,361 voluntary donations from riders 60+, and \$4,801 from Medicaid.
- Cost per trip: \$46.95 including local in-kind match that is not cash. Cash cost per trip: \$42.56.
- Brings \$319,515 of funds into Sitka from outside sources.

Change in last two years: due to fiscal issues, Care-A-Van stops running at 7:30 p.m. now on Mondays – Fridays. Used to run until about 9, 9:30 p.m.

MINUTES of PUBLIC MEETING regarding TRANSPORTATION FOR SENIORS in SITKA

Thursday, August 29, 2019 11:30 a.m. to 12:30 p.m. Swan Lake Senior Center

This meeting took place during the daily senior lunch at the Swan Lake Senior Center. At approximately 11:40 a.m., Connie Sipe, the Transit Program Coordinator for Center for Community, introduced herself and made a brief presentation with facts about the Care-A-Van assisted, door-to-door transit system in Sitka, a system for seniors age 60+ and persons with disabilities of any age. She had placed on each table enough copies of the Senior Transportation Fact sheet (attached) for each diner or visitor to have a copy.

Sipe mentioned, among other facts about the senior/paratransit service, that due to fiscal issues, the Care-A-Van had to cut back its evening services Mondays-Friday, stopping now at 7:30 p.m., when the fixed route buses stop. Until about two years ago, Care-A-Van ran until about 9 or 9:30 p.m. on Mondays through Fridays. This later service gave seniors and paratransit riders more access to church and other social activities that take place in the early evenings.

Sipe explained that each place setting also had a yellow page of paper on which audience members could write down any concerns or comments about the Care-A-Van service, or the whole public transit system. Sipe would pick those up after the audience left.

Sipe asked if anyone wanted to make a public comment, but no one did. Sipe then went around and sat with the diners at each of the four tables and solicited direct comments. These were the verbal comments Sipe received:

- There are too many cars on Sitka's streets. For sake of climate we need to get people to use public transit more.
- Riders want a restoration of the longer evening hours for Care-A-Van on M-F.
- Riders would like to see a restoring of the "middle" shift Care-A-Van service, in order that more folks can get rides.
- Seniors who are in long term care swing bed care at the local hospital are not getting much transportation for recreational purposes because the hospital's wheelchair-lift van is (probably permanently) out-of-order. The facility is left with only a small van that is limited to one wheelchair rider at a time.

Written comments turned in by meeting participants stated the following:

- Gratitude for the entire public transit system, both the RIDE and the Care-A-Van.
- Care-A-Van Service was better when there were three shifts of drivers working M-F daytimes.
- Generally need more hours of Care Van services, for more rides.
- Statement of importance of Care-A-Van services, as the writer lives outside of the downtown core area and cannot get around with the service.

- There needs to be a way to provide transportation services in the evenings and on weekends for younger persons with disabilities. The writer knows a 20 something young woman who feels compelled to move away from Sitka because as a wheelchair/scooter bound person, she cannot get transportation to get out to social activities on nights or weekends.
- Some concern that unlike in earlier days, a rider for Care-A-Van usually cannot get same-day service, but must request a ride the day before.

The meeting closed informally, as the participants almost all left about 12:20 p.m. Sipe left at 12:30 p.m. after her last conversation one-on-one with a meeting participant.

Attached: Senior Transportation Fact Sheet

Three sign-in sheets for attendees at the meeting.



DRAFT FIVE-YEAR PLAN AVAILABLE FOR PUBLIC COMMENT.

CONSIDERATION FOR PLAN ADOPTION BY SITKA TRIBE OF ALASKA at COUNCIL MEETING of SEPT. 18, 2019.

Center for Community, the Transit Managing and Coordination Agency for Sitka, and Sitka Tribe of Alaska, invite Sitkans to review and comment on the Plan for Coordination of Human Services Transportation Needs and Public Transit, effective July 2020 through June 2025.

The rough draft of the Plan will be available Sept. 9, online at www.ridesitka.com. A hard print copy will be available to read at the front desk of Center for Community, 700 Katlian Street, Suite B, M-F, 8 a.m. to 4:30 p.m. A hard print copy will also be available to read at the Transportation Department of Sitka Tribe of Alaska, 465 Katlian Street (2nd floor). Persons wanting a personal copy may obtain one by emailing: csipe@cfc.org.

The Five Year Plan must be adopted by a locally elected government body. The Sitka Tribe of Alaska assumes this responsibility, because of the Tribe's extensive involvement in and financial support of public transit in Sitka.

PUBLIC MEETING and PUBLIC COMMENT: Sitka Tribe of Alaska's Tribal Council will consider the Plan for adoption at its regularly scheduled public meeting on September 18, 2019, at Sheet'ka Kwaan Naa Kahidi. Meeting to start at 6:30 p.m. During consideration of adoption, there will be an opportunity for public comment on the Plan.

Public Comment on the Plan for the meeting may also be given through September 16th, by: emailing any comments to gerry.hope@sitkatriben-sn.gov or csipe@cfc.org, or leaving a phone message at 907-966-4232. Any public comment received through Sept. 16 will be presented in summary to the Council at its meeting on the night of September 18th.

University

SE Conference
To Meet in Sitka

Thursday, September 12 from
4:00 p.m. to 6:00 p.m.
at Harrigan Centennial Hall.

gounseling.
End-of-life pamphlets are at Sitka
gounseling, St. Peter's, Alaska Pio-
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ewett Funderal Home, Sitka Long-
m Care, and Brave Heart Volunteers
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the RIDE CARE-A-VAN

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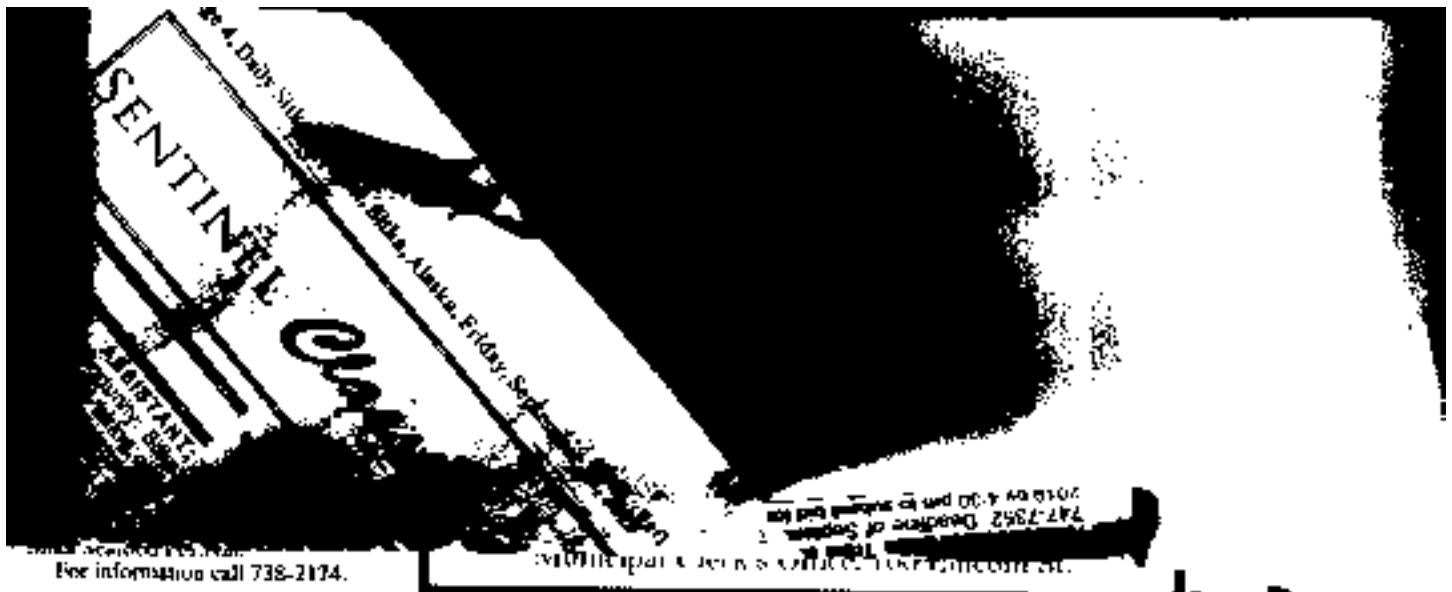
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For information call 738-2174.

Municipal Clerk's Office 747-2352

the **RIDE CARE-A-VAN**

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Daily Sitka Sentinel, Friday, Sept. 13, 2019, Page 4

**TO
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Sita Imajinda
The Central 10-30
Sept. 14 at the Sita
The fire, games, craft an
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Police Blotter

SJ Architecture History Presented On Wednesday

...ce received the following calls
...n, today:

A rental car was reported stolen, but
it turned out not to be the case.

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Police and EMS went to a beach to
help a person having a seizure.

... a.m.-2 p.m. Wednesday, and noon-3
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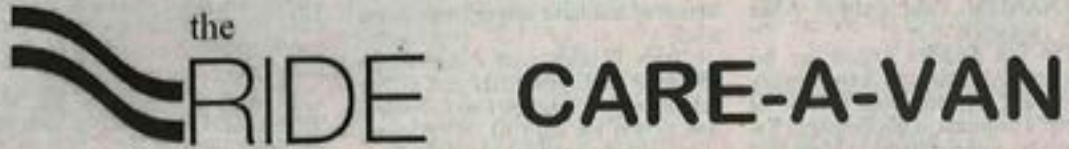
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SENTINEL Classifieds

NEW PRICE at 110 Toivo Circle Now \$560,000

Detailed Craftsmanship with an Open Concept Floor Plan

CUSTOM 2 BR/2 BA, ±1,558 SF LIVING, ±10,193 SF LOT, ±625 SF GARAGE, TOP FLOOR MASTER SUITE, TAKE IN OCEAN/EDGE/CUMBE VIEWS THROUGH HUGE WINDOWS, LANDSCAPED FOR PRIVACY, EFFICIENT



Davis Realty

Search the Sitka MLS at WWW.DavisRealtySitka.com

Kenri O'Toole, Owner/Broker | Nancy Davis, Associate Broker
208-D Lake St. Sitka, AK 99835 | (907) 747-1032

Help Wanted

MAINTENANCE MECHANIC (Sitka). The Alaska Housing Finance Corporation (AHFC) seeks a Maintenance Mechanic (Sitka). This is a Union position with a rate of \$23.78 per hour. Excellent benefit package. A complete job description and online application may be obtained from the website at www.ahfc.us. A new AHFC application must be submitted for each position (a resume may be attached). Application must be received by 5 p.m. September 11, 2019. AHFC provides employment opportunities to low and very-low income persons, in compliance with section 3 of the HUD Act of 1968. Public Housing Residents are encouraged to apply. Equal Opportunity Employer.

BEAVER HEART Volunteers is hiring a caregiver, 30 hrs/week, salary DOE. Seeking a driven individual who is passionate about elder care. For a full job description contact 747-4600. To apply fill in your Cover Letter and Resume office@braveheartvolunteers.org, by 9/27/2019 at 5 PM.

POSITION VACANCY: The Sitka School District is accepting applications for a full-time (6.5 hours) Cultural professional. Probationary wage \$14.11 per hour, permanent wage \$18.34 per hour. Qualifications: High school diploma or equivalent, desire

Help Wanted

HIGHLINER COFFEE Co. now hiring for F-T and P-T baristas, plus lunch prep cook. Great hours and competitive pay. Drop off employment application at Highliner.

Homes for Sale

HOME-W/RENTAL APARTMENT, 714 Monastery. 480-518-4186.

Storage Space

HEATED STORAGE units available. Alaska Heated Mini-Storage. 907-738-5343.

Rentals

26' 5TH-WHEEL w/living room & small bedroom. Utility room alongside (small dbl wide). Single occupancy or couple. Pets ok-monthly fee. Private lot, available 10/1. 208-809-4219.

2-BEDROOM, 2-BATH Home available. Pets Considered. 208-504-3129.

SUITE AVAILABLE now. NP/NS. \$880. 738-8359.

2-BEDROOM/1-BATH APARTMENT for rent close to Totem Park. \$900 plus electric. First month +deposit. NS/one pet on approval with pet deposit. 747-3638.

Admission Free On Museum Day

The Sheldon Jackson Museum will observe the Smithsonian Magazine Museum Day on Saturday, Sept. 21, with free admission.

Museum Day is an annual celebration hosted by Smithsonian magazine. Participating museums and cultural institutions across the country provide free entry to anyone presenting a Museum Day ticket, which provides free admission for two people.

Visit <https://www.smithsonianmag.com/museumday/museum-day-2019/> to access a printable ticket or go to the website and present the digital e-ticket upon time of entry.



AMERICORPS Sgt. Ryan Reid joined the AmeriCorps Program this year of service at the Sitka Middle School, expanding and supporting the school's junior high students to offset the negative effects of the COVID-19 pandemic. Reid, originally from University in 2018, earned a science degree in 2019. She hopes "to give back to the community that raised me. I also hope to see everyone at BMU next and see if it's right for me." Reid is a member of the Northern Washington (two national titles).

Christmas Listed

Sitka Council's 39th Annual Christmas Dinner will be held 9:30-11:30 p.m. on Nov. 30, at Centennial Hall. To reserve a table call 747-3636 or attend

Public Transit Draft on Review

The draft of the Five-Year Sitka Public Transit-Human Services Transportation Coordinated Plan, July 2020 to June 2025, is available for public comment.

The draft is posted online at <http://ridesitka.com/wp-content/uploads/2019/09/SitkaPublicTransitHumanServicesTransportationCoordinatedPlan202525.pdf>. Hard copies are available for review at the Center for Community office at 700-B Katlian Street and at the Sitka Tribe of Alaska Transportation Department, 465 Katlian Street, second floor. People can request a copy by email from Connie Sipe at csipe@cfco.org.

The plan will be up for adoption by the Sitka Tribe of Alaska Tribal Council 6:30 p.m. Wednesday, Sept. 18, at the Shee't'ka Kwáan Naa Kahádi. Public comment also will be taken.

All submitted public comment must be in hand by Sept. 16, and can be sent by email to csipe@cfco.org or gerry.hope@sitkatribenon.gov, or submitted by phone to 966-4232. Those comments received by Sept. 16 will be presented to the STA Tribal Council.

CITY & BOROUGH OF SITKA

LEGAL NOTICE PROPERTY TAX REDEMPTION PERIOD EXPIRES For Tax Years 2012-2016 City and Borough of Sitka, Alaska

The City and Borough of Sitka, Alaska (CBS) hereby notifies the termination of the property tax redemption period for the tax years 2012-2016, per the Judgments and Orders of Sale of the State of Alaska, First Judicial District at Sitka, dated March 4, 2015; February 13, 2016; January 9, 2017; and March 4, 2018.

The property tax redemption periods for tax years 2012-2016 expired on September 20, 2019. All properties listed below, which were closed upon and sold directly to the City and Borough of Sitka, Alaska, immediately to CBS upon the expiration of the redemption periods for tax years 2012-2016 on September 20, 2019. Every right or interest of a person in the properties will

Boat

SALE
Corvus sail the
tires: Small
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- PROGRAM SCHEDULE >
- NEWS >
- KCAW HIGHLIGHTS >
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- ABOUT >
- CONTRIBUTE >

Raven Radio Community Calendar

AUTO HOME BOAT LIFE **STEDMAN INSURANCE** **BUSINESS WORKERS COMP COMMERCIAL AUTO BONDS**
 118 American Street
 Call (907) 747-8618

To submit Community Calendar events scroll to bottom of the page or [CLICK HERE](#). Allow 3-5 days for the submission to be approved before appearing on the calendar and being read on the air. More Community Calendars: Yakutat - Haines - Juneau - Petersburg - Wrangell - Ketchikan



LATEST | NEWSCAST

Community Calendar

Today

[Look for earlier events](#)

Thursday, September 12

No Playgroup

Art Show

8:15am Parent F

9:30am SOAR C

10:00am Breastfe

10:00am Senior v

10:30am Library !

12:00pm Sitka LE

12:30pm Health b

1:00pm Health C

3:00pm Senior C



Orange = One-Time & Blue = Recurring

Today Tuesday, September 17 - Week Month Agenda

3:30pm HS Basketball Drills

6:00pm Women's Basketball

7:00pm Storytelling

Wednesday, September 18

City Volunteer Positions

Pelican Clinic

Public Transit Plan

When Wednesday, Sep 18, 2019

Description Sitkans are invited to review the plan for coordination of human services transportation needs and public transit which will be considered at the Wednesday, September 18 Sitka Tribe of Alaska Council meeting beginning at 6:30 p.m.

More: Visit ridesitka.com to access the plan. more details> copy to my calendar

10:00am Water Aerobics

5:30pm Crafting/Potluck

6:00pm Open Basketball

6:30pm STA Meeting

8:00pm Floor Hockey

Thursday, September 19

Art Show

Events shown in time zone: Alaska Time - Anchorage

Calendar

Raven Radio Community Calendar Event Submission

Submissions will appear on our online calendar, and will be read over the air. Please allow 3-5 days for the submission to be approved. We encourage you to submit events at least 2 weeks in advance.

Public Service Announcements can also be submitted at www.kcaw.org/contact-us/

* Required

Submitters Name and Phone Number *

In case we need to contact you - not for publication

Your answer

Event Title *

Your answer

Month *

Choose

3:30pm HS Basl

4:00pm Adminis

6:00pm Rugby Calendar

Buoy Observations

Cruise Ship Calendar

Inside Marine Wx

Outside Marine Wx

Sitka Ride Bus Schedule

Sitka Tides

Sunrise & Sunset

The Moon and Stars

Tsunami Center



kcawradio

Load More...

Follow on Instagram

Print - Home

Day *

(If Event is several days running, post to the first day and explain how many days the event runs in the description)

Choose ▾

Start Time/End Time (please estimate if unsure) *

example: 4pm to 6pm

Your answer

Announcement *

This is what our host will read on the air. Please be brief: **WHAT** is happening, **WHEN**, and **WHERE**. Also, a contact name and number for more information.

Your answer

SUBMIT

Never submit passwords through Google Forms.

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Sitka Public Transit-Human Services Transportation Coordinated Plan, July 2020 to June 2025



Lightshot Screenshot



Sitka's the RIDE

Published by Charles Bingham 17

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Public comment period open for draft: 2020-2025 Sitka Public Transit-Human Services Transportation Coordinated Plan

The draft of the Five-Year Sitka Public Transit-Human Services Transportation Coordinated Plan, July 2020 to June 2025, is now available for public comment. The draft is posted online at this site (click this link, <http://ridesitka.com/wp-content/uploads/2019/09/SitkaPublicTransitHumanServicesTransportationCoordinatedPlan202525.pdf>) and a hard copy will be available for review at the Center for Community office (700 B Katlian Street) and at the Sitka Tribe of Alaska Transportation Department (465 Katlian Street, second floor) starting Monday, Sept. 9. People can request a copy by email from Connie Sipe at csipe@cfc.org.

The plan will be up for adoption by the Sitka Tribe of Alaska tribal council's regular meeting at 6:30 p.m. on Wednesday, Sept. 18, at the Shee'ká Kwáan Naa Kah'ici. Public comment also will be taken at this time. All submitted public comment must be in hand by Monday, Sept. 16, and can be sent by email to csipe@cfc.org or garry.hope@sitkatriben-nsn.gov, or submitted by phone to (907) 966-4232. Those comments received by Sept. 16 will be presented to the STA tribal council meeting before the adoption of the plan.



Write a comment...





CARE-A-VAN

Extension of time for public comment on draft five-year plan.

New Date for Consideration for Plan Adoption by Sitka Tribe of Alaska. To Be Acted Upon at Tribal Council Meeting of October 2, 2019.

Center for Community, the Transit Managing and Coordination Agency for Sitka, and Sitka Tribe of Alaska, invite Sitkans to review and comment on the [Plan for Coordination of Human Services Transportation Needs and Public Transit, effective July 2020 through June 2025.](#)

The rough draft of the Plan has been available since Sept. 9, online at www.ridesitka.com. A hard print copy is available to read at the front desk of Center for Community, 700 Katlian Street, Suite B, M-F, 8 a.m. to 4:30 p.m. A hard print copy is also available to read at the Transportation Department of Sitka Tribe of Alaska, 465 Katlian Street (2nd floor). Persons wanting a personal copy may obtain one by emailing: csipe@cfc.org, on or before October 1.

The Five Year Plan must be adopted by a locally elected government body. The Sitka Tribe of Alaska assumes this responsibility, because of the Tribe's extensive involvement in and financial support of public transit in Sitka.

PUBLIC MEETING and PUBLIC COMMENT: Sitka Tribe of Alaska's Council will consider the Plan for adoption at its regularly scheduled public meeting on October 2, 2019, at the main office of the tribe, 456 Katlian Street. Meeting to start at 12:00 noon. During consideration of adoption, there will be an opportunity for public comment on the Plan.

Public Comment on the Plan for the meeting may also be given through October 1, 2019, by: emailing any comments to Gerry.hope@sitkatriben-sn.gov or csipe@cfc.org, or leaving a phone message at 907-966-4232. Any public comment received through October 1 will be presented in summary to the Council at its meeting on October 2.

State: Fairbanks HIV Cases

ten goes out before potential frauds get flagged. Investigators call that "pay and chase."

In recent years, Medicare has tried to adapt techniques used by credit card companies to head off fraud. Law enforcement coordination has grown, with strike forces of federal prosecutors and agents, along with state counterparts, specializing in health care investigations.

ECONOMIC DEVELOPMENT by
SUPPORTING SITKA'S
VIBRANT & DIVERSE
WAY OF LIFE

VOTE OCTOBER 1ST

PAID FOR BY: Kevin Knapp, IE, Assembly District 6415, Sitka, AK



the
RIDE CARE-A-VAN

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Public Library.
The annual "What Will Pumpkin Be for Halloween?" scavenger hunt will run Oct. 1 through Halloween. In the library's children's room, kids look for the 12 Halloween costumes that pumpkin is trying on. They then write down the name of the costumes they find. Correct answers go into a random raffle. The winner receives a Halloween book.

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Algal Bloom
Tonic of Talk

Committed to
ECONOMIC DEVELOPMENT by
SUPPORTING SITKA'S
VIBRANT & DIVERSE
WAY OF LIFE

VOTE OCTOBER 1ST

PAID FOR BY: Kevin Knutson, Assembly, Box 6415, Sitka, AK



the **RIDE CARE-A-VAN**

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Sitka's the RIDE page on Facebook, Sept. 29, 2019

the RIDE **CARE-A-VAN**

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The plan will be up for adoption by the Sitka Tribe of Alaska tribal council's regular meeting at 6:30 p.m. on Wednesday, Oct. 2, at the Sheet'ká Kwáan Naa Kahídi. Public comment also will be taken at this time. All submitted public comment must be in hand by Tuesday, Oct. 1, and can be sent by email to csipe@cfc.org or gerry.hope@sitkatribenon.gov, or submitted by phone to (907) 966-4232. Those comments received by Oct. 1 will be presented to the STA tribal council meeting before the adoption of the plan.

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