

# Ouzinkie Coordinated Public Transit-Human Services Transportation Plan



2011

# SIDCO

Plan produced through a partnership between  
Spruce Island Development Corporation, City of Ouzinkie,  
Ouzinkie Native Corporation, and the Native Village of Ouzinkie.

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## INTRODUCTION

Nestled in the Kodiak archipelago within the Gulf of Alaska, Ouzinkie is a small community of 170 year-round residents (2009 estimated census) with almost 90% Native ancestry (2000 Census). While Ouzinkie faces many difficulties such as poverty, lack of a strong economic base, and weather-influenced isolation, a recent improvement in the village's connection to the larger world has left Ouzinkie residents more isolated than ever.

In 2009, the U.S. Department of Transportation (DOT) allocated funds from the American Recovery and Reinvestment Act to improve Ouzinkie's airstrip. Part of the planned improvement was to relocate the village's main connection to nearby Kodiak some two miles further outside the village in an effort to reduce the often severe winds' effect on air traffic, as well as meet new FAA regulations. While this change upgraded the airstrip to FAA requirements, the increased distance from the village – albeit small to many lower-48 American communities with regular access on cars or public transport – has become a huge impediment. Although some of the residents of Ouzinkie own a personal car or truck to access the new airport, many only own an all-terrain vehicle (ATV) and some are entirely without transportation. Particularly for our elderly and young children, it is uncomfortable or unsafe to ride on recreational vehicles, such as a four-wheeler that offers no passenger seating or safety restraints (seat belts). Additionally, inclement weather decreases the safety of these vehicles. With recent developments to grow our burgeoning tourist trade, Ouzinkie visitors are hampered by this new transportation difficulty, which also has impacted our potential economic development.

In tribal and city meetings since the beginning of the airstrip project, Ouzinkie residents have repeatedly expressed a need for public transportation to resolve transit issues, further exacerbated when the old airstrip closed. In addition to increased distance from the village, the airstrip's lack of warm shelter or any power source endangers visitors and residents – particularly Elders – with the risk of exposure if left stranded. In addition to the desire for transportation to the airport, residents expressed an existing need for local transit to and from the health clinic, the Tribal Cultural Center, and throughout the community. Although all organizations in the community agreed that this was an important issue, no one agency had been able to take steps to fulfill this unmet need.

The Coordinated Plan meeting of January 12, 2011 allowed Ouzinkie residents, with input from Kodiak town and village agencies, to prioritize their needs and to decide on strategies to pursue that will fulfill these needs. Participating stakeholders came to a consensus to develop a public transportation project serving both the airport and in-village needs with a prioritized development approach, concentrating initial services on access to airport and health care services. Spruce Island Development Corporation agreed to spearhead the project with support from other agencies and the residents themselves.

## COMMUNITY BACKGROUND

### *Location*

Ouzinkie, the nearest village to the city of Kodiak, is in the Kodiak Archipelago within the Gulf of Alaska, approximately 247 air miles southeast of Anchorage, Alaska. The Kodiak Archipelago, or Kodiak Island Borough, has a population of 13,889 residents, approximately 18% Native (2009 DCCED Certified Population). Ouzinkie village is located on the west coast of Spruce Island, a small island off the northerly coast of Kodiak Island, and approximately 10 air miles from the City of Kodiak. Ouzinkie encompasses 6.0 sq. miles of land and 1.7 sq. miles of water. Severe storms are common from December through February. Annual precipitation averages 60 inches, with 87 inches of snowfall. Temperatures remain within a narrow range, from 32 to 62 °F.

The native village of Ouzinkie, founded 150 years ago by Russian American Company Retires and smaller settlements around Spruce Island, derives its name from a Russian term “uzen kii,” meaning “rather narrow.” The channel separating Kodiak Island from Spruce Island, called Ouzinkie Narrows, gives Ouzinkie its Russian based name. Our own Sugpiaq/Alutiiq name for Ouzinkie is Uusenkaa. Our community is part of an over 7,000 year-old homeland of the indigenous Sugpiaq/Alutiiq people. We are a people deeply rooted in our Sugpiaq/Alutiiq heritage, with close ties to other Sugpiaq communities, such as Afognak, Port Lions, and Kodiak.

### *Transportation*

Like all of the six villages in the Kodiak archipelago, Ouzinkie is only accessible by water or air. Round trip airfare from Kodiak is \$100, a 15-minute ride by small aircraft landing on our gravel airstrip owned and maintained by the State of Alaska. Two airlines provide service to the village. Both Island Air and Servant Air fly from Kodiak to Ouzinkie twice a day, six days a week. Charter flights are also available. Our climate is dominated by a strong marine influence characterized by little freezing weather, moderate precipitation, and frequent cloud cover and fog. Our weather often results in patterns of interrupted aircraft service to Ouzinkie, when aircraft visual flight minimums are not meant. Severe storms with high winds are common from December through February. Our people are master readers of local weather, as we depend on the sea for our livelihood, both in subsistence hunting and fishing and in commercial fishing.

Current water access is only by private boat as there is no commercial, passenger marine transportation service. Charter boat service is around \$200 round trip to Kodiak. Small barge or commercial carrier brings in groceries, fuel, building supplies and other necessities, as the community’s dock is old and not deep enough to accommodate today’s larger, deeper draft marine vessels. Plans are underway to build an improved dock which will allow the Tustemena state ferry to add Ouzinkie as a stop; the dock is projected to be completed in two years. Access by open skiff (and sometimes barge or commercial

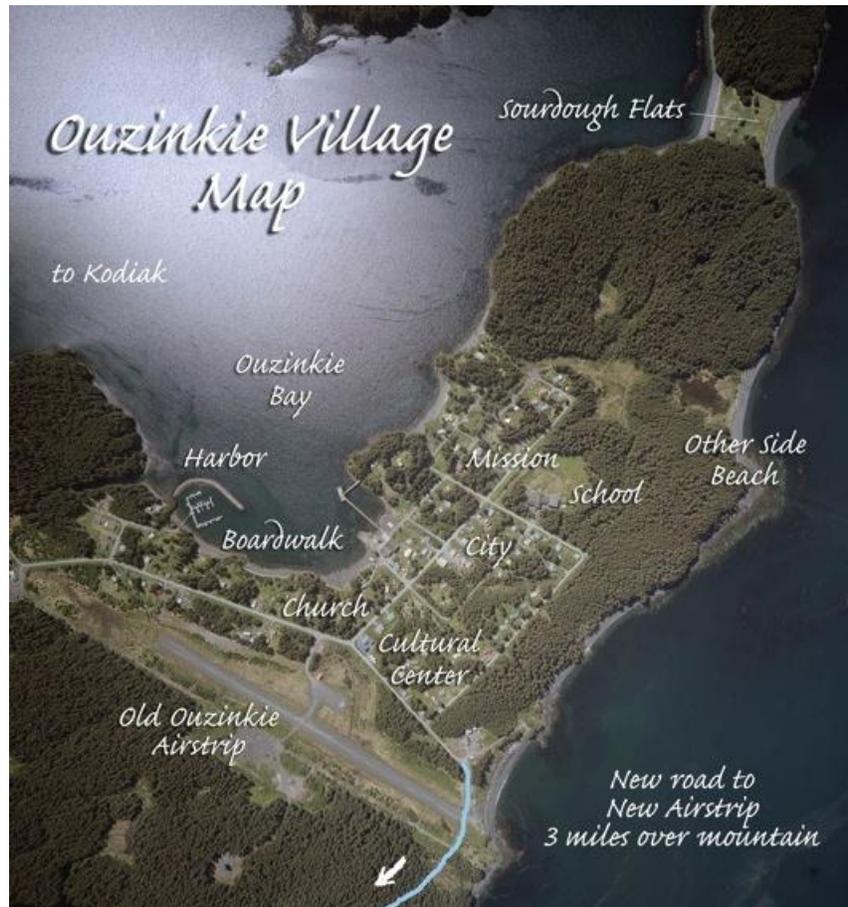
carrier) to Kodiak is very unreliable. In a project guide from the DOT explaining the necessity of the new airport in Ouzinkie, the facts are explained:

*[Ouzinkie water] travel cannot be accomplished during non-daylight hours which during the winter is even more difficult. From Thanksgiving through March access is very unreliable during the day. Ouzinkie residents can travel to Kodiak roughly on 10% of the time. From March to June, access is slightly better, possibly up to 50% of daylight hours. June through part of September, the weather is more reliable; access is approximately 80% of daylight hours. The rest of September to Thanksgiving access is possible roughly 30% of the time during daylight hours.*

*(<http://www.dot.gov/recovery/docs/ARRAAdvisoryAIPProjectJustifications2.pdf>)*

For much of the year, air travel is the most reliable method in and out of the community. The new airstrip's location outside of Ouzinkie makes village transport a high priority and, with no organization providing public transportation services, it remains a huge gap in the service needs of residents.

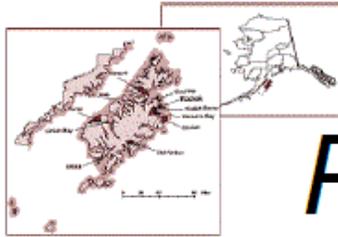
### ***Map of Community***



## COORDINATED PUBLIC PLAN MEETING

SIDCO organized a public meeting to develop a clear plan for public transportation needs grounded with support from community stakeholders and agencies. Public advertisement was supplemented by targeted invitations to service providers.

### *Public Meeting Notice*



# *Please Attend!*

## 2011 Locally Developed Coordinated Public Transit-Human Services Transportation Plan

hosted by:

## **Spruce Island Development Corporation of Ouzinkie**

**Date:** January 12, 2011

**Time:** 10 AM

**Location:** Tribal Center

**Purpose:** To create a Locally Developed Coordinated Public Transit-Human Services Transportation Plan

**Contact Information:** For more information or feasible accommodations, please contact Kathleen Totemoff at 680-2300.

*Agenda*

# 2011 Locally Developed Community Coordinated Transportation Plan Meeting

## AGENDA

January 12<sup>th</sup>, 2011

10 AM

Tribal Center

- ❖ Welcome and Agenda Review
- ❖ Introductions
- ❖ 2011 Coordination Meeting Overview
  - Federal and AKDOT Plan Requirements
  - State and Federal Grant Programs
- ❖ Community Assessment and Strategies Development
  - Coordinated Service Element
  - Assessment of Needs
  - Gaps in Service
  - Strategies
  - Priority List of Projects
- ❖ Feedback, Suggestions, Comments
- ❖ Transit Plan Committee Volunteers
- ❖ Adjournment



### *Minutes*

In an excellent turnout for our community, approximately 15% of village residents gathered in the tribal center, including representatives of the City of Ouzinkie, Ouzinkie Tribe, the Ouzinkie Native Corporation, and Spruce Island Development Corporation (SIDCO) who facilitated the meeting. After welcoming participants and reviewing the impetus for the meeting – to develop a community wide plan for developing transportation goals and meeting needs, Sharon Anderson (Project Director of SIDCO) opened the floor to community members.

Tom Quick jumped in with the most pressing need, one he saw as a safety concern: transport to and from the airport. “[I’ve been] stranded out there,” he noted, “I have a vehicle and its battery was dead. I needed a jump, but Carl Smith, who landed with me, his truck was frozen over.” Other residents related their own stories of transport difficulties, including one person whose charter flight left her and her elderly mother at the airstrip, where she discovered too late that the gas in her ATV had been siphoned out. “It was icy and cold, and we just got lucky that someone happened by.” These problems are compounded by the lack of heated shelter, communication, or power at the strip. Community members agreed that the lack of transport and communication from the airstrip is a real danger, particularly for elderly or less-mobile residents.

The discussion turned to funding and costs. A representative from the city suggested cost-sharing across the city, tribe, and corporation, with SIDCO running the project. Another mentioned cost sharing or tipping from riders. After some cross-talk, it was proposed to have residents pay a portion of ride costs; one dollar was generally agreed upon as a fair price per rider per ride, compared to their knowledge of other public transportation systems and the fact that 74.3% of Ouzinkie residents are living on less than minimum wage of \$14,968 (Denali Commission Distressed Community Report, 2010).

Due to lack of cellular communication in Ouzinkie, finding a solution for accessing chartered flights or out-of-schedule flights concerns the community. The major need agreed upon is a way for the van to communicate with the city and the airlines for convenience and safety. Residents discussed adding communication abilities to the airstrip itself; the city electrician noted the difficulty and expense of such a project. It was decided that this is a lower priority issue than core transportation services. “The main thing,” Kathleen Totemoff (SIDCO Community Director) stated, “is that people aren’t arriving to an empty airport.”

Sharon turned the conversation to scheduling. With flights arriving four times a day, six days a week, SIDCO proposed to hire a driver for twenty hours a week. This would allow for meeting all flights as well as some extra time. Community members state that they would like to use the transport for medical appointments, local visiting and events, when personal vehicles are not running, tour groups, when outlying community member visit the village, and to transport freight (for an extra fee). There is some discussion of how these other services could be accessed. Several residents express a desire for a taxi-style service; Kathleen notes that a taxi-style service would need a different payment method

than an hourly employee; also that finding someone willing to be 'on call' all the time is unrealistic. Perhaps this is an expansion of services that could be considered after the project gets on its feet and proves itself. For a start, there is agreement that having SIDCO, city, or tribal employees help fill gaps in available time from a driver will allow for the most complete service in the biggest transport problem: airport rides.

The discussion turned to licensing and professionalism. Sharon explained that SIDCO will work within the structure of funding requirements and the law to ensure a qualified driver provides safe transport to the community. Greg Wallace voiced his strong support for safe and reliable service that helps the community; just as long as we hold drivers accountable. Another resident brought up the issue of intoxicated riders; Sharon agreed that developing a policy for that would be important to establish rules of conduct and protect the driver and other community members, as well as securing the necessary insurance protections.

The prioritized list of public transportation project services agreed upon were:

1. Safe passage for riders to and from the airport.
2. Transportation to medical appointments, particularly for Elders.
3. Other local services on an appointment style basis, at least for the first year
4. Freight services, as a potential revenue stream as well as community need

To wrap up, Sharon asked for comments on both the plan and the meeting in written form. Of those surveyed, all agreed or strongly agreed participants at the meeting were from a broad stakeholder group, the community now had a comprehensive and realistic prioritized action plan, and there was an improved and working coordination team thanks to the meeting. Written comments mentioned the meeting's high level of attendance and good presentation. One resident remarked that she "can't wait for the plan to get started!" Another noted, succinctly but accurately, that this was a "great meeting, well needed."

*City and Tribal Resolutions In Support of Plan*

**Native Village of Ouzinkie**

Ouzinkie Tribal Council

PO Box 130

Ouzinkie, AK 99644

**RESOLUTION 2011-03**

**A RESOLUTION SUPPORTING THE OUZINKIE COORDINATED COMMUNITY TRANSPORTATION PLAN TO BE SUBMITTED TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES.**

**WHEREAS**, people with specialized transportation needs have right to mobility. Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

**WHEREAS**, under SAFETEA-LU projects funded by three Federal Transit Administration (FTA) human services transportation programs: Elderly and persons with Disabilities(Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and New Freedom (Section 5317) must be derived from a “locally developed, coordinated public transit-human services transportation plan”. Alaska Department of Transportation and Public Facilities also includes funds from the Alaska Mental Health Trust in the application process; and

**WHEREAS**, the JARC program provides capital and operating funding for services to improve access to jobs for low income persons; and

**WHEREAS**, the New Freedom program provides capital and operating funding for transit and paratransit services and improvements for persons with disabilities that are new and go beyond those required by the American with Disabilities Act; and

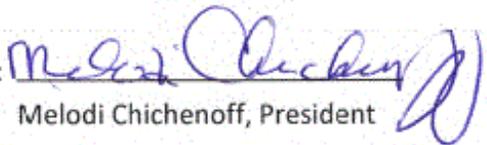
**WHEREAS**, the Elderly and persons with Disabilities program provides capital assistance funding to provide transit and purchase of services to private nonprofit agencies, federally recognized tribes, and to qualifying local public bodies that specialized transportation services to elderly persons and to persons with disabilities, and

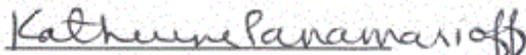
**WHEREAS**, Alaska Mental Health Trust provides grants to private non-profit agencies, federally recognized tribes, and to qualifying local public bodies that serve community transit needs of trust beneficiaries, namely Alaskans who experience mental illness; developmental disabilities; chronic alcoholism with psychosis; or Alzheimer’s disease and related dementia through funding for purchase of services, capital and coordinated transportation system planning; and

**NOW, THEREFORE, BE IT RESOLVED,** that the Ouzinkie Tribal Council strongly supports the Ouzinkie Coordinated Community Transportation Plan submitted to the State of Alaska Department of Transportation and Public Facilities.

**PASSED AND APPROVED BY A DULY CONSTITUTED QUORUM OF THE Ouzinkie Tribal Council** on this

24th Day of January 2011.

Signed:   
Melodi Chichenoff, President

Attest:   
Katherine Panamarioff, Secretary

**CITY OF OUZINKIE  
RESOLUTION 2011-01**

**A RESOLUTION SUPPORTING THE OUZINKIE COORDINATED COMMUNITY TRANSPORTATION PLAN TO BE SUBMITTED TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES.**

**WHEREAS**, people with specialized transportation needs have right to mobility. Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

**WHEREAS**, under SAFETEA-LU projects funded by three Federal Transit Administration (FTA) human services transportation programs: Elderly and persons with Disabilities (Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and New Freedom (Section 5317) must be derived from a "locally developed, coordinated public transit-human services transportation plan." Alaska Department of Transportation and Public Facilities also includes funds from the Alaska Mental Health Trust in the application process; and

**WHEREAS**, the JARC program provides capital and operating funding for services to improve access to jobs for low income persons; and

**WHEREAS**, the New Freedom program provides capital and operating funding for transit and paratransit services and improvements for persons with disabilities that are new and go beyond those required by the American with Disabilities Act; and

**WHEREAS**, the Elderly and persons with Disabilities program provides capital assistance funding to provide transit and purchase of services to private nonprofit agencies, federally recognized tribes, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to persons with disabilities; and

**WHEREAS**, Alaska Mental Health Trust provides grants to private non-profit agencies, federally recognized tribes, and to qualifying local public bodies that serve community transit needs of trust beneficiaries, namely Alaskans who experience mental illness; developmental disabilities; chronic alcoholism with psychosis; or Alzheimer's disease and related dementia through funding for purchase of services, capital and coordinated transportation system planning; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Ouzinkie City Council strongly supports the Ouzinkie Coordinated Community Transportation Plan submitted to the State of Alaska Department of Transportation and Public Facilities.

**PASSED AND APPROVED** BY A DULY CONSTITUTED QUORUM OF THE City Council of Ouzinkie this 13<sup>th</sup> day of January 2011.

Signed: \_\_\_\_\_

Dan Clarion, Mayor

Attest: \_\_\_\_\_

Linda Getz, City Clerk

## COORDINATED COMMUNITY PLAN

### *Coordinated Service Element*

The public vehicles in Ouzinkie are a fire truck and ambulance owned by the city, and a pick-up truck owned by Ouzinkie Tribe. This truck cannot accept disabled passengers and is not insured to carry passengers; its primary purpose is to move freight and conduct Tribal business. The only transport currently available to Ouzinkie's residents are their personal vehicles and any transport supplied on a volunteer, ad hoc basis.

### *Needs Assessment*

The following information provides a general overview of Ouzinkie's demographics.

Since the 2000 census, conditions in Ouzinkie – like most economic areas in America - have sharply deteriorated. The Alaska Department of Labor and Workforce Development determined through a special rural labor market survey that 47% of the adults of Ouzinkie were unemployed as of March 2004. A City of Ouzinkie Municipal survey done in November 2004 adjusted the community's Low Moderate Income (LMI) level from 41.3% in the 2000 Census to 92% based on the change in household income indicating that 92% of Ouzinkie residents are considered Low Moderate Income households. The response rate to this survey was 92%. The Municipal survey sampled 152 residents age 16 and older from the total resident population of Ouzinkie as identified from the 2003 State of Alaska Department of Revenue Alaska Permanent Fund Dividend file.

**Table 1: Community Demographics - Ouzinkie, 2000**

|  | Ouzinkie |
|--|----------|
| <b>2000 Population</b>   | 225      |
| <i>2009 State Demographer population estimate<sup>2</sup></i>                                  | 208      |
| <b>Population 65 and over</b>  | 20       |
| <b>Percent Population 65 and older</b>   | 11.80%   |
| <b>Per Capita Income</b>   | 19324    |
| <b>Median Family Income</b>  | 54375    |
| <b>Median Household Income</b>   | 52500    |
| <b>Persons in Poverty</b>  | 12       |
| <b>Percent Below Poverty</b><br><i>US Census 5 year survey estimates 2005-2009<sup>3</sup></i> | 13.1%    |

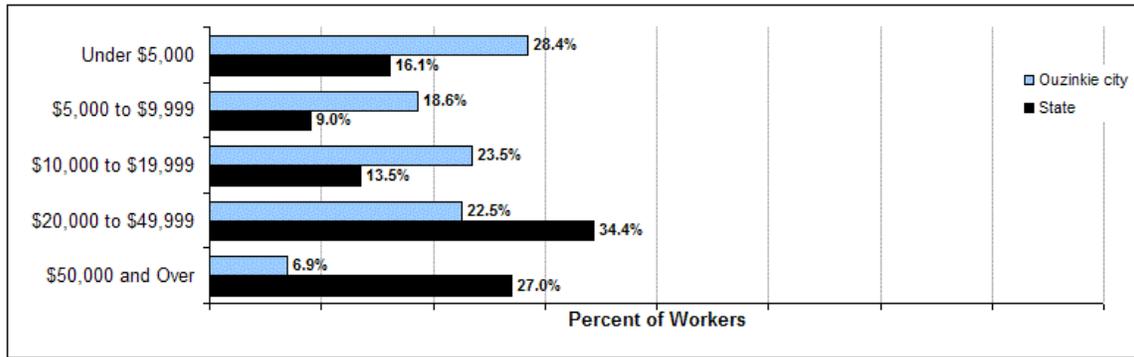
Source: 2000 US Census Bureau Data, except where noted.

<sup>1</sup> Alaska Department of Commerce, Community and Economic Development Community Database Website: [http://www.commerce.state.ak.us/dca/commdb/CF\\_BLOCK.htm](http://www.commerce.state.ak.us/dca/commdb/CF_BLOCK.htm), 11/29/2010.

<sup>2</sup> 2009 State Demographer population estimate, [http://factfinder.census.gov/servlet/GCTTable?-ds\\_name=PEP\\_2009\\_EST&-mt\\_name=PEP\\_2009\\_EST\\_GCTTIR\\_ST9S&-geo\\_id=04000US02&-format=ST-9&-tree\\_id=809&-context=gct,02/03/2010](http://factfinder.census.gov/servlet/GCTTable?-ds_name=PEP_2009_EST&-mt_name=PEP_2009_EST_GCTTIR_ST9S&-geo_id=04000US02&-format=ST-9&-tree_id=809&-context=gct,02/03/2010)

<sup>3</sup> American Fact Finder US Census Data, [http://factfinder.census.gov/servlet/ADPTable?\\_bm=y&-geo\\_id=16000US0258550&-qr\\_name=ACS\\_2009\\_5YR\\_G00\\_DP5YR3&-context=adp&-ds\\_name=&-tree\\_id=5309&-\\_lang=en&-redoLog=false&-format=](http://factfinder.census.gov/servlet/ADPTable?_bm=y&-geo_id=16000US0258550&-qr_name=ACS_2009_5YR_G00_DP5YR3&-context=adp&-ds_name=&-tree_id=5309&-_lang=en&-redoLog=false&-format=)

**Table 2: Percent of Ouzinkie Workers by Wage Range, 2009**



Alaska Regional & Workforce Info, 2009 [http://labor.alaska.gov/research/alari/2\\_14\\_237.htm](http://labor.alaska.gov/research/alari/2_14_237.htm)

As the above chart indicates, Ouzinkie’s economy is much harsher for workers than the state’s general economy.

**Detailed Demographics by Group Type**

The Federal Transit Administration (FTA) defines a “coordinated public transit-human service transportation plan” as a plan that “identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, that provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” The following tables and information depict detailed demographics of these group types for the community, although the economic information from 2000 paints a rosier picture than the current status of the village.

**Table 3: Disabilities by Age and Type, for Ouzinkie, 2000**

|   | Ouzinkie  |
|---|-----------|
| <b>Total disabilities tallied:</b>                              | <b>74</b> |
| <b>Total disabilities tallied for people 5 to 15 years:</b>     | <b>4</b>  |
| Sensory disability  |           |
| Physical disability   |           |
| Mental disability   | 2         |
| Self-care disability  | 2         |
| <b>Total disabilities tallied for people 16 to 64 years:</b>    | <b>40</b> |
| Sensory disability  | 9         |
| Physical disability   | 12        |
| Mental disability   | 2         |
| Self-care disability  | 2         |
| Go-outside-home disability                                      | 2         |
| Employment disability   | 13        |
| <b>Total disabilities tallied for people 65 years and over:</b> | <b>30</b> |
| Sensory disability  | 5         |
| Physical disability   | 11        |
| Mental disability   | 1         |
| Self-care disability  | 6         |
| Go-outside-home disability                                      | 7         |

Source: U.S. Census Bureau Census 2000.

**Table 4: Household Income in 1999, for Ouzinkie**

|                        | <b>Ouzinkie</b> |
|------------------------|-----------------|
| <b>Total:</b>          |                 |
| Less than \$10,000     | 3               |
| \$10,000 to \$14,999   | 2               |
| \$15,000 to \$24,999   | 8               |
| \$25,000 to \$34,999   | 6               |
| \$35,000 to \$49,999   | 13              |
| \$50,000 to \$74,999   | 22              |
| \$75,000 to \$99,999   | 13              |
| \$100,000 to \$124,999 | 1               |
| \$125,000 or more      | -               |

Source: U.S. Census Bureau Census 2000.

**Table 5: Household by Type for Ouzinkie, 2000**

|   | <b>Ouzinkie</b> |
|---|-----------------|
| <b>Total Households</b>                                       | <b>74</b>       |
| <b>Households with individuals 65 years and over</b>          | 15              |
| <b>Percent Households with individuals 65 years and older</b> | 20.3            |
| <b>Average household size</b>                                 | 3.04            |
| <b>Average family size</b>                                    | 3.52            |

Source: U.S. Census Bureau Census 2000.

**Table 6: U.S. Department of Health and Human Services Poverty Guidelines, 2010**

| <b>Size of Family Unit</b>      | <b>Alaska</b> |
|---------------------------------|---------------|
| 1                               | \$13,530.00   |
| 2                               | 18210         |
| 3                               | 22890         |
| 4                               | 27570         |
| 5                               | 32250         |
| 6                               | 36930         |
| 7                               | 41610         |
| 8                               | 46290         |
| For each additional person, add | 4680          |

Source: *Federal Register*, Vol. 73, No. 15, Aug 3, 2010

***Gaps In Service***

As no service is currently being provided, many gaps exist. No transportation between the airstrip and village leaves many residents in dangerous situations due to extreme weather and lack of communication infrastructure. As air travel is the most reliable method of transport for the better part of the year, this makes for a very serious gap in the ability of residents to get to work (as several residents access work off island), seek major medical treatment, shop for necessary supplies, and otherwise remain connected to greater Alaska. Other needs include in-village transport for those without personal (or currently functioning) vehicles, such as to the clinic and the tribal cultural center. Also needed is freight transport; as so much of residents' necessities come by barge or plane, assistance to those who need to pick up groceries or shipments would be a great benefit. Any service needs to remain affordable and, any early hiccups notwithstanding, reliable; as long as it meets those criteria, any service would be a vast improvement in the safety and mobility of Ouzinkie residents.

***Strategies: Address the Identified Needs and Gaps in Service***

Appropriate strategies to address the identified needs and gaps in transportation service for Ouzinkie include:

**Centralize Information:** As the community nominated lead agency for transportation in Ouzinkie, Spruce Island Development Corporation (SIDCO) will be responsible for coordinating, listing, and publicizing available services.

**Allow Joint Purchasing:** Thanks to the community's new cross-organization coordination, matching funding for a community resource such as an ADA-approved minivan will come from a variety of groups to help lower the cost burden on any one organization.

**Contract with Agency Operators:** By selling services to other agencies, the lead agency (SIDCO) can provide service while providing firmer financial footing for the project's future.

**Share Resources:** Non-lead organizations can support this project by provided facilities and technical (maintenance) help; in turn, the lead agency can ensure continued institutional support by making capital resources available to supporting groups.

**Coordinate Dispatch:** As the lead agency, SIDCO will administrate transportation projects, coordinate schedules, rides, and use of the proposed new vehicle.

**Introduce Community Bus Routes:** SIDCO will meet scheduled flights (four a day, six days a week) at the airport and provide transport to town.

**Introduce Flexible Transit Services:** The next step in transport needs will be to provide pre-arranged, in town service to residents needed to get to medical appointments, public meetings, or other destinations.

**Establish/Expand Taxi Subsidy Programs:** Although it is unclear whether this strategy could be effective in our community, community members expressed a desire for taxi services that would most certainly need to be subsidized to be accessible. This is a strategy that will be investigated after initial goals are met.

**Improve Service Convenience:** By establishing a program and monitoring and responding to rider satisfaction, the lead agency can create and improve upon a convenient and targeted transportation project.

***Priority of Projects***

**1. Establish the Ouzinkie Public Transportation System (OPTS)**

Objective: Provide safe passage for riders to and from the airport.

Applicant: Spruce Island Development Corporation

Clients: This project will serve residents and visitors to Ouzinkie, with priority given to elderly, disabled, and low-income residents. Additional users will be medical/health/education professionals coming to Ouzinkie to provide essential services.

Implementation: SIDCO will pursue federal funding in the form of DOT transportation grants in order to purchase a handicap accessible van and hire personnel to provide service. By creating partnerships with other local organizations, the community's resources can be most effectively employed to achieve the goal of public transport.

**2. Expand OPTS to Meet Medical Services Needs**

Objective: Transportation to medical – particularly Elder – appointments in the village.

Applicant: SIDCO

Clients: Emphasis on Elderly and disabled residents, with services provided for other residents as possible.

Implementation: SIDCO will implement this within the first year of the transportation project, responding to community needs and desires as feasible.

3. Develop local community transportation services on an appointment-style basis.
4. Provide freight services, a potential revenue stream to support other parts of public transport as well as a community need.
5. Develop taxi-style service: as a future project expansion if reasonable within the driver's workload.

***Coordinating Agencies***

City of Ouzinkie

Kodiak Area Native Association (KANA)

Kodiak Island Housing Authority (KIHA)

Ouzinkie Native Corporation

Ouzinkie Tribal Council

Spruce Island Development Corporation (SIDCO) – Lead Agency