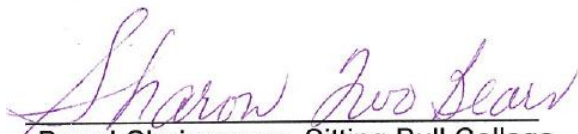




**Standing Rock Public Transit Coordinated
Human Services Transportation Plan
2018-2023**

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Transportation Plan
2018-2023**

FORMAL APPROVAL OF POLICY – DECEMBER 3, 2017


Board Chairperson, Sitting Bull College
Standing Rock Public Transportation

11-3-17
Date of Approval

ORGANIZATION AND ACKNOWLEDGEMENT

Standing Rock Public Transit Coordinated Human Services Transportation Plan was adopted by the Sitting Bull College Board of Trustees on December 3, 2017. The following people played a critical role and were instrumental in completing the process, report and approval.

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Carol Nichols, SR Elderly Protection
Standing Rock Nutrition for the Elderly
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Ashley Wientjes, Walworth County Social Services
Roger Woepfel, Veterans' Industries
Kelly Donahue, Community Options
Charmaine Eagleman, SR Council on Aging
Nathaniel Brown, SR Diabetes Program
Jena Blonigen, Bridges against Domestic Violence
Lynn Cadotte, Pretty Bird Woman Shelter

Anna Cotanny, SR TERO
Ron His Horse Is Thunder, SR Transportation Program
Darya Feiock, SR Department of Social Services
Laurel Vermillion, Sitting Bull College
Grace Kaseman,
Michael LaJeunesse. Standing Rock Public Transit

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I. INTRODUCTION

A. Background

VISION-“Providing and promoting safe, reliable, affordable, friendly, and non-discriminatory transportation services for the areas served.”

The Standing Rock Public Transit Program (hereafter referred to as Public Transit) was established in 1989 to serve communities in south-central North Dakota and north-central South Dakota. Sitting Bull

College (SBC), a tribally chartered postsecondary institution with its main campus located north of Fort Yates, ND was designated by the Standing Rock Sioux Tribe to serve as the grantee for the Federal Transit Administration Funds.



Understanding the need for the College to provide transit services for the Standing Rock Tribal communities not just the SBC students, the Public Transit significantly expanded to insure all of the communities on the Standing Rock Indian Reservation had access to public transportation. In 2004, SBC was successful in getting a Congressional appropriation for \$1.2 million to construct a new transit center to house this program. The funding for the new transit center came at an optimal time as SBC was aggressively constructing a new campus and moving to the outskirts of the Fort Yates community; thus, allowing for a building site for the facility. Throughout this time period, the Public Transit steadily increased its ridership and continually worked to expand its routes and partnerships.

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

The transportation system on the Standing Rock Reservation consists of paved highways, graveled, and dirt roads managed either by the States, County, or the Bureau of Indian Affairs. The reservation has access to several major highways, all of which are in good condition. North Dakota Highways 6 and 24 and South Dakota Highways 63 and 65 provide north/south transportation to the cities of Bismarck/Mandan and Mobridge/Pierre and Rapid City to the south. Highways 1804 (the historic route of Lewis and Clark) borders the east riverbank of the Missouri River going north, across from the Standing Rock Reservation. Its counterpart, Highway 1806, follows the Missouri River south through the Standing Rock Reservation, and serves as the main transportation route for the communities of Cannonball and Long Soldier. The

other main reservation communities are located some distance from major transportation networks. Residents rely heavily on privately owned vehicles or secure rides where available.

B. Services

Currently, Public Transit provides several transportation services to the communities of the Standing Rock Sioux Tribe.



- Inter-city services for 12 communities and 2 casinos to major transportation hubs (airports and charter bus services). Services are provided Monday through Friday to major transportation services in Bismarck, North Dakota. In addition, the Public Transit has partnered with other transit providers to improve connections for easier connections to other destinations.
- Dial-A-Ride services in Long Soldier, North Dakota and twice monthly trips to both the North Dakota and South Dakota Veteran's Hospitals.
- Veteran Services-transportation is available to Fort Meade Medical Center in South Dakota and Fargo Veteran's Medical Center in North Dakota. Buses run two days per month to each hospital. The Public Transit can also provide connecting services every Monday through Friday to and from the Bismarck Disabled American Veterans van service to Fargo. The goal of this service is to provide Veterans and their families' affordable accessibility to medical services and to assist with the coordination of their transportation needs. (This service is available to everyone regardless of Veteran's status)
- Medicaid Transit Services-community members are able to register and make a reservation for this service.

C. Plan Goals

The goals of public transit are to:

- Support economic vitality
- Increase safety and security
- Increase accessibility and mobility options
- Protect the environment/improve quality of life
- Enhance system integration and connectivity
- Promote efficient system management and operation
- Emphasize system preservation

The objectives for this plan are:

- Systematically review the Public Transit current operations.
 - Evaluate the personal mobility needs of area residents.
 - Evaluate possible service and/or organization changes to achieve goals.
- Develop five-year capital and operating expense budgets, along with specific actions to guide

the Public Transit in making needed changes and obtain funding to implement the transit plan.

D. Plan Process

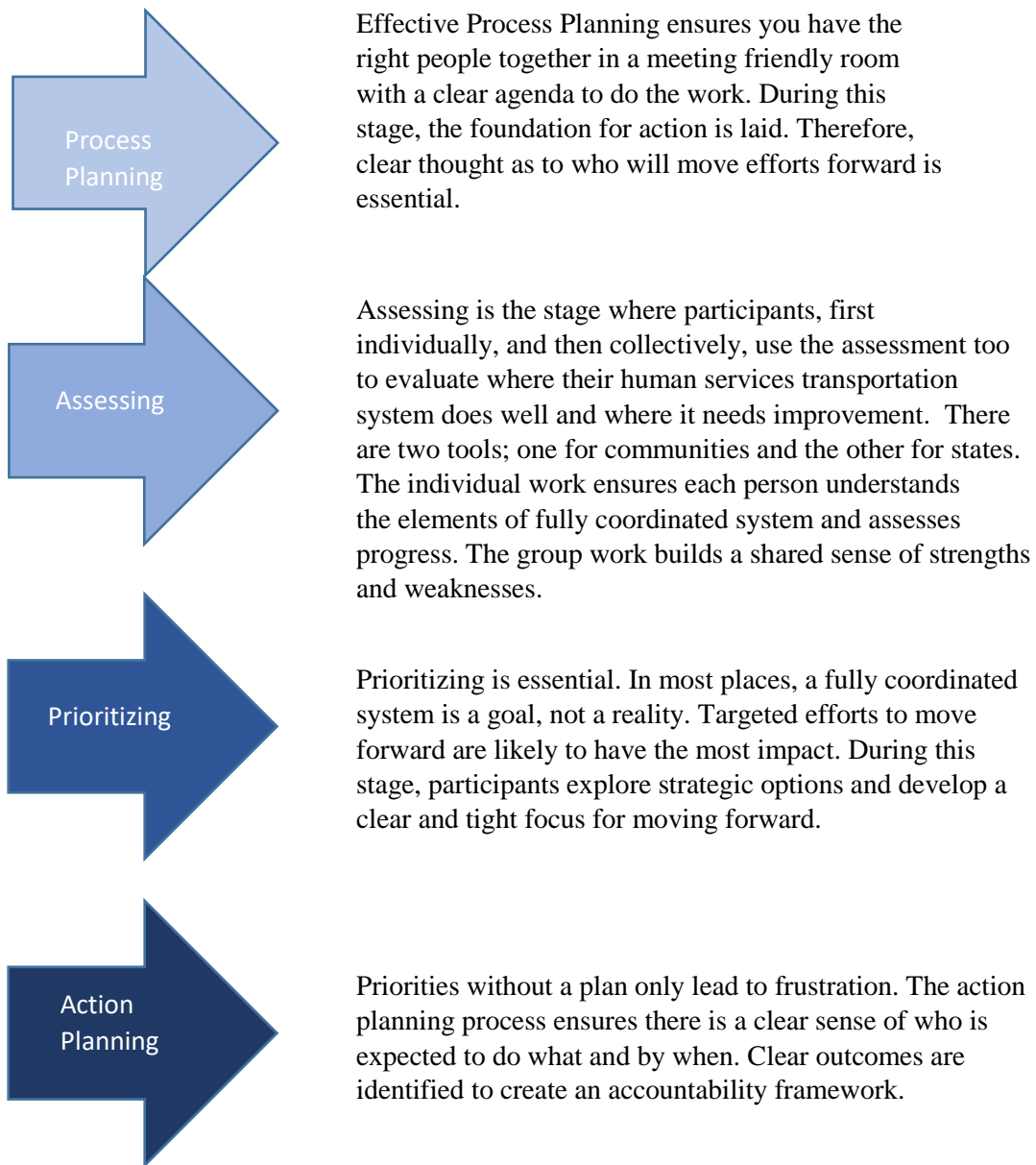
Transportation planning is the process of defining future policies, goals, investments and designs to prepare for future needs to move people and goods to destinations. Transportation planning plays a fundamental role in the state, region or community's vision for its future. It includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and open, timely, and meaningful public involvement. It is a cooperative process designed to foster involvement by all users of the system, such as the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public.

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences patterns of growth and economic activity by providing access to land. The performance of the system affects public policy concerns like air quality, environmental resource consumption, social equity, land use, urban growth, economic development, safety, and security. Transportation planning recognizes the critical links between transportation and other societal goals. The planning process is more than merely listing highway and transit capital projects. It requires developing strategies for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance the area's long-term goals.

Building a fully coordinated human services transportation system that solves access, quality, and cost issues is a challenging enterprise. All human services programs funded through the Federal Transit Administration (FTA) that support transportation services for people with disabilities, older adults, and people with low incomes (e.g., Section 5310) have coordinated planning requirements.

The Framework for Action: Building the Fully Coordinated Transportation System, developed by FTA, was used as a guideline in the planning process. The Framework for Action helps stakeholders build a shared perspective and determine how they will move forward together. One of the tools used in the process was designed to help a community assess its progress in developing a coordinated transportation system and develop a plan to move forward.

The Plan used a four-step model adopted from the Framework for Action: Building the Fully Coordinated Transportation System. It used a straightforward planning and action process.



Together, these four steps lay the foundation for action and outline steps toward a more fully coordinated human services transportation system.

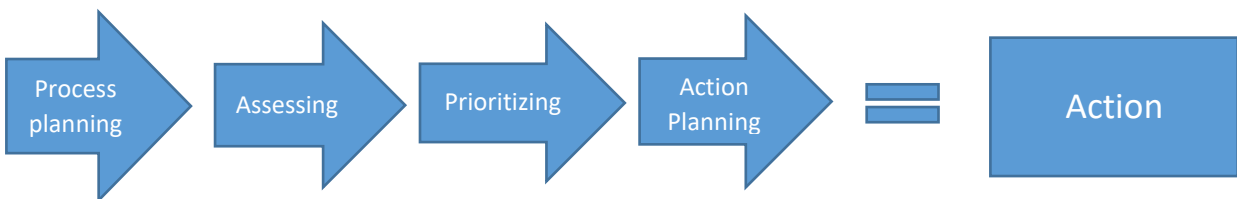


Figure 1. Framework for Action: Building the Fully Coordinated Transportation System (FFA Facilitators Guide)

A work plan was developed in coordination with the Standing Rock Public Transit (see Table 1).
 *It should be noted a revision was made to the work plan upon consulting with the Advisory Committee.

Table 1

Standing Rock Public Transit Coordinated Human Services Transportation Work Plan

Actions	Responsibility	Estimated Time/ Completion Date
Meet with Standing Rock Public Transit staff-finalize contract	Transit Staff/Transit Advisory Committee Lead consultant	May, 2017
Review and confirm work plan Review current transit program operations	Transit Staff/Transit Advisory Committee Lead consultant	May, 2017
Process planning (Schedule and conduct stakeholder meetings)	Lead consultant Transit Staff/Transit Advisory Committee	May-Oct, 2017
Assessing (Develop shared assessment)	Lead consultant Transit Staff/Transit Advisory Committee	May-Oct, 2017
Prioritizing (Identify priorities list)	Lead consultant Transit Staff/Transit Advisory Committee	May-Oct, 2017
Action planning (Develop action plans from priorities list)	Lead consultant Transit Staff/Transit Advisory Committee	May-Oct, 2017
Submit draft transit plan to advisory committee	Lead consultant	*October 6, 2017
Submit final document to advisory committee	Lead consultant	*October 12, 2017
Present final document to Sitting Bull College Board of Trustees for approval	Lead consultant	*November, 2017

Inventory

Community demographic data, SR Transit ridership data, and U.S. Census data was gathered in order to develop a community profile. Later, a stakeholder assessment was conducted to gather relevant information on agencies involved in providing public transit or human services transportation. This information is used as a basis for needs assessment and gap analysis.

Public Involvement

A major focus of developing a coordinated transportation plan is public input. The primary objective of this plan is to encourage coordination and, thus, encourage agencies with opportunities to work interactively with each other and with the public. Two public participation meetings were held in the summer of 2017. Attendees included service providers, businesses, tribal members, and state, local and tribal organizations. Also, an online, as well as, a hard copy survey was conducted with 257 responses indicating the desires of potential and existing public transportation riders. The meetings and survey combined provided needed insight for the development of this plan.

Needs Assessment and Gap Analysis

After the inventory was completed, an analysis of the existing service to assess the needs, gaps and redundancies was conducted. Needs come in the form of areas needing transit service, areas needing better coordination, areas where redundancy can be eliminated and other forms as established. The needs assessment is the primary tool used to define recommended strategies and actions toward better human services transportation. Needs were determined from demographic trends and existing survey data and will include input from the review committee when available. The needs draw from data included in the inventory section.

Strategies and Actions

The needs assessment identifies areas poised for improvement and areas where Federal funding could improve transportation coordination. Strategies for addressing the region's needs were established by drawing from the current needs, current practices in the state and the best practices across the country.

E. Study Area



Figure 2. Study area (National Tribal Transportation Conference Presentation)

The area covered by the plan includes the Standing Rock Reservation. Counties in North Dakota included Sioux County, Morton County, and Burleigh County. Counties in South Dakota included Walworth County and Corson County. Districts on the Standing Rock Reservation included Porcupine, Cannon Ball, and Long Soldier in North Dakota. Running Antelope, Bear Soldier, Bullhead/Rock Creek, Kenel, and Wakpala in South Dakota. Communities located North Dakota included Bismarck, Mandan, Ft Rice, Huff, Cannonball, Solen, Selfridge, Porcupine, and Ft. Yates. Communities located in South Dakota included Timber Lake, Eagle Butte, McLaughlin, Kenel, Wakpala, Bear Soldier, and Mobridge.

II. Organizational Structure

A. Background

The Standing Rock Sioux Reservation was originally established as part of the Great Sioux Reservation. It is situated in North and South Dakota and comprises of approximately 3,572 sq. miles. According to the 2010 U.S. Census, Standing Rock Sioux Tribe had 16,000 enrolled members, (Standing Rock Enrollment Office, 2011) with approximately 8,217 living on the reservation.

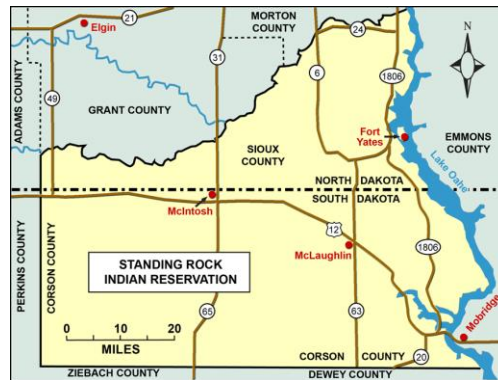


Figure 3. Standing Rock Sioux Reservation map (North Dakota Studies)

The people of Standing Rock, often called Sioux, are members of the Oceti Sakowin Nation and are divided into two groups; Dakota and Lakota which is based on the dialects of their language. Dakota and Lakota nations. "Dakota" and "Lakota" mean "friends" or "allies." The people of this nations are often called "Sioux", a term that dates back to the seventeenth century when the Europeans first encountered the Dakota in the Great Lakes area.

Note: Fort Yates is misnomer. According to the census, Fort Yates only consists of the small western part of the peninsula (Fort Yates proper) and only consists of 210 people. This is why the community is named "Long Soldier".

Sitting Bull College (SBC) began as Standing Rock Community College (SRCC) on September 21, 1973, with the main campus located in Fort Yates, North Dakota. On that date, the Standing Rock Sioux Tribal Council granted a charter to SRCC to operate as a post-secondary educational institution with the authority to grant degrees at the Associate level. Recognizing the need for an institution of higher education which would provide opportunities for people in the immediate area, several movers and shakers on the Standing Rock reservation began the process of establishing one of the nation's first tribal colleges. In 1984, SRCC received full accreditation. On March 6, 1996, the Standing Rock Sioux Tribal Council voted to officially amend the charter, changing the college's name to Sitting Bull College.

In 1989, SBC established public transit using North Dakota Department of Transportation (NDDOT) funds. In 2006, through resolution, the Standing Rock Sioux Tribe approved the pass through of Federal Transit Administration (FTA) funds of which the College applied for. The College operated public transit for 17 years prior to receiving FTA Tribal Transit funds. In prior years, Public Transit received matching funds from the Tribe, but no longer receives these funds.

As part of tribal government, Standing Rock Public Transit receives funding directly from the federal section 5311(c) tribal transit program, plus it also receives 5311 funding administered by North Dakota and South Dakota. It also receives state funding from both North Dakota and South Dakota for services provided in each state, and from Sitting Bull College.

B. Management & Staff

The Standing Rock Public Transit Program is located on the main campus of Sitting Bull College north of Fort Yates, North Dakota. Under the authority of Sitting Bull College, the Standing Rock Public Transit Program employs approximately 16 employees.

The Transit program office is comprised of a Director, Dispatchers, Transit Coordinator, Finance Coordinator, and Bus Drivers. The staff is made up of the following individuals:

Pamela Ternes, Director-Pamela Ternes is the Public Transit Director. She has held this position since 1997 and is responsible for the overall operation of the program. Her primary duties include the daily management of the program as well as oversight and evaluation of all Transit program activities, programs and services.



Glen Bahm, Transit Coordinator – responsible for the supervision of the transit drivers, coordination of routes, and maintenance of the vehicles and Transit Center.

Katie Kost, Finance Coordinator – is a paraprofessional whose accounting and clerical position assists the Director with the transit policies, rules and regulations and all financial processes for Standing Rock Public Transit and Standing Rock Service Center business.

Rosalyn Fast Horse & Austin Kasto; Dispatchers-responsible for scheduling, coordinating and dispatching individualized passenger needs and performing general clerical work.

8 full time drivers & 2 part time drivers – meet the mobility needs of passengers by providing safe, reliable, helpful and flexible public transit services.

1 part time janitor – responsible for cleaning the interiors and exteriors of the transit vehicles and the Transit Center facility.

C. Tribal Government

The Standing Rock Sioux Tribe operates under a constitution approved on April 24, 1959 by the Tribal Council of Standing Rock Sioux Tribe. The Tribal Council consists of a Chairman, Vice-Chairman, a Secretary and fourteen additional Councilmen which are elected by the tribal members. The Tribal Council provides leadership and administrative direction to the tribe. The Tribal Council Chairman and Council serve a term of four years. *It should be noted election of the Standing Rock Sioux Tribal Administration was held during the writing of the plan, therefore the new administration had not taken office prior to the plan being finalized.



STANDING ROCK SIOUX TRIBAL COUNCIL

Back Row, Left-Right: James D. Dunn, Caroline Thompson, Chad Harrison, Cody Two Bears, Kory McLaughlin, Charles Walker, Robert Taken Alive, Paul Archambault, Dana Yellow Fat, Joe White Mountain Jr., Frank White Bull, Mike Faith, Duane Claymore, Samuel Ben Harrison.

Front Row, Left-Right: Adele White, Dave Archambault II, Jesse McLaughlin

D. Standing Rock Public Transit Advisory Committee

An advisory committee provides input to the Standing Rock Public Transit Program. Members represent tribal programs and service providers located on and off the reservation. Programs represented include but are not limited to the Standing Rock Sioux Tribal Administration, Tribal Health Programs, Tribal Elder Programs, Tribal Work Experience Programs, County Social Services, Tribal Chemical Prevention Programs, Veterans’ Programs, Tribal Vocational Programs, and Tribal Courts.

Table 2

Standing Rock Public Transit Advisory Committee

Name	Program
Pamela Ternes	Standing Rock Public Transit
John Eagleshield	Standing Rock Contract Health
Carol Nichols	Standing Rock Elderly Protection
Margaret Gates	Standing Rock Tribal Health Administration
Mitch Enright	Corson County Social Services
Jana Gipp	Indian Health Service
Vince Gillette	Sioux County Social Services

Duane Silk	Comprehensive Chemical Preventive Program
Manaja Hill	SR Veteran’s Department
Gillian Plenty Chief	SR Vocational Rehabilitation
Ashley Wientjes	Walworth County Social Services
Roger Woeppl	Veterans’ Industries
Kelly Donahue	Community Options
Charmaine Eagleman	SR Council on Aging
Nathaniel Brown	SR Diabetes Program
Jena Blonigen	Bridges Against Domestic Violence
Lynn Cadotte	Pretty Bird Woman Shelter
Anna Cotanny	SR TERO
Ron His Horse Is Thunder	SR Transportation Program
Darya Feiock	SR Department of Social Services
Laurel Vermillion	Sitting Bull College
Katie Kost	Standing Rock Public Transit
Glen Bahm	Standing Rock Public Transit
Cora Baldwin	Sitting Bull College

E. Organizational Chart

Standing Rock Public Transit System

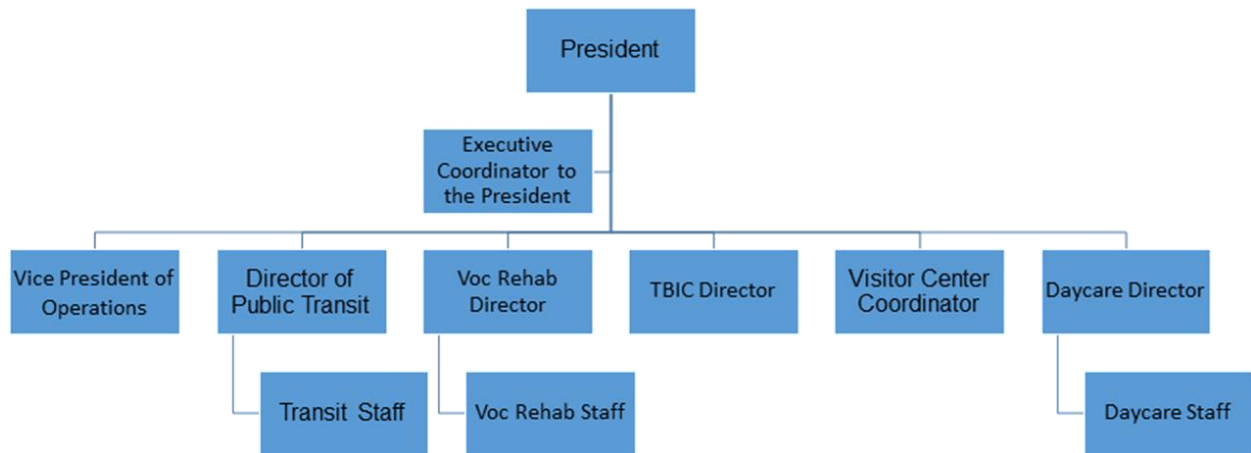


Figure 4. Organizational chart (Sitting Bull College)

III. DEMOGRAPHICS

A. Community Description

The Standing Rock Reservation is located on 2.3 million acres of land situated between south central North Dakota and north central South Dakota. The reservation is dominated by mainly rolling hills, woodland, river channels, and small lakes. The Standing Rock Reservation borders are stated as such: the Missouri River to the east, to the west are Adams County in North Dakota and Perkins County in South Dakota. The northern reservation border follows the Cannonball River and the Cedar Creek to the northwest. The southern border connects with the northern border of the Cheyenne River Reservation.

The counties of Sioux and Corson lie within the borders of the Standing Rock Reservation. Sioux County in North Dakota makes up the northern part of the reservation while Corson County in South Dakota makes up the southern part of the reservation. The Standing Rock Reservation is located just 34 miles south of the Bismarck/Mandan, ND area on Highway 1806 from the North. Across the river in the southeastern part of the reservation lays the town of Mobridge, SD. Other areas that area covered in the Transit Plan include but are not limited to Fargo (Cass County), ND, Timber Lake (Dewey County), SD, and Eagle Butte (Dewey and Ziebach Counties), SD.

The Standing Rock Reservation is split into eight districts. Three districts in Sioux County, North Dakota and five districts in Corson County, South Dakota (Figure 5). In Sioux County, North Dakota, with a district population of 1,961, the district of Long Soldier is the tribal headquarters for the Standing Rock Sioux Tribe. Fort Yates is the county seat for Sioux County in North Dakota. The Porcupine district is the least populated district of the Standing Rock Reservation with 219 persons accounted for. The Cannonball district is the second most populated district with a total of 847 people.

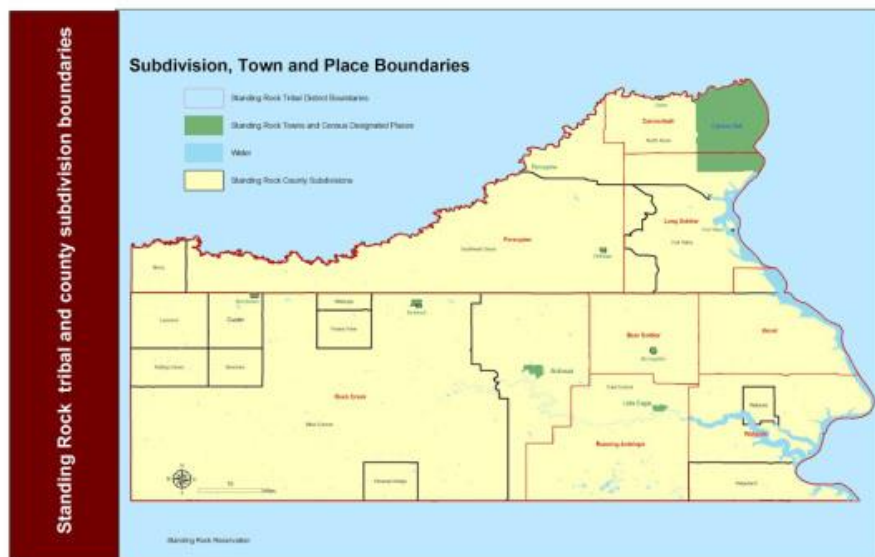


Figure 5. Standing Rock tribal and county subdivision boundaries (Sitting Bull College)

Five of the eight Standing Rock Reservation districts are located in Corson County, South Dakota. Kenel is the only district on the reservation that is located in both states and has a population of 259. Wakpala is the most southeastern district with a population of 707. Running Antelope (Little Eagle) is home to district justice and has a population of 695. Bear Soldier (McLaughlin) is the highest populated in the South Dakota portion of the reservation at 758. Rock Creek (Bullhead) is the largest in land area on the entire reservation but only fifth in population size at 692. In all, the total population of on-reservation persons is 6,138 (see Table 3)

Table 3
Standing Rock Reservation district populations

DISTRICT	POPULATION
Fort Yates	1,961
Porcupine	219
Kenel	259
Wakpala	707
Running Antelope	695
Bear Soldier	758
Rock Creek	692
Cannonball	847
Total Population	6,138

B. Senior Population

On the Standing Rock Reservation, the senior population is slightly below the national average of 14.9 percent (U.S. Census 2010). The states of North Dakota and South Dakota are just slightly below the national average at 14.4 percent and 14.5 percent respectively. The counties of Sioux in North Dakota and Corson in South Dakota are at relatively low percentages compared to other counties around the reservation (Figure 6). Long Soldier is the district that has the lowest percentage of elders at approximately 5.5 percent of the district population. The U.S. Census Bureau combines the districts of Cannonball and Porcupine into one population tract. These districts together have a senior population percentage of 10.5 percent of the combined districts populations.

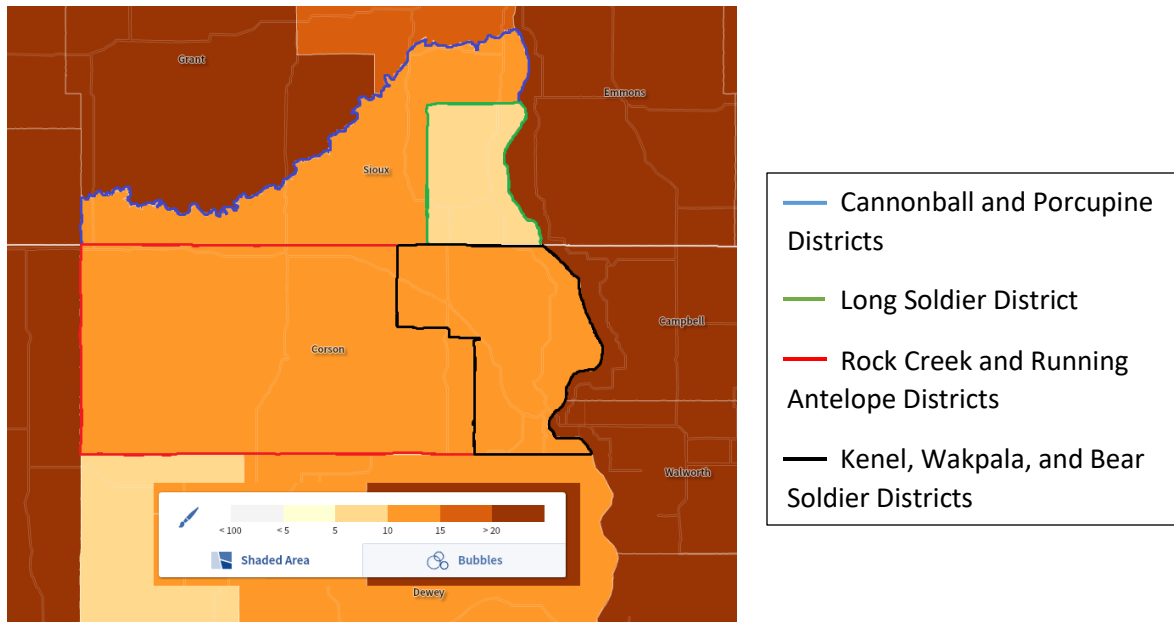


Figure 6. Senior Population Percentages by District

Located in the South Dakota portion of the Standing Rock Reservation, the U.S. Census Bureau combines the five districts into two tracts for population recording. The west portion contains the Rock Creek and the Running Antelope districts, which have a percentage of 11.8 percent of the combined population. The Census tract to the east is comprised of the Kenel, Wakpala, and Bear Soldier districts. These districts have a percentage of 10.1 of the combined population.

C. Poverty Rate

One of the largest problems on the reservation today is the poverty level and the percentage of families that are under the poverty level. The current 2017 poverty level for Washington D.C. and the continuous United States is set at an annual household income of 24,600 U.S. dollars. According to the U.S. Census Bureau (2015) the official poverty rate is 13.5% of the total U.S. population. The Standing Rock Reservation is sitting at a poverty rate of well over twice the amount of the national rate, 40.5%. Approximately 33.4% of families are under the poverty level within the last 12 months (see Table 4)

Table 4
Families in poverty on Standing Rock reservation

Families	With related children of household under 18 years	With related children of household under 5 years only
All Families (33.4%)	46.2%	39.4%
Married Couple Families (16.8%)	29.6%	0.0%
Female Householder, No husband present (52.4%)	58.4%	62.5%

D. Unemployed Population

As of May 2017, the national unemployment rate is at a low of 4.4% (Bureau of Labor Statistics). The North Dakota unemployment rate is far below the national average sitting at 2.7%. While South Dakota is currently very close to the North Dakota rate at 2.8%. Leaving the Standing Rock Reservation sitting at a rate of nearly 6 times the national rate and slightly over 9 times the North Dakota and South Dakota rates, 25.0%. (NOTE: The criteria for unemployment for non-Indians is different for Indians. There is only one item that defines unemployment for American Indians; whether they are employed by an “employer” or not).

Business turnover rates are very high on many reservations and Standing Rock Reservation is no exception. Because of this, finding and keeping jobs can be very difficult to many individuals on and adjacent to the reservation. The Standing Rock Reservation is provided with job opportunities at two reservation casinos – Prairie Knight Casino and Lodge north of Fort Yates, North Dakota and Grand River Casino to the west of Mobridge, South Dakota, many small gas stations, three campus locations of Sitting Bull College – Fort Yates, ND, McLaughlin, SD, and just to the west of Mobridge, SD, many tribal jobs, and a few small businesses. There are also many self-employed artists residing on the reservation, and the trade brings in a low and unsteady income.

The average drive time for an individual to drive to or from work is approximately 18.3 minutes. A large majority of working individuals drive alone in either a car, truck, or van.

E. Population With Disabilities

The definition of disability is ‘a physical or mental condition that limits a person’s movements, senses, or activities.’ As of 2015, the national rate of persons with a disability is at 12.5% (2016 Annual Disability Statistics Compendium Errata). According to the U.S. Census Bureau 2011-2015 Population Estimates, the Standing Rock Reservation has a rate of 11.6% of persons with a disability compared to the total population. Approximately one-third of the population with disabilities is of the age 65 years or older (see Table 5).

Table 5
Population with disabilities

City or Town	Under 18 years	18 to 64 years	65 years and over	Total
Noninstitutionalized	3,057	4,668	770	8,495
With Disability	95	574	316	985
Percentage	3.1%	12.3%	41.0%	11.6%

IV. INVENTORY OF TRANSPORTATION SERVICES

A. Regular-Route Public Transit

Standing Rock Public Transit provides direct services within Sioux, Morton, and Burleigh Counties in North Dakota, and Corson, Dewey, and Walworth Counties in South Dakota. Transportation services are provided to and from hub areas employment, medical, shopping and personal reasons. The program operates six round-trip deviated fixed routes, four demand response routes, and one coordinated intercity-coordinated routes. The Public Transit also provides veteran's service twice monthly to Sturgis, SD and Fargo, ND.



Figure 7. Round-trip deviated fixed routes

Long Soldier is the hub community of Standing Rock with the Tribal headquarters, Indian Health Services, Sitting Bull College and other tribal, state and county programs located there. Connecting services are provided for passengers arriving from fixed routes to Bismarck, North Dakota. Bismarck is approximately 70 miles from Fort Yates and is the closest urban area with major medical services. Reservations on public transit are required due to the tremendous demand for medical referral appointments.

Public Transit provides weekday demand-response and scheduled routes on the reservation with additional daily routes to and from Bismarck-Mandan and Mobridge, SD. Service is provided from early morning to late afternoon. A one dollar (\$1.00) fare is charged for local, one-way trips. The fare for a 136 mile roundtrip from Fort Yates to Bismarck is ten dollars (\$10.00), or \$.074 per mile.

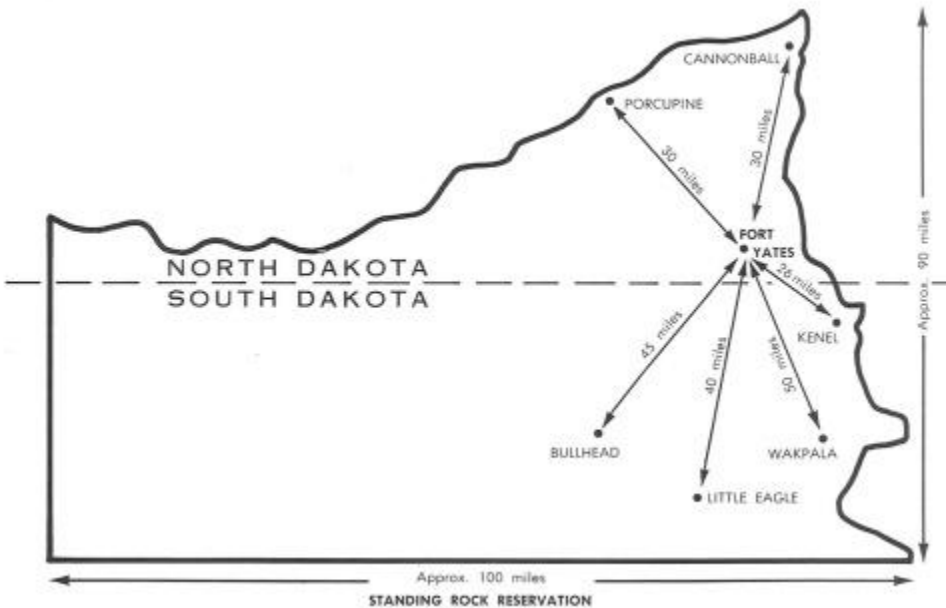


Figure 8. Distances from Fort Yates (Sitting Bull College)

The FTA defines intercity bus service as regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers and that makes meaningful connections with scheduled intercity bus service to more distance points, if such service is available. In rural states like North Dakota, intercity bus service is most often used to connect rural areas with larger urbanized areas.

Services of Standing Rock Public Transit (Figure 6, Figure 7)

- Fort Yates in-town service Monday-Friday
- Monday-Friday trips to and from Bismarck:

-Bear Soldier, SD	-Cannonball, ND
-Mobridge, SD	-Bullhead, SD
-Porcupine, ND	-Selfridge, ND
-Grand River Casino, SD	-Little Eagle, SD
-Prairie Knights Casino, ND	-Mandan, ND
-Fort Rice, ND	-Huff, ND
-Wakpala, SD	-Solen, ND
-Kenel, SD	-Breien, ND
-McLaughlin, SD	

- Monday-Friday trips to and from Fort Yates:

-Bear Soldier, SD	-Cannonball, ND
-Porcupine, ND	-Selfridge, ND
-Prairie Knights Casino, ND	-Solen, ND
-Mobridge, SD	-Bullhead, SD
-Grand River Casino, SD	-Little Eagle, SD
-Wakpala, SD	-Mandan, ND
-Kenel, SD	-Huff, ND
-McLaughlin, SD	-Fort Rice, ND
- Mondays and Thursdays trips to and from Bismarck ND, Fort Yates ND, McLaughlin SD, Mobridge SD, Eagle Butte, SD, Dupree, SD, Trail City, SD, Pierre SD, Rapid City SD, and Sioux Falls SD
 - 1st and 3rd Wednesday of every month trips to Fort Meade VA Hospital, Sturgis, SD
 - 2nd and 4th Wednesday trips to Fargo, ND VA Hospital

Fares vary based on origin and destination (about \$0.10 per mile)

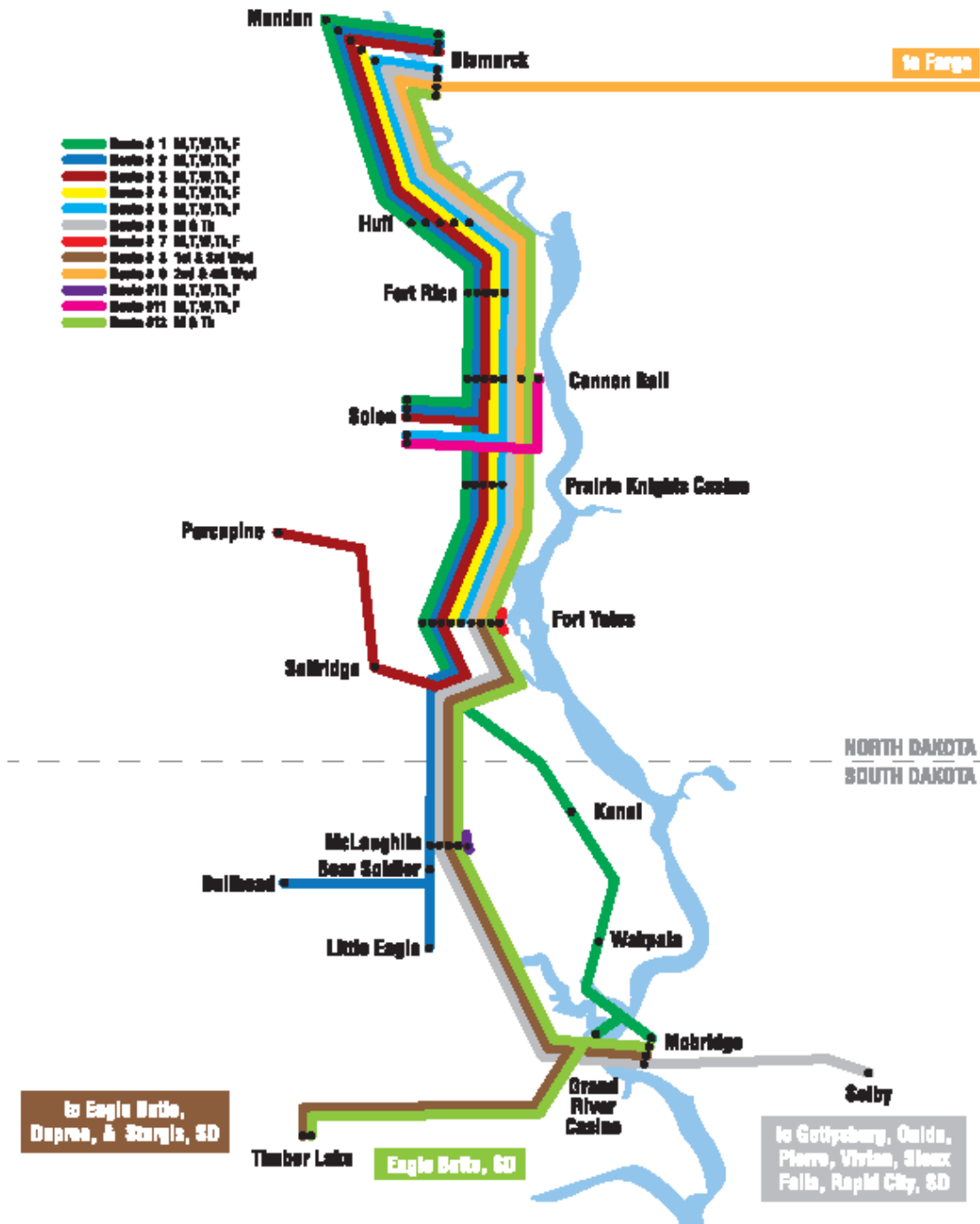


Figure 9. Standing Rock Transit Map

Call 854-8090 for a Ride

STANDING ROCK PUBLIC TRANSIT SCHEDULE

Reservations Required

Route #1 M,T,W,Th,F	Route #2 M,T,W,Th,F	Route #3 M,T,W,Th,F	Route #4 M,T,W,Th,F	Route #5 M,T,W,Th,F	Route #6 M & Th	Route #7 M,T,W,Th,F	Route #8 1 st & 3 rd Wed	Route #9 2 nd & 4 th Wed	Route #10 M,T,W,Th	Route #11 M,T,W,Th,F	Route #12 M & Th
Mobridge GR Casino Wakpala Kenel Fort Yates	Bullhead Little Eagle Bear Soldier McLaughlin Fort Yates	Porcupine Selfridge Fort Yates	Mandan Cannonball PK Casino Fort Yates	Fort Yates PK Casino Cannonball Solen Fort Rice Huff Mandan Bismarck	Bismarck Fort Yates McLaughlin Mobridge Pierre Sioux Falls Rapid City	Fort Yates Town	Fort Meade VA Hospital	Fargo VA Hospital	Wakpala Mobridge Trail City McLaughlin	Solen Cannonball (with connections to Fort Yates PKC Bismarck)	Eagle Butte Timber Lake Mobridge McLaughlin Fort Yates Bismarck
Route #1 M,T,W,Th,F GR Casino Hotel Lobby Dept. 6:00 am Mobridge Gas & Goodies C. Center Dept. 6:20 am Wakpala C. Center Dept. 7:10 am Dept. 6:40 am Kenel C. Center Dept. 7:05 am Fort Yates Transit Ctr Arrive 7:50 am	Route #2 M,T,W,Th,F Bullhead C. Center Dept. 6:30 am Little Eagle C. Center Dept. 7:00 am Bear Soldier C. Center Dept. 7:10 am McLaughlin SBC Campus C. Center Dept. 7:15 am Fort Yates Transit Ctr Arrive 7:50 am	Route #3 M,T,W,Th,F Porcupine C. Center Dept. 7 am Selfridge Cenex Dept. 7:30 am Fort Yates Arrive 7:50 am	Route #4 M,T,W,Th,F Mandan Dans Spirit of Life Dept. 6:23 am Huff Dept. 6:43 am Fort Rice Dept. 6:58 am Cannon Ball Shuttle Dept. 7:00 am PK Casino Dept. 7:20 am Guest Service Fort Yates Arrive 7:50am	Route #5 M,T,W,Th,F Fort Yates Transit Center Dept. 8:30 am PK Casino Guest Service Dept. 8:45 am Solen Shuttle Dept. 8:20 am Cannon Ball Shuttle Dept. 8:45 am Fort Rice Dept. 9:15 am Huff Dept. 9:30 am Mandan Dept. 9:50 am Bismarck Arrive 10:30 am	Route #6 M & Th Rapid City, Sioux Falls, Vivian TBA Pierre Onida 10:30 am Gettysburg Dept. 11:00 am Selby Dept. 11:40 am Mobridge Dept. 12:10 pm McLaughlin Dept. 12:35 am Fort Yates Dept. 1:00 am Bismarck Arrive 2:30 pm	Route #7 M,T,W,Th,F Fort Yates Town 7:55 am to 4:30 pm	Route #8 1 st & 3 rd Wed Fort Yates Transit Center Dept. 6:00 am McLaughlin Cenex Dept. 6:30 am Mobridge Gas & Good. Dept. 7:00 am Timber Lake Eagle Butte Dept. 7:10 am Dupree Dept. 7:45 am Sturgis Arrive 10:45 am	Route #9 2 nd & 4 th Wed Fort Yates Transit Center Dept. 6:00 am Cannon Ball C. Center Dept. 6:30 am Bismarck Transit Center Dept. 7:30 am Fargo Arrive 11:00 am	Route #10 M,T,W,Th Wakpala Dept. 6:30 am Mobridge Gas & Goodies Dept. 6:50 am GR Casino Trail City Dept. 7:00 am McLaughlin Arrive 8:00 am	Route #11 M,T,W,Th,F Solen Cannonball 6:40 am To 4:30 pm	Route #12 M & Th SOUTH to NORTH Eagle Butte Dept. 7:00 am Timber Lake Dept. 8:00 am Mobridge GRC Hotel Lobby Dept. 12:30 pm McLaughlin Cenex Dept. 1:05 pm Fort Yates Transit Center Dept. 1:35 pm Bismarck Arrive 2:50 pm Transit Center
Bismarck (See Route #5)	Fort Yates Dept. 4:30 pm	Fort Yates Transit Center C. Center Dept. 4:30 pm McLaughlin Cenex Dept. 5:00 pm Wakpala C. Center Dept. 5:20 pm GR Casino Hotel Lobby Dept. 5:15 pm Dept. 5:30 pm Mobridge Gas & Goodies Arrive 5:35 pm	Fort Yates PK Casino Guest Service Cannon Ball Shuttle Dept. 5:15 pm Fort Rice Dept. 5:30 pm Huff Dept. 5:45 pm Mandan Spirit of Life Dans Arrive 6:00 pm	Bismarck Dept. 2:30 pm Mandan Dept. 2:30 pm Huff Dept. 2:45 pm Fort Rice Dept. 3:10 pm Cannon Ball Shuttle Dept. 3:10 pm Solen Shuttle Arrive 3:30 pm PK Casino Guest Service Dept. 3:20 pm Fort Yates Arrive 3:45 pm	Bismarck Dept. 9:30 am Fort Yates Dept. 10:55 am McLaughlin Dept. 11:20 am Mobridge Dept. 12:10 pm Selby Dept. 12:50 pm Gettysburg Dept. 1:30 pm Onida Dept. 2:10 pm Pierre Arrive 2:40 pm Rapid City Sioux Falls, Vivian TBA	Bismarck Dept. 5pm Transit Center Dept. 8:00 pm Cannon Ball C. Center Dept. 9:00 pm Fort Yates Transit Ctr. Arrive 10:00 pm	Sturgis Dept. 5pm Dupree Dept. 8:00 pm Eagle Butte Timberlake Dept. 9:10 pm Mobridge Dept. 10:40 pm McLaughlin Dept. 11:15 pm Fort Yates Arrive 11:45 pm	Fargo Dept. 5pm Bismarck Transit Center Dept. 8:00 pm Cannon Ball C. Center Dept. 9:00 pm Fort Yates Transit Ctr. Arrive 10:00 pm	Town Route 8:15 – 3:00 pm McLaughlin Trail City Dept. 4:30 pm GR Casino Dept. 4:50 pm Mobridge Dept. 5:20 pm Wakpala Arrive 5:40 pm	Bismarck Transit Center Dept. 9:30 am Fort Yates Transit Center Dept. 10:45 am McLaughlin Cenex Dept. 11:15 am Mobridge GRC Hotel Lobby Dept. 4:00 pm Timber Lake Eagle Butte Arrive 5:50 pm	

Figure 10. Standing Rock Public Transit Schedule at a Glance (Standing Rock Public Transit)

In conjunction with River Cities Public Transit of Pierre, SD, Public Transit also provides twice-weekly intercity bus service between Pierre, SD, Mobridge, SD and Bismarck, ND. This service provides direct access to Jefferson Lines Charter Services in Bismarck, ND and Rapid City and Sioux Falls, SD. In addition, the Public Transit coordinates twice-weekly services with the Cheyenne River Sioux Tribe to and from the Cheyenne River Reservation, Standing Rock Reservation and Bismarck-Mandan, ND (see Table 6).

Table 6
Inter-City Coordinated Services

Transportation Provider	Services Provided
Jefferson Lines, River City Transit	Bismarck, North Dakota to Pierre, South Dakota with connections to Pierre, Rapid City and Sioux Falls, SD
Bismarck CAT, Jefferson Lines	Intercity connection to Bismarck metro area and interliner buses
Bismarck Airport	Connections to and from Bismarck Municipal Airport
Cheyenne River Sioux Transit	Cheyenne River Sioux Tribe, SD to Bismarck, ND

Public Transit operates fourteen (14) vehicles ranging from five (5) to twenty six (26) passengers. Thirteen (13) of its vehicles are handicapped accessible. Standing Rock Public Transit traveled 200,704 miles in FY 2016 and provided 14,609 one-way rides. The majority of its rides are commuter related. All rides are requested through Standing Rock Public Transit’s main office in Fort Yates, ND. Standing Rock Public Transit currently coordinates its services with Bis-Man Transit, River Cities Public Transit in Pierre, SD, Cheyenne River Sioux Tribe Transit, and the region’s intercity bus companies.



Ridership statistics were retained for fiscal year 13, 14, and 16 by the Public Transit program. Statics were kept on the type of rider as well as the purpose of the trip by those who utilized public transit. Based on these statistics, the rider type remained consistent for FY13 and FY14. In FY15 there was a significant decrease in ridership among the general public but an increase in the elderly and disabled (see Table 7). There were several factors that may have resulted in the decrease of ridership by the general public. Standing Rock members received a Cobell federal payment as well as a Salazar payment (Department of Justice, 2012). The federal government also offered a land buyback program to members, therefore individuals were provided the opportunity to increase their financial situation allowing them to conceivably purchase their own transportation (Department of Interior, 2017).

Table 7
Rider Type

	Elderly & Disabled	General Public	Total Rider Type
FY13	2818	14614	17432
FY14	1882	15603	17485
FY15	3161	10830	13991
FY16	2759	11850	14609

Medical rides continued to increase for the past three years. This indicates the importance of these rides due to referrals (see Table 8). It should be noted Public Transit recently entered into a contract with Sitting Bull College to provide the students “free” rides for education purposes.

Table 8
Trip Purpose

	Employment	Education	Medical	Other	Total Trip Purpose
FY13	9311	1211	1722	5188	17432
FY14	9631	692	2164	4998	17485
FY15	7557	1035	2189	3210	13991
FY16	8606	803	2385	2815	14609

In 2013, the majority of the riders rode the transit for employment purposes at 53%, while only 7% rode for educational purposes (Figure 11). Approximately 10% rode for medical purposes.

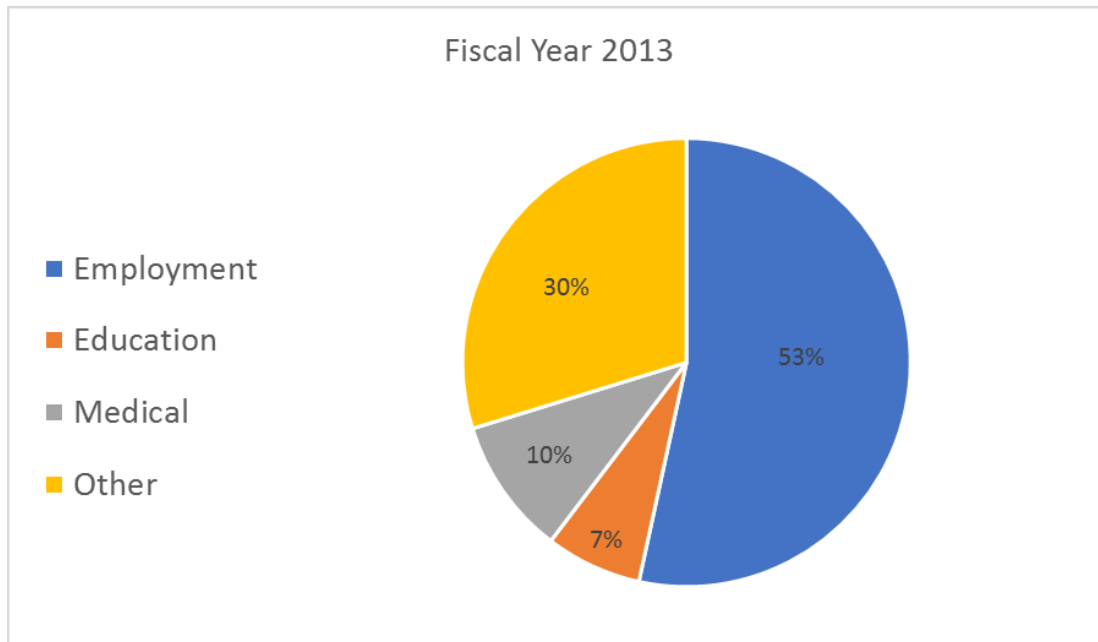


Figure 11. Trip Purpose-Fiscal Year 2013

In 2014, there was a slight increase in ridership of those who rode the transit for employment purposes at 55%, while a decrease was seen by those who rode for educational purposes at 4%. (Figure 12). Data shows an increase ridership at 10% who rode for medical purpose.

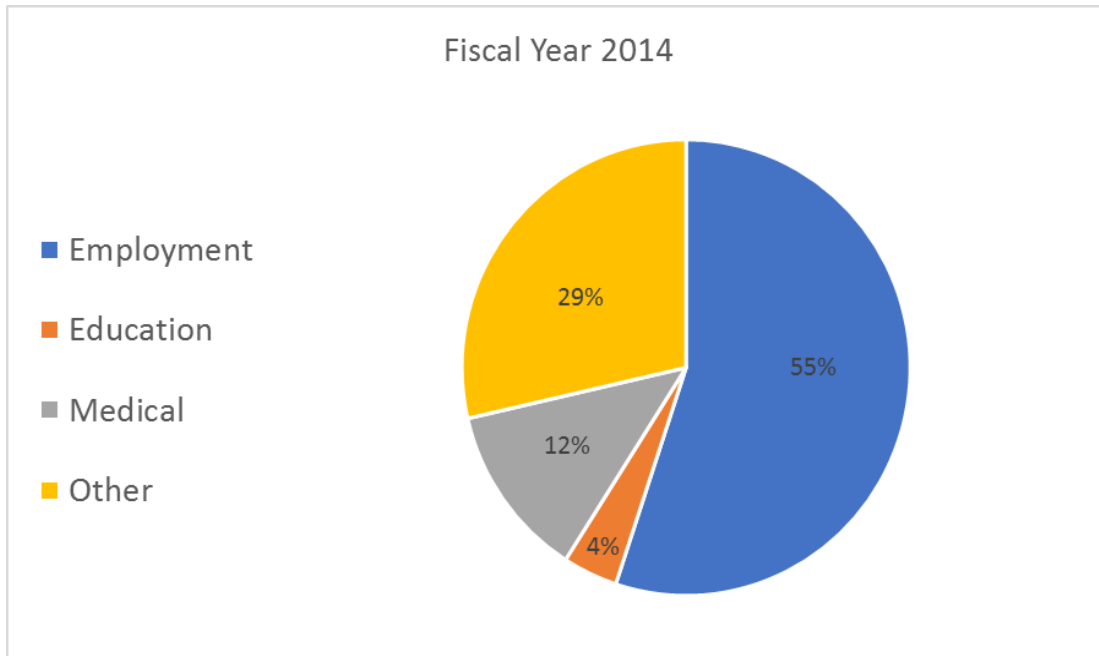


Figure 12. Trip Purpose-Fiscal Year 2014

Overall ridership declined slightly in 2015. The majority of the riders rode the transit for employment purposes 54% of the time, while 23% rode for educational purposes (Figure 13). Once again those who rode for medical purposes increased to 16%.

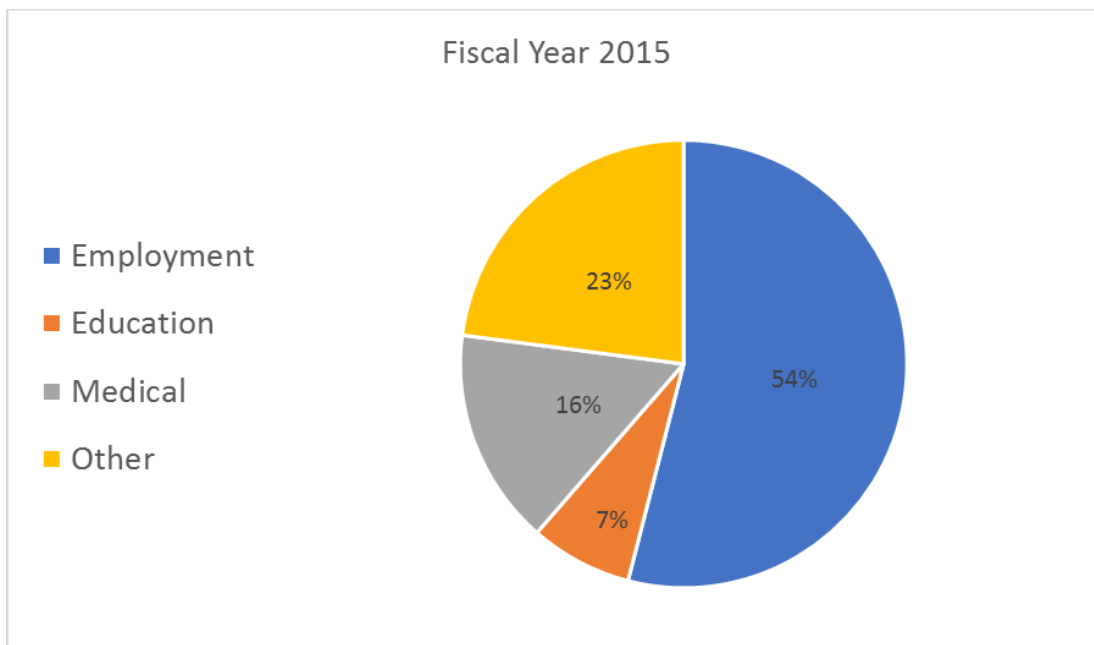


Figure 13. Trip Purpose-Fiscal Year 2015

In 2016, ridership for employment purposes increased to 59%, whereas the ridership for employment purposes decreased to 19%. Medical purpose riders stayed stable at 16% (Figure 14).

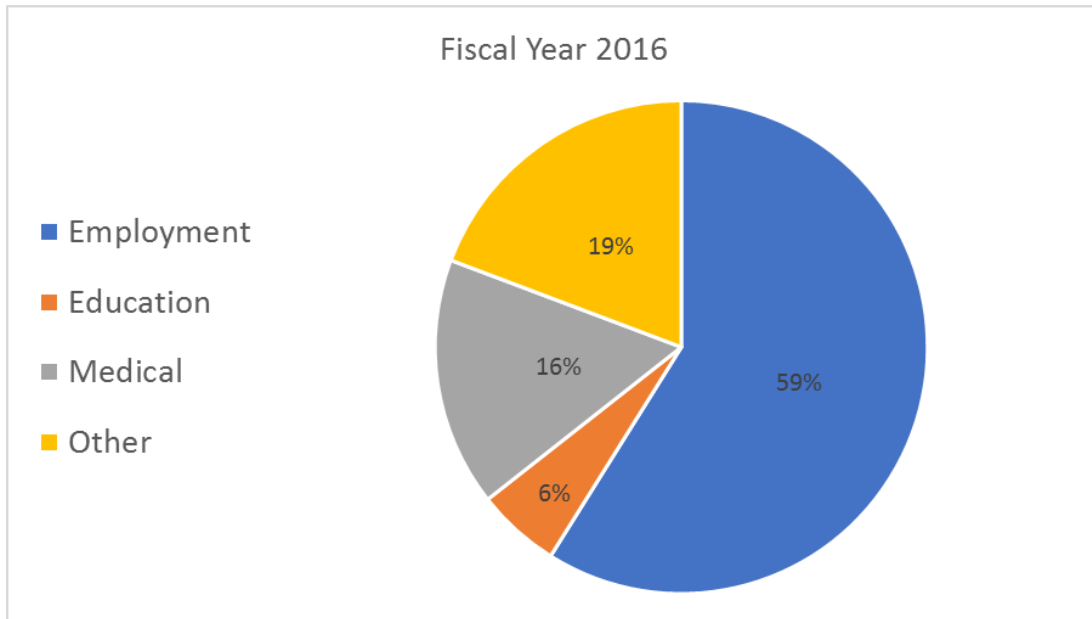


Figure 14. Trip Purpose-Fiscal Year 2016

B. Private Transportation Providers

Those who utilize the services of Standing Rock Public Transit also have access to many other transportation resources throughout the state. Several major bus lines, airlines and train services provide services in close proximity to the Standing Rock Reservation.

Amtrak

A national railroad passenger system, Amtrak is located in Minot, North Dakota which is located approximately 207 miles from the Standing Rock Reservation. According to Amtrak, the Minot station had 29,829 boardings in the year 2016 (Amtrak Fact Sheet, Fiscal Year 2016). Amtrak serves North Dakota with one National Network train, the Empire Builder.



Bismarck International Airport



The Bismarck International airport is located approximately 72 miles from the Standing Rock Reservation. The airport is a vital air transportation center for the capitol city of North Dakota, and the state as a whole. Commercial airline service at the Airport is provided by Allegiant Air, American Airlines, Delta Air Lines, Frontier Airlines and United Airlines.

Greyhound

Greyhound is the only national operator of scheduled intercity coach services in North America, serving 48 US States and ten Canadian Provinces and Territories. Providing service to the residents of North Dakota, Greyhound allows a person to travel the United States at their leisure.



Jefferson Lines

Founded in 1919, Jefferson Lines provides daily service to the state of North Dakota. Jefferson Lines is a member of the American Bus Association, United Motor Coach Association, National Tour Association, and many other local visitor associations and chambers of commerce. With stops in Fargo, Grand Forks, Jamestown, Valley City, Bismarck, and Dickinson, riders are provided the opportunity to travel anywhere in the United States.

Bis-Man Transit/CAT

The Bis-Man Transit provides transit to the communities of Bismarck, Mandan and Lincoln. Bis-Man Transit is partnered with Taxi 9000 to provide public and personal transit throughout the three communities, and is partnered with Jefferson Lines to provide rides throughout the country.

Other transportation services that are specific to the Standing Rock Reservation include transportation services that are offered by the Fort Yates Indian Health Hospital (IHS). Although offered a very limited basis, IHS does operate a van to pick up dialysis patients who need care. IHS does provide ambulatory transportation to Bismarck, North Dakota to patients in need of acute care. This does pose a problem though, as patients who are released from the hospital are responsible for their own transportation back to the reservation.

V. Goals and Objectives

A. Survey Results

The information below includes analysis of the responses to the SRST Transit Survey delivered both face-to-face and online. The survey was built using questions developed listening to the SRST Board and guests during focus group sessions.

The survey results are based on the 257 turned in surveys. The survey return rate is 3.2% this was calculated by dividing the number of surveys by the number of possible respondents 257/8127.

The surveys were handed out in a variety of settings and an online survey was also offered as an option. The number of respondents for this survey is 355 times higher than the last survey completed in 2013, which had a 0.9% return rate.

The next section is a breakdown of the survey and the results for each question.

Question 1: Where do you live?

Out of the 257 respondents, 128 live in Sioux County (50.79%), 65 live in Corson County (25.79%), 32 live in Walworth County (12.70%), 17 live in Burleigh County (6.75%), 10 in Morton County (3.97%) and 5 (1.94%) chose not to answer the question. Below is a graphically representation of the data presented above (Figure 15).

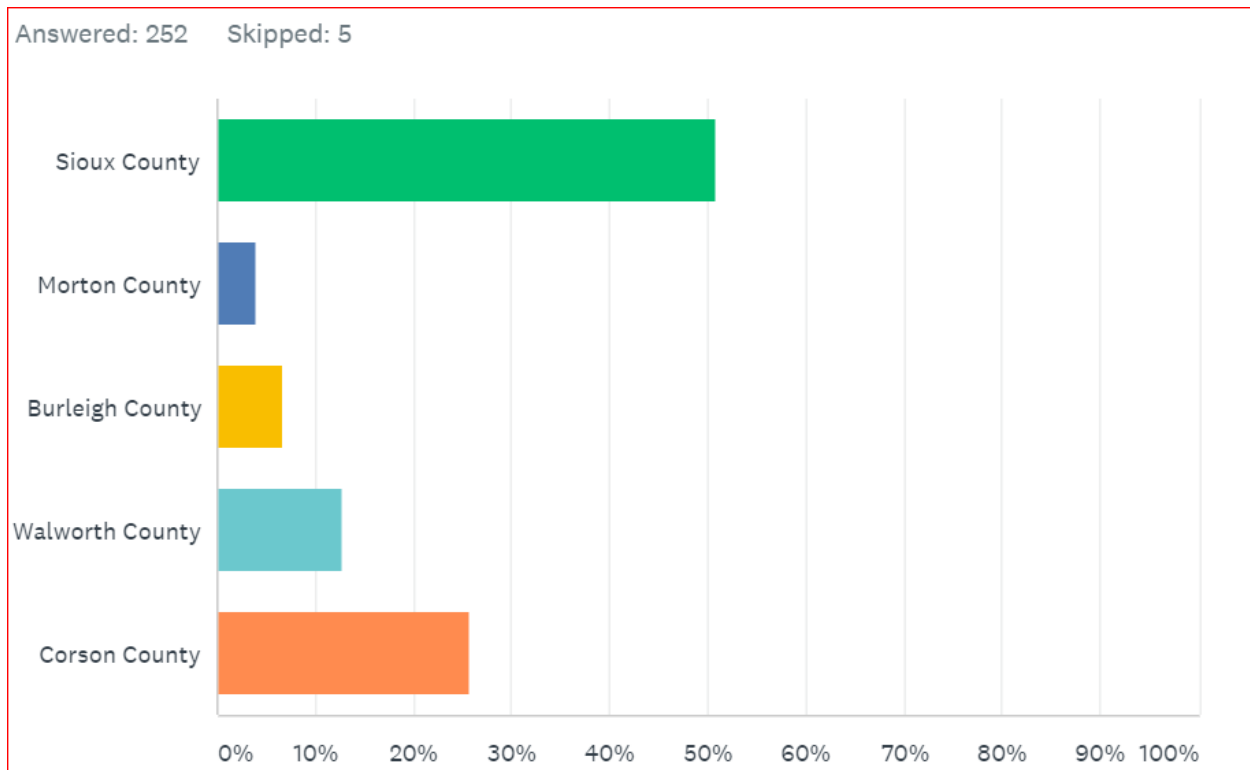


Figure 15: Question 1-Where do you live?

Question 2: What is your primary form of transportation?

212 respondents (82.49%) have a car/truck for their means of transportation.

19 people or (7.39%) walk,

13 respondents (5.06%) use the bus,

10 respondents (3.89%) use various means of transportation. They are listed as follows: (2) use a combination of walking and driving, (2) persons answered no transportation, (1) person used the fun bus, (1) person hires someone to drive them, (3) people listed a van and (1) person answered (?).

Finally, 3 people (1.17%) use bicycles as a means of transportation.

The percentage of respondents who have a truck or car for their primary means of transportation is approximately 7% higher than the respondents reported in 2013 (Figure 16).

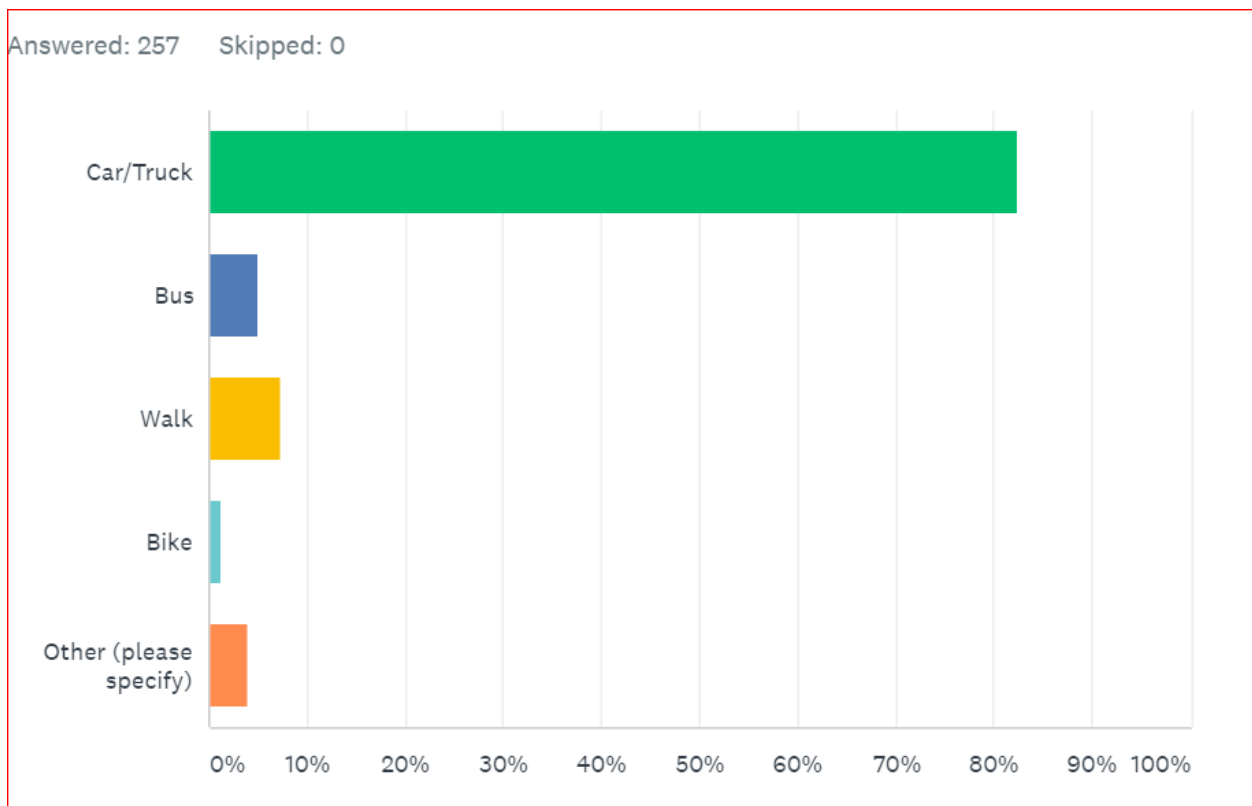


Figure 16: Question 2-What is your primary form of transportation?

Question 3: Which of the following describes you best? (Select all that apply)

(47.47%) of the respondents described themselves as college students. The next largest segment were employees at (33.85%). The next segment of respondents identified themselves as Elders (60+) which was (19.46%) of the respondents. (7%) of respondents answered that they were disabled.

(5.45%) listed a variety of answers: (?), community member, GED Tutor, Veteran and outside government employee.

(2.33%) listed themselves as youth and the final category was (1.95%) who were GED Students. The categories for this question were not mutually exclusive. Some respondents chose more than one description (Figure 17).

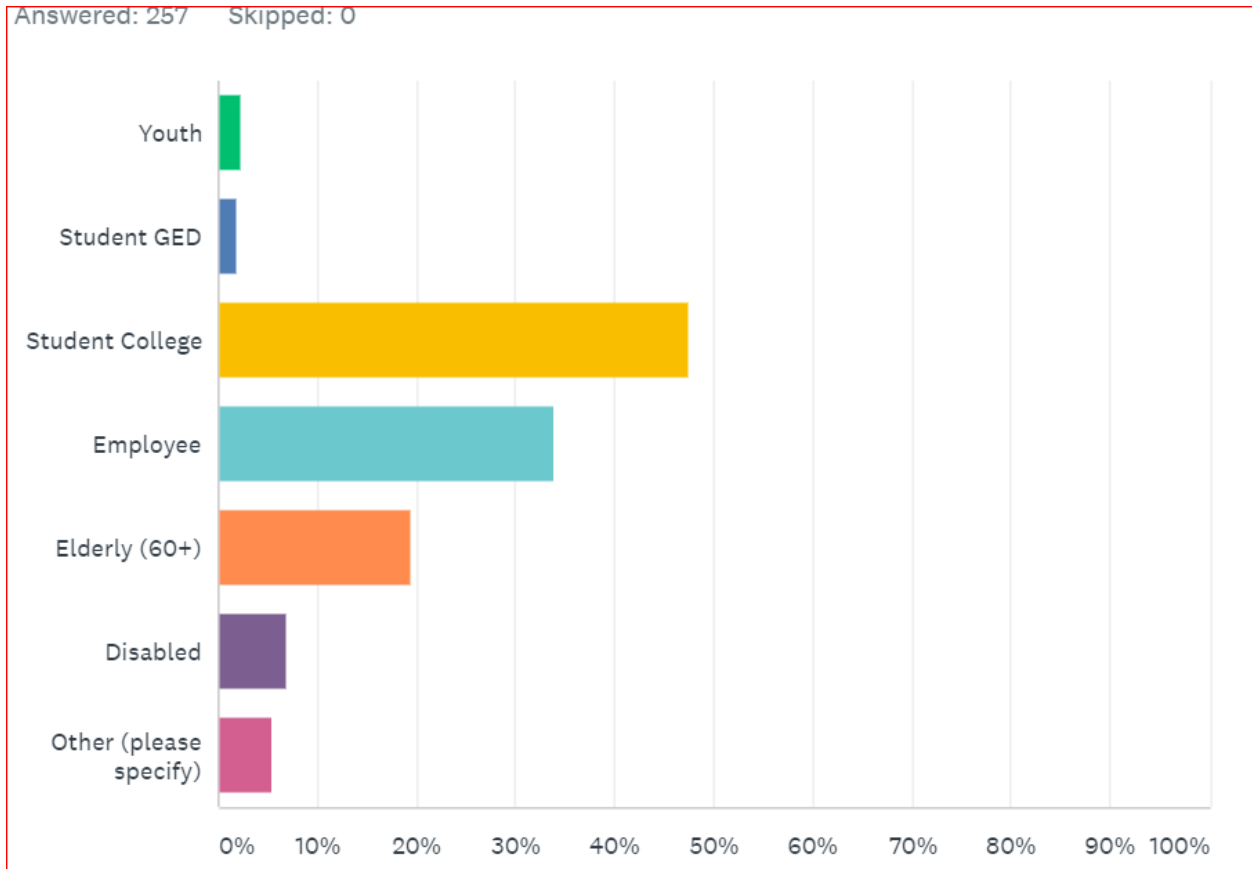


Figure 17: Question 3-Which of the following describes you best? (Select all that apply)

Question 4: Do you have children?

In answering question four, 174 of the respondents (67.97%) had children. The number of children for the respondents ranged from 1 to 9. The majority of the respondents with children reported having 1 child. 82 respondents (32.03%) had no children and one person chose not to answer. Below is the graph indicating the numbers to question 4 (Figure 18).

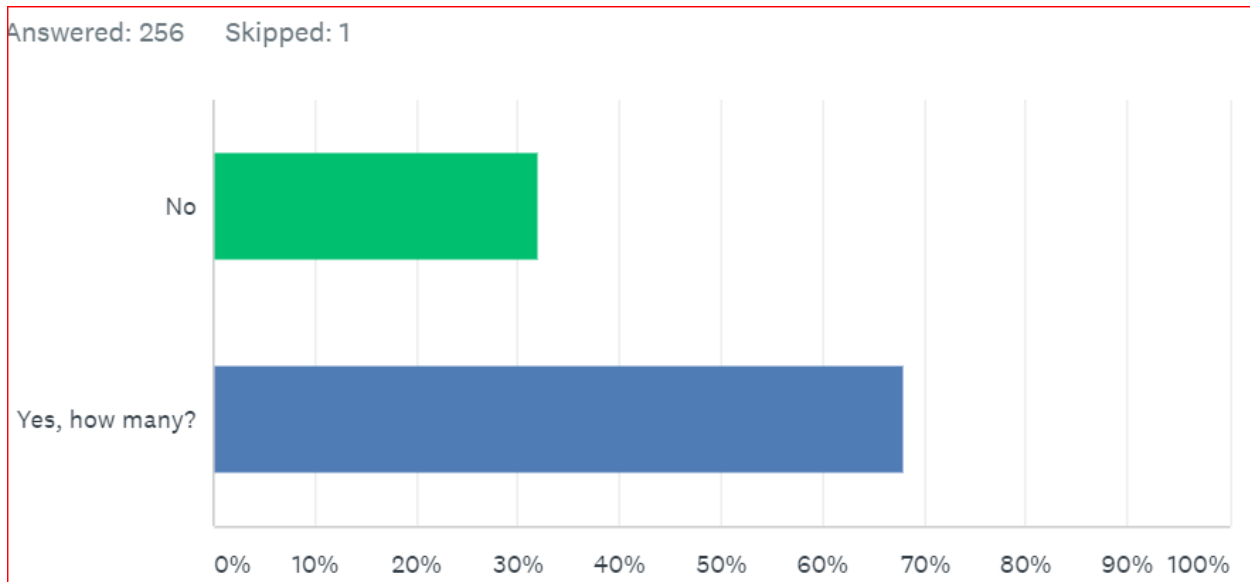


Figure 18: Question 4-Do you have children?

Question 5: What days of the week and times would you use public transportation?

This question was answered by 175 respondents (68.09%). 82 respondents (31.90%) did not answer this question. The answers listed below are based upon the 175 people that answered the question. Deeper analysis reveals that more people would use the transportation system in the morning than afternoon or evening. Also a vast majority would utilize the system during Monday-Friday. A final consideration is that 24.90% of the respondents would utilize the transportation system during the hours of 6pm-10pm. This information has implications for the Transit Board in the fact that almost 1/3 of the people didn't respond to the question. Another facet to consider are the respondents that are interested in weekend evening transit options (Figure 19).

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL RESPONDENTS
Morning (6am-noon)	84.67% 127	89.33% 134	88.00% 132	87.33% 131	64.67% 97	24.00% 36	19.33% 29	150
Afternoon (noon-6pm)	78.57% 110	82.14% 115	82.14% 115	82.14% 115	63.57% 89	27.14% 38	19.29% 27	140
Evening (6pm-10pm)	60.94% 39	68.75% 44	68.75% 44	64.06% 41	48.44% 31	48.44% 31	39.06% 25	64

Figure 19: Question 5-What days of the week and times would you use public transportation

Question 6: Do the current hours of service meet your needs?

Question 6 was answered by 217 respondents. Of the 217 responses 163 (75.12%) respondents said that the current hours meet their needs. However, (24.88%) or 54 respondents said that the hours did NOT meet their needs. Respondents gave suggestions of adding more evening runs to

meet needs of college students or community members wanting to work on their education. Others mentioned earlier times or weekend runs as well (Figure 20).

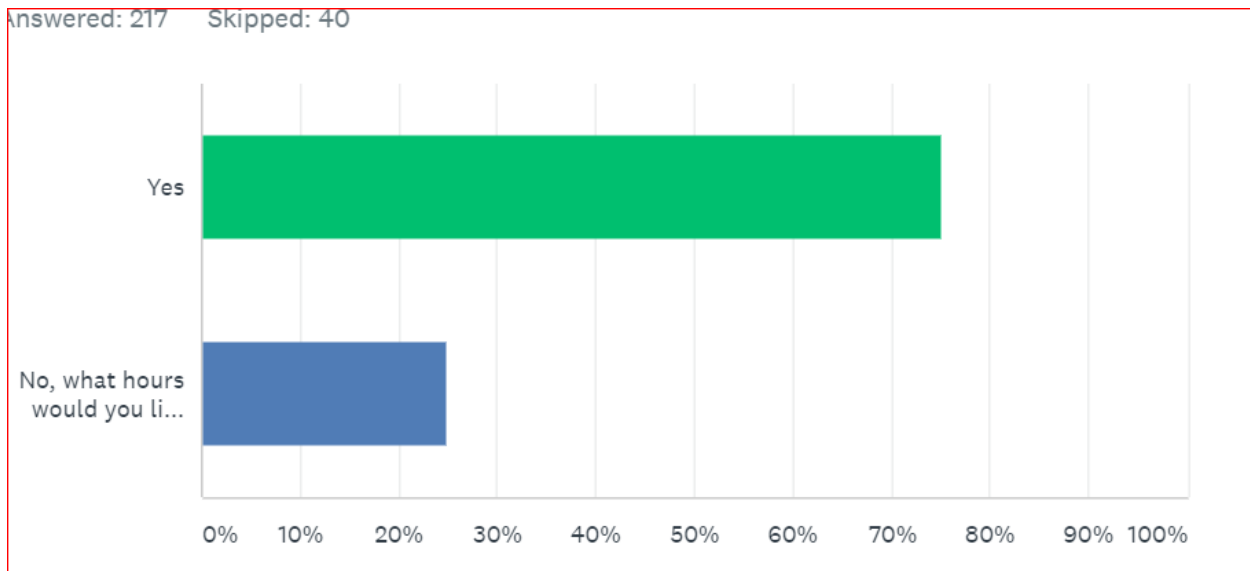


Figure 20: Question 6: Do the current hours of service meet your needs?

Question 7: When using public transportation, for what purpose are you using the transportation system? Select that apply.

214 respondents completed the question with 43 people choosing not to answer. The categories for this question are not mutually exclusive. The respondents were able to list multiple reasons for using the transit system. The largest percentage of respondents indicated that they use the system for educational purposes (41.12%). The next largest percentage (38.32%) use the system for employment purposes. The third largest use of the system was medical reasons which was indicated by (31.78%) of the respondents. (24.30%) use the system for personal reasons and (7.48%) of the respondents listed other reasons. These reasons ranged from personal transportation, shopping, elder meetings, to client use (Figure 21).

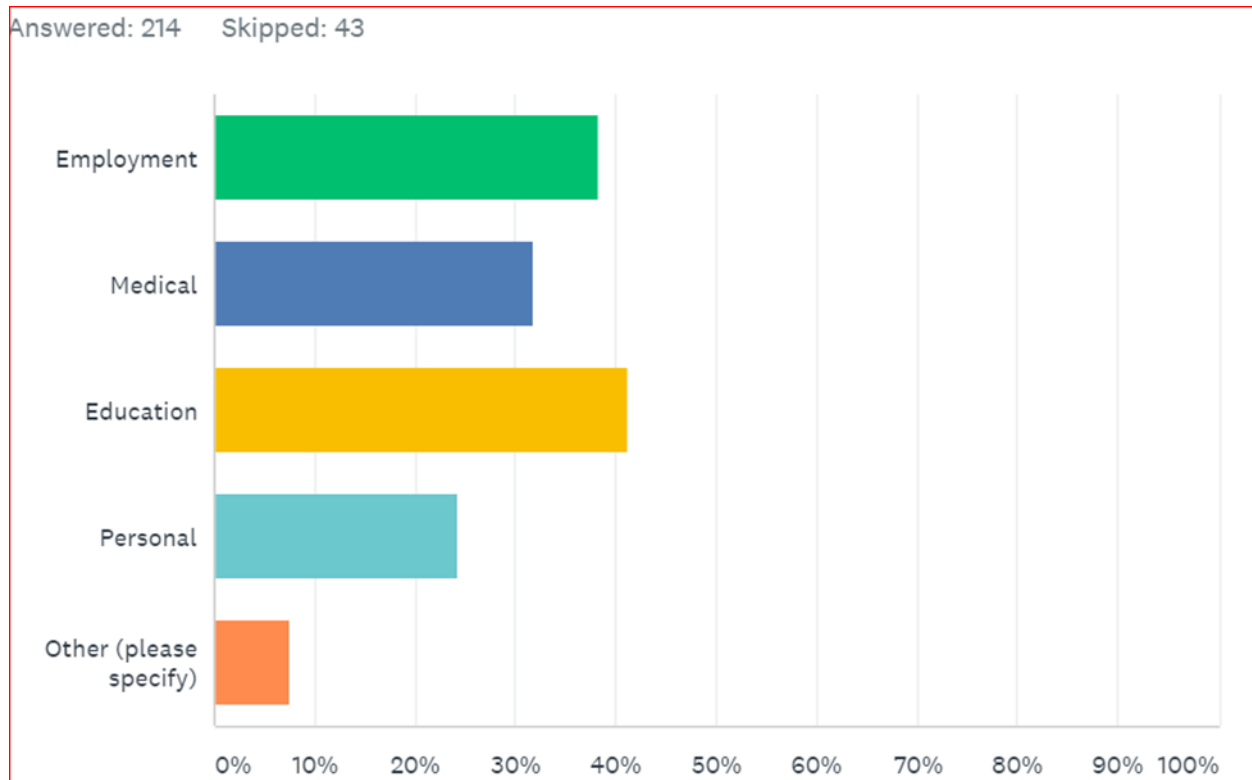


Figure 21 :Question 7: When using public transportation, for what purpose are you using the transportation system? Select all that apply.

Question 8: Why would you use public transit? Select all that apply

237 people completed this question. 20 people chose not to answer. The categories for this question are not mutually exclusive. (51.05%) indicated that the reason they used the transit was no car. (45.99%) indicated that convenience was the reason they would use public transit. (41.35%) indicated that gas prices are a reason they would use the transit system. (12.66%) indicated that they use the transit system due to no license or driving privileges. The final group uses the transit system as a work benefit. This was (10.31%) of the respondents (Figure 22).

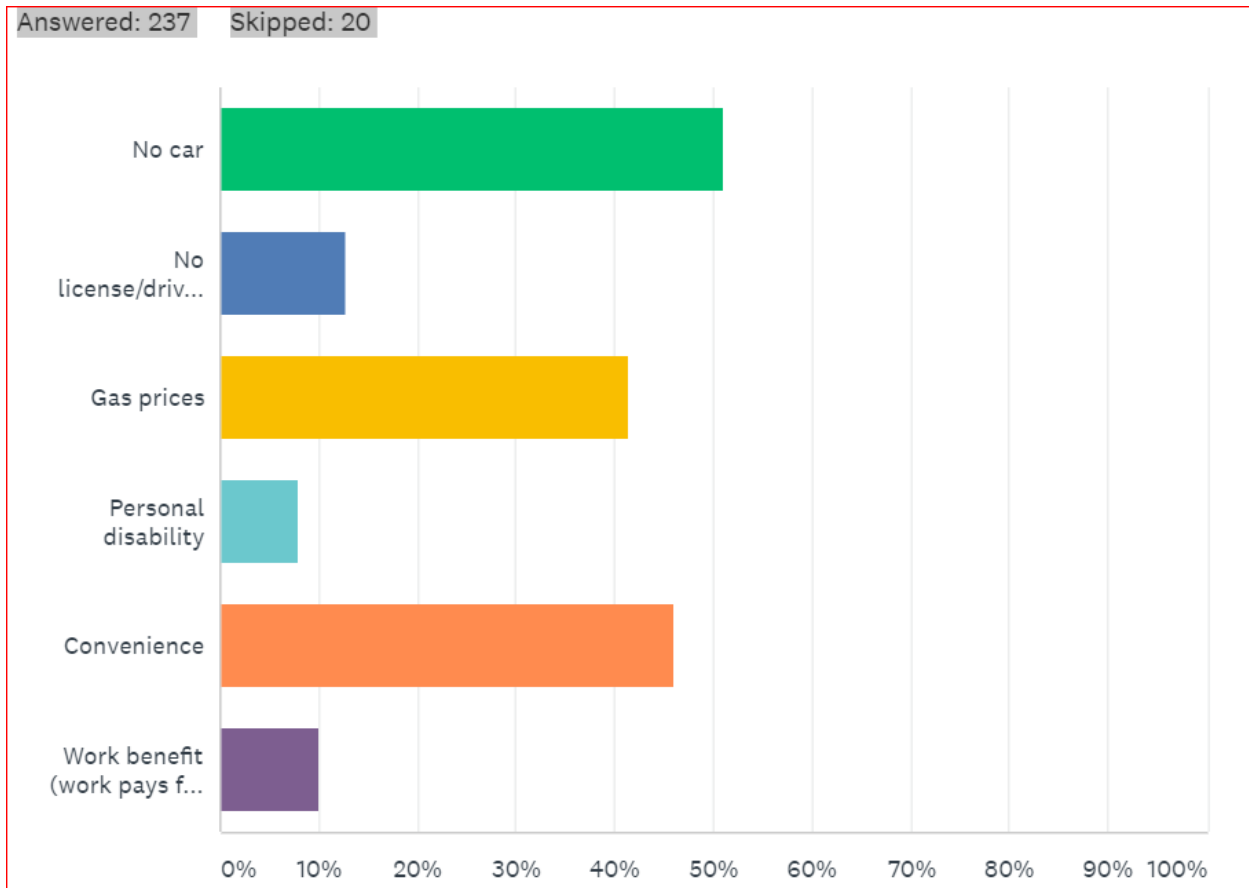


Figure 22: Question 8: Why would you use public transit? Select all that apply

Question 9: What would prevent you from riding public transit? Select all that apply

224 people answered this question and 33 chose not to respond. The largest percentage (51.79%) indicated that the bus schedule would be the main reason they wouldn't use the system. The next largest group (33.48%) reported that pick up/drop off locations were the reasons that they wouldn't use the system. (21.88%) indicated that intoxicated riders were the reason they wouldn't utilize the system. (17.86%) listed other reasons why they wouldn't use the transit system. Their reasons included: own a car, transit times, Not Applicable, issues with drivers, and inconsistent running times of the routes. (7.14%) indicated safety as a concern for not riding the transit. (4.46%) reported that their disability would prevent them from using the transit system. Again, the categories in this question are not mutually exclusive (Figure 23).

Answered: 224 Skipped: 33

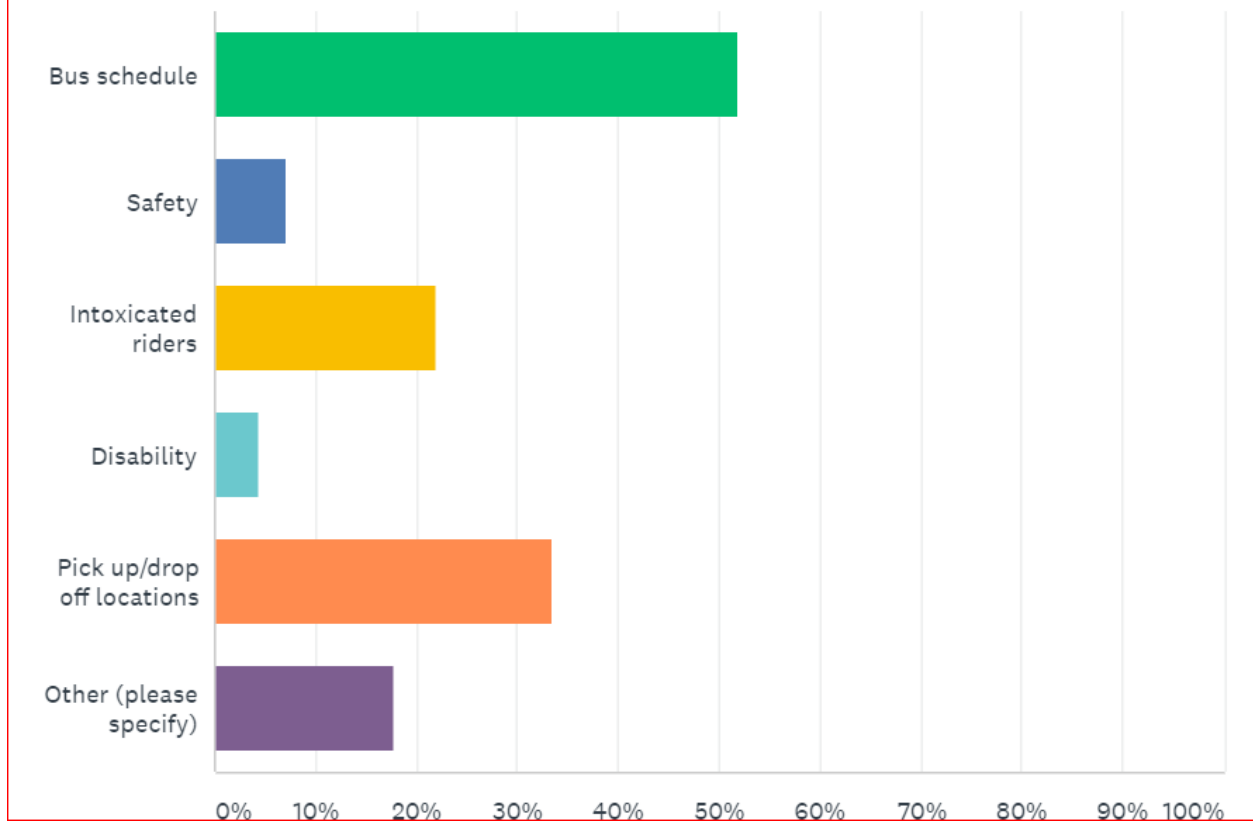
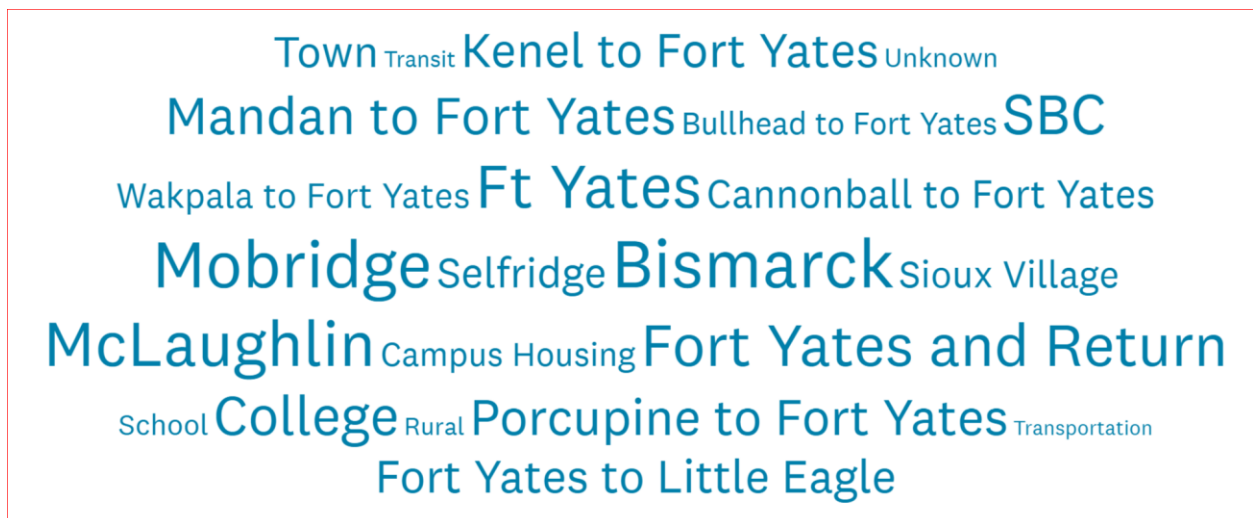


Figure 23: Question 9: What would prevent you from riding public transit? Select all that apply

Question 10: Where would you most frequently travel to and from?

218 people answered this survey question and 39 respondents skipped the question. The 218 responses garnered 96 different categories when analyzed (see Appendix C). Below is a word chart showing the text analysis for the respondents' responses.



Deeper analysis of this question through coding indicated 96 custom categories listed by respondents. The information of those categories is listed on the next pages.

The responses were analyzed for patterns or trends. The chart below includes responses which garnered 4 or more responses (see Table 9.)

Table 9
Responses to specific routes

Route	Number of Responses	Percentage
Fort Yates-Bismarck	13	5.96%
Fort Yates	10	4.59%
Bismarck	10	4.59%
Mandan-Fort Yates	9	4.13%
McLaughlin	9	4.13%
McLaughlin-Ft Yates-Bismarck	9	4.13%
Mobridge-Ft Yates	9	4.13%
Ft Yates-Sitting Bull College	8	3.67%
Porcupine-Ft Yates	8	3.67%
Bismarck-Ft Yates	6	2.75%
Mobridge	6	2.75%
McLaughlin-Bismarck	5	2.29%
Kenel-Ft Yates	4	1.83%
Mandan-Ft Yates-Return	4	1.83%
Sitting Bull College-Ft Yates	4	1.83%
Total Number of Responses & Percentages	114	52.28%

The remaining 104 responses had 3 or less requests per route. These responses accounted for 47.72% of the responses. Analysis of these responses indicates that 62 of the categories were a response of one which suggests that an on demand vs prescribed route type of delivery system may need to be considered of SRST Transit wants to meet the needs of the respondents.

B. Goal and Objectives

The goals and objectives in this plan were developed through coordination with the staff of the Public Transit program and the advisory committee (see Table 10). Through focus groups sessions, participants were able to explore strategic options and develop clear goals and objectives that would effectively move the plan forward for the next five years.



Table 10

Goals and Objectives Public Transit

Goals	Objectives	Outcomes
Improve communications internally and externally	<ul style="list-style-type: none"> • Revise job descriptions • Create new job description to include marketing and management duties 	Enhances organizational performance
Develop and empower Public Transit most valuable asset, its employees.	<ul style="list-style-type: none"> • Attract and recruit quality employees • Empower and retain efficient, effective, and productive employees • Implement employer provided employee incentive program 	Public Transit is satisfied with the quality of its workforce Public Transit employees are satisfied with their jobs and feel their work contributes to an improved quality of life
Establish a culture of customer service and deliver services that are responsive to community needs.	<ul style="list-style-type: none"> • Develop marketing plan • Hire additional drivers • Provide driver training and certifications • Procure new vehicles 	More people have access to and regularly use public transportation products and services
Establish Safety, Security and Emergency Program	<ul style="list-style-type: none"> • Develop comprehensive safety plan, policies and procedures • Identify employee orientation and safety training needs • Conduct ongoing employee orientation and safety training • Evaluate effectiveness of employee training 	Ensure the Public Transit's employees ability to effectively respond to potential and actual disasters
Improve financial and reporting processes	<ul style="list-style-type: none"> • Secure funding for electronic fare system • Purchase fare boxes for vehicles • Secure funding for electronic fare system • Develop practical database for financial and passenger reporting purposes 	Streamline the use of technology for passengers
Increase ridership	<ul style="list-style-type: none"> • Improve satisfaction with Public Transit products and services and the way they are delivered 	People are more satisfied with Public Transit products and services

	<ul style="list-style-type: none"> • Improve public awareness of Public Transit products and services 	People understand how to use Public Transit products and services and use them more often
Develop and implement “Travel Training” program	<ul style="list-style-type: none"> • Hire passenger assistants • Recruit volunteers for transit buddy system 	Create a safe transportation services
Promote “Wisdom of Riding the Bus”	<ul style="list-style-type: none"> • Develop passenger testimonials and advertisements for radio and newspaper 	People understand how to use Public Transit products and services and use them more often
Secure new mobile ad contracts	<ul style="list-style-type: none"> • Secure 2 new mobile ad contracts 	Increased funding for Public Transit

C. Recommendations

The overall findings point to several recommendations for consideration. Based on the information gathered, the vast majority of the respondents who use or would use the transit system were from Sioux or Corson County. This indicates that more dollars and resources may need to be focused on those two counties.

A vast majority of the respondents had their own transportation as a primary form of transportation. Only 5.06% of the respondents actually utilize the transit system at this time as their primary form of transportation. This indicates that continued efforts in marketing and education need to be at the forefront of the Transit Board’s efforts to increase ridership and utilization of services.

67.97% of the respondents reporting having children. Having access to child seats and drop off and pickups near day care facilities may be a consideration for increasing ridership and accessibility for riders.

Respondents indicated that they would be more likely to use the transportation system in the morning hours than afternoon or evening hours. Also a vast majority of the respondents indicated that they would utilize the system Monday-Friday. 75.12% of the respondents indicated that the current hours of operation meet their needs. For the ones that said the schedule didn’t meet their needs there seemed to be a pattern of an issue with the last bus leaving Fort Yates and lack of access to evening runs. Recommendations for the Board would be a closer look at increasing service for evening users and weekend accessibility.

Respondents indicated that education, employment, and medical issues were the three main reasons people utilized the transit system. Recommendations would be to continue work with the various education entities, employers and medical facilities to provide routes and times that assist in riders utilizing the SRST Transit System.

Considerations for utilizing the transit system included these top three responses: convenience, no car and gas prices. Recommendations would be to maybe consider “on-demand” routes to expand ridership to the routes suggested by the respondents. Possible options may be to run vans or the smaller buses more frequently so that riders are not having to wait for long amounts of time.

Respondents indicated that three barriers to them using the transit system included schedule, drop off/ pick-up locations and intoxicated riders. Recommendations for schedule changes and drop off/pickup locations has been discussed above. The issue of intoxicated riders has implications for safety and a recommendation would be to have a policy that intoxicated riders are not allowed on the bus or van. Another recommendation could be is to have monitors ride along with the bus drivers to help ensure safety of all riders. This would impact the personnel line of the budget.

The data show that the 257 respondents were interested in using the transit system. Recommendations offered should assist in increasing ridership for the SRST Transit System along with the other activities that have been put into place such as contracting services with College to pay for student rides.

VI. Funding Strategies

A. Capital and Operating Budget

Strategies were developed to address the transportation issues and gaps that were identified by the advisory committee and through the results of the survey. The goal of each strategy is to improve coordination of transportation services between the Public Transit and the human service agencies. Specific strategies were developed to address the following:

Marketing of services

It is recommended the Public Transit undertake a significant public awareness campaign to make area residents aware of public transportation services available within the service area. It is proposed a marketing plan be developed to include not only a traditional advertising campaign, but also items such as informational posters and brochures, news releases, public information meetings, and one-on-one visits with key medical and social service personnel and college administrators. Most of these marketing efforts are labor intensive and cost little other than the staff time that is devoted to them. Non-labor costs associated with a marketing campaign would include the printing of informational posters and brochures and the placement of promotional advertisements in the area's newspapers. It is anticipated an effective marketing campaign can cost in the area of \$10,000 to \$20,000. Subsequent yearly costs could be substantially lower, in the range of \$2,000 to \$3,000 range. The budget for marketing has increased substantially over the previous years. Marketing tools currently utilized by the Public Transit includes the development of a logo, website, music jingle, two YouTube videos, posters (Figure 11), and a Rider's Guide. YouTube videos, transit schedule and the riders guide can be found at the following links:

https://www.youtube.com/watch?v=aZ2s5_ubUa8&feature=youtu.be

<https://www.youtube.com/watch?v=fT8-jXSZzOc&feature=youtu.be>

<https://sittingbull.edu/sitting-bull-college/community/transport/>

<https://sittingbullcollege.files.wordpress.com/2014/09/riders-guide.pdf>



Figure 24. Standing Rock Public Transit Poster

Improve the efficiency of service

Throughout the Plan development process, funds associated with the Public Transit program are limited. Given the nature of the program, it makes sense to target the funds toward the development of projects that utilize existing services because these projects generally can be implemented with fewer dollars than the introduction of new services. There are a number of typical projects that could be designed to increase the utilization of existing services including purchase of services, enhanced information dissemination and operation coordination.

As mentioned earlier, a primary focus of this plan is to develop programs that increase the utilization of existing services; however, there will be instances where new service or more service may be the only solution to some issues. The issue of intoxicated riders was identified through data obtained from the surveys. It has implications for safety and was identified as a strategy to be addressed. A recommendation is to develop a policy where Public Transit will not transport individuals who are under the influence. It is also recommended drivers receive additional training to refuse services for individuals under the influence. Another option would be to have monitors ride along with the bus drivers to help ensure safety of all riders. Monitors for buses on a national average make a wage of \$10.70 per hour or approximately \$22,000 per

year. Implementing this service will allow riders to experience a higher quality of service, thereby increasing ridership, which overall will increase revenue.

Access to jobs

In order to meet the needs of the community, the Public Transit must establish a culture of customer service and deliver services that are responsive to community needs. To do this, additional drivers will need to be hired. On the national average, bus drivers make approximately \$14.96 an hour or \$29,000 per year. To continue to enhance customer service, drivers must receive training in safety, security and emergency operations. Training in this area typically costs between \$2,500 and \$3,000. Drivers that receive training in these areas, will improve the service provided the Public Transit. Ridership will increase by riders knowing their drivers are well trained in key components of keeping them safe.

Capital improvements

As with most transportation plans, capital improvements will require funding over and above that which is currently available. For this particular plan, two capital improvements are identified. The first is the purchase of another vehicle to meet the demands of the transportation system as well as upgrade the existing fleet vehicles. Transportation vehicles, on the average, can cost up to \$300,000. Typically, transit agencies pay for the full cost of each bus up front. The federal government pays much of the costs of bus purchases, with the rest coming from states, local government agencies, and the transit system itself. Therefore, since there is rarely any debt service, the purchase cost of a bus per year is equal to the purchase price divided by the useful life of the bus, which is approximately seven years.

Another capital improvement identified is the purchase of an electronic fare system. Nationally, Smart cards are gaining momentum as transit agencies across the country have been implementing them as a fare medium (Smart Card Alliance, 2010). Smart cards hold the promise of revolutionizing the way riders use transit, and how transit systems operate. But in order to adopt smart cards, transit agencies must purchase new equipment and upgrade their entire fare collection system, which can be a very expensive process. There are many benefits to the Smart card concept, including time savings and the convenience. Initial research on the cost of upgrading to the use of an electronic fare system, amounted to an average of \$20,000 per vehicle. In the case of Standing Rock Public Transit this would amount to approximately \$280,000. This amount could conceivably be larger depending on the actual product purchased. Transit agencies planning to upgrade fare collection systems must consider the entire range of cost implications associated with fare payment projects.

5-year Estimated Capital and Operating Budget

Revenue/Expenditures (2016-2017)

REVENUE

	FTA	ND DOT	SD DOT (9/30/16)	Total
Transit Revenue	\$ 21,829.77			\$ 21,829.77
Federal Grant Award	\$ 929,984.44			\$ 929,984.44
Transfer From General Fund		\$ 30,000.00		\$ 30,000.00
Sales		\$ 31,981.97	\$ 17,455.75	\$ 49,437.72
Medicaid & Contracts		\$ 4,313.22	\$ 192.71	\$ 4,505.93
Federal Grant Revenue		\$ 218,721.39	\$ 60,165.03	\$ 278,886.42
State Transportation Funds		\$ 75,669.00	\$ 53,993.69	\$ 129,662.69
Local Match/Tribal Funds			\$ 6,000.00	\$ 6,000.00
Total Revenue	\$ 951,814.21	\$ 360,685.58	\$ 137,807.18	\$ 1,450,306.97

EXPENDITURES

Salary-Exempt	\$ 17,221.83	\$ 42,369.80	\$ 41,785.28	\$ 101,376.91
Salary/Hourly	\$ 189,461.19	\$ 151,428.87	\$ 45,684.40	\$ 386,574.46
Life & Disability	\$ 1,631.35	\$ 1,435.34	\$ 541.17	\$ 3,607.86
Retirement Contribution	\$ 6,256.66	\$ 8,220.24	\$ 3,901.00	\$ 18,377.90
Group Health Insurance	\$ 47,727.25	\$ 42,745.68	\$ 20,849.75	\$ 111,322.68
Suta Taxes Expense	\$ 2,035.26	\$ 901.92	\$ 770.21	\$ 3,707.39
Worker's Compensation	\$ 5,501.51	\$ 3,866.99	\$ 1,866.45	\$ 11,234.95
FICA Taxes	\$ 15,731.62	\$ 14,265.91	\$ 6,402.14	\$ 36,399.67
Local Travel Personal Vehicle		\$ 34.08		\$ 34.08
Reimbursement Travel			\$ 938.46	\$ 938.46
College Vehicle Allocation		\$ 2,174.58		\$ 2,174.58
Office Supplies		\$ 2,015.35	\$ 1,777.95	\$ 3,793.30
Building Supplies		\$ 9,946.91	\$ 2,419.64	\$ 12,366.55
Advertising Costs		\$ 1,260.00		\$ 1,260.00
Gas, diesel, oil	\$ 22,073.82	\$ 27,498.78	\$ 13,592.69	\$ 63,165.29

Building Maintenance	\$	-		\$	-
Vehicle Repairs and Maintenance	\$	46,848.73	\$ 7,174.49	\$ 3,633.97	\$ 57,657.19
Vehicle Insurance	\$	38,769.00	\$ 25,287.00	\$ 11,000.00	\$ 75,056.00
Software	\$	-			\$ -
Vehicle Purchase	\$	225,652.00			\$ 225,652.00
Utilities			\$ 8,835.93	\$ 6,712.63	\$ 15,548.56
Garage Utilities				\$ 1,514.29	\$ 1,514.29
Marketing				\$ 196.43	\$ 196.43
Planning	\$	(6,250.00)			\$ (6,250.00)
Miscellaneous	\$	62,251.06	\$ 2,272.45	\$ 1,057.71	\$ 65,581.22
Drug Testing				\$ 46.00	\$ 46.00
Fees & Dues			\$ 972.26		\$ 972.26
Indirect Costs	\$	86,021.58			\$ 86,021.58
Total Expenditures	\$	760,932.86	\$ 352,706.58	\$ 164,690.17	\$ 1,278,329.61

**5-Year Projections Revenue/Expenditures
(*3%)**

REVENUE

	2016-2017	2018	2019	2020	2021	2022
Transit Revenue	\$ 21,829.77	\$ 22,484.66	\$ 23,159.20	\$ 23,853.98	\$ 24,569.60	\$ 25,306.69
Federal Grant Award	\$ 929,984.44	\$ 957,883.97	\$ 986,620.49	\$ 1,016,219.11	\$ 1,046,705.68	\$ 1,078,106.85
Transfer From General Fund	\$ 30,000.00	\$ 30,900.00	\$ 31,827.00	\$ 32,781.81	\$ 33,765.26	\$ 34,778.22
Sales	\$ 49,437.72	\$ 50,920.85	\$ 52,448.48	\$ 54,021.93	\$ 55,642.59	\$ 57,311.87
Medicaid & Contracts	\$ 4,505.93	\$ 4,641.11	\$ 4,780.34	\$ 4,923.75	\$ 5,071.46	\$ 5,223.61
Federal Grant Revenue	\$ 278,886.42	\$ 287,253.01	\$ 295,870.60	\$ 304,746.72	\$ 313,889.12	\$ 323,305.80
State Transportation Funds	\$ 129,662.69	\$ 133,552.57	\$ 137,559.15	\$ 141,685.92	\$ 145,936.50	\$ 150,314.59
Local Match/Tribal Funds	\$ 6,000.00	\$ 6,180.00	\$ 6,365.40	\$ 6,556.36	\$ 6,753.05	\$ 6,955.64
Total Revenue	\$ 1,450,306.97	\$ 1,493,816.18	\$ 1,538,630.66	\$ 1,584,789.58	\$ 1,632,333.27	\$ 1,681,303.27

EXPENDITURES	2016-2017	2018	2019	2020	2021	2022
Salary-Exempt	\$ 101,376.91	\$ 104,418.22	\$ 107,550.76	\$ 110,777.29	\$ 114,100.61	\$ 117,523.62
Salary/Hourly*	\$ 386,574.46	\$ 464,171.69	\$ 410,116.84	\$ 422,420.35	\$ 435,092.96	\$ 448,145.75
Life & Disability	\$ 3,607.86	\$ 3,716.10	\$ 3,827.58	\$ 3,942.41	\$ 4,060.68	\$ 4,182.50
Retirement Contribution	\$ 18,377.90	\$ 18,929.24	\$ 19,497.11	\$ 20,082.03	\$ 20,684.49	\$ 21,305.02
Group Health Insurance	\$ 111,322.68	\$ 114,662.36	\$ 118,102.23	\$ 121,645.30	\$ 125,294.66	\$ 129,053.50
Suta Taxes Expense	\$ 3,707.39	\$ 3,818.61	\$ 3,933.17	\$ 4,051.17	\$ 4,172.70	\$ 4,297.88
Worker's Compensation	\$ 11,234.95	\$ 11,572.00	\$ 11,919.16	\$ 12,276.73	\$ 12,645.04	\$ 13,024.39
FICA Taxes	\$ 36,399.67	\$ 37,491.66	\$ 38,616.41	\$ 39,774.90	\$ 40,968.15	\$ 42,197.19
Local Travel Personal						
Vehicle	\$ 34.08	\$ 35.10	\$ 36.16	\$ 37.24	\$ 38.36	\$ 39.51
Reimbursement Travel	\$ 938.46	\$ 966.61	\$ 995.61	\$ 1,025.48	\$ 1,056.24	\$ 1,087.93
College Vehicle Allocation	\$ 2,174.58	\$ 2,239.82	\$ 2,307.01	\$ 2,376.22	\$ 2,447.51	\$ 2,520.93
Office Supplies	\$ 3,793.30	\$ 3,907.10	\$ 4,024.31	\$ 4,145.04	\$ 4,269.39	\$ 4,397.47
Building Supplies	\$ 12,366.55	\$ 12,737.55	\$ 13,119.67	\$ 13,513.26	\$ 13,918.66	\$ 14,336.22
Advertising Costs	\$ 1,260.00	\$ 1,297.80	\$ 1,336.73	\$ 1,376.84	\$ 1,418.14	\$ 1,460.69
Gas, diesel, oil	\$ 63,165.29	\$ 65,060.25	\$ 67,012.06	\$ 69,022.42	\$ 71,093.09	\$ 73,225.88
Building Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Repairs and Maint	\$ 57,657.19	\$ 59,386.91	\$ 61,168.51	\$ 63,003.57	\$ 64,893.68	\$ 66,840.49
Vehicle Insurance	\$ 75,056.00	\$ 77,307.68	\$ 79,626.91	\$ 82,015.72	\$ 84,476.19	\$ 87,010.47
Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle Purchase	\$ 225,652.00	\$ 232,421.56	\$ 239,394.21	\$ 246,576.03	\$ 253,973.31	\$ 261,592.51
Utilities	\$ 15,548.56	\$ 16,015.02	\$ 16,495.47	\$ 16,990.33	\$ 17,500.04	\$ 18,025.04
Garage Utilities	\$ 1,514.29	\$ 1,559.72	\$ 1,606.51	\$ 1,654.71	\$ 1,704.35	\$ 1,755.48
Marketing*	\$ 196.43	\$ 20,000.00	\$ 3,000.00	\$ 3,090.00	\$ 3,182.70	\$ 3,278.18
Planning	\$ (6,250.00)	\$ (6,437.50)	\$ (6,630.63)	\$ (6,829.54)	\$ (7,034.43)	\$ (7,245.46)
Miscellaneous	\$ 65,581.22	\$ 67,548.66	\$ 69,575.12	\$ 71,662.37	\$ 73,812.24	\$ 76,026.61
Drug Testing	\$ 46.00	\$ 47.38	\$ 48.80	\$ 50.27	\$ 51.77	\$ 53.33
Fees & Dues	\$ 972.26	\$ 1,001.43	\$ 1,031.47	\$ 1,062.41	\$ 1,094.29	\$ 1,127.12
Indirect Costs	\$ 86,021.58	\$ 88,602.23	\$ 91,260.29	\$ 93,998.10	\$ 96,818.05	\$ 99,722.59
Total Expenditures	\$1,278,329.61	\$ 1,402,477.17	\$ 1,358,971.49	\$1,399,740.64	\$ 1,441,732.85	\$ 1,484,984.84

***Assumptions**

3% increase each year

Marketing plan is developed \$ 20,000.00

3 monitors are hired at \$22,000 \$ 66,000.00

*2 major capital improvements

Purchase another vehicle \$ 300,000.00

Electronic fare system \$ 280,000.00

B. Funding Resources

Almost all human service transportation improvements require additional funds. Agencies providing a transportation service receive funds from a variety of sources.

Some agencies fund their services completely with donated funds. Others use a mix of federal, state or local funding to operate their services. FTA offers specific grant programs to fund transportation for a variety of purposes. New provisions in some grant programs specifically Jobs Access & Reverse Commute (JARC) allow local match to be covered by other federal funds. For instance, if 80 percent of a capital improvement project which allowed people with disabilities to access work was financed with an FTA grant, the other 20 percent could come from a Community Development Block Grant (CDBG). This allows even greater coordination of federal resources but also facilitates a decrease in duplication of services if those two grants were going to finance two separate capital projects.

Other federal funding sources to consider for match include:

- Medicaid
- Temporary Assistance for Needy Families (TANF)
- JOBS (transportation allowance for TANF recipients)
- Older Americans Act
- Senior Community Service Employment Program (Title V)
- Welfare to Work
- Vocational Rehabilitation
- Workforce Investment Act
- Community Development Block Grants
- Community Service Block Grants

Both the Medicaid and TANF funds are federal sources which would be eligible matches to the FTA grants. Private donations can also be used for matching funds.

Elderly & Disabled (FTA Section 5310)

FTA intent of this program is to support vehicle acquisition for non-profit organizations to meet the transportation needs of elderly and people with disabilities. It is a capital only program with a match of 80/20. Each state receives funds based on the population of that state. North Dakota only distributes these funds in the rural areas. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements are also eligible.

Eligible: Capital projects.

Rural Areas (FTA Section 5311)

A formula grant program for transportation services in the rural areas (population under 50,000). Specific FTA goals of the program include enhancing access for rural residents to services, assisting in maintenance, development, and improvement of transportation, encourage efficient use of Federal funds, support intercity bus transportation and use private transportation providers to the maximum extent feasible. Specifically cited by FTA is use of coordination to

best use federal funds. Match is set at 80/20 for capital projects and 50/50 for operating expenses.

Eligible: Capital, operating and administrative expenses.

FTA Section 5311(c) TTP funds can be used for any purpose authorized under the Section 5311 program, including public transportation capital projects, operating cost of equipment and facilities for use in public transportation, planning, and the acquisition of public transportation services, and service agreements with private providers of public transportation.

Tribal Transit Formula Grants - 5311(c)(2)(B)

Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.

Section 5311(j) of the FAST Act, Public Law 114-94 (December 4, 2015), authorizes the Public Transportation on Indian Reservations Program (Tribal Transit Program (TTP)) for Fiscal Years (FY) 2016-2020. The TTP continues to be a set-aside from the Formula Grants for Rural Areas program but now consists of a \$30 million formula program and a \$5 million competitive grant program subject to the availability of appropriations. A 10-percent local match is required under the competitive program, however, there is no local match required under the formula program.

SAFETEA-LU created a new Tribal Transit Program, and funds it as a takedown under the Section 5311 program. Under the Tribal Transit Program, Federally-recognized Indian tribes are eligible direct recipients. Based upon an annual national competitive selection process, FTA awards Tribal Transit grants directly to eligible Indian tribes.

New Freedom (FTA Section 5316)

New Freedom is a new formula program approved with SAFETEA-LU. Projects eligible for New Freedom funding can either be new public transportation services or beyond those required by ADA. It does have to target people with disabilities and remove barriers to transit and assist persons with disabilities with transportation. For instance, if ADA requires complementary service with a range of ¾ mile on each side of fixed route, service beyond that distance would be eligible for New Freedom funding. New service can be additional routes primarily for the disabled or renovations to existing transportation facilities. The renovations cannot be part of an already planned renovation or alteration.

Eligible: New Service (routes or service); environmental modifications (signage, curb cuts) beyond required in ADA; technologies to enhance customer access;

Beyond ADA: expanded hours for paratransit, beyond ¾ mile, same day service, door through door, flex route for commuter bus; administration of vouchers, administration of volunteer programs, travel training, and mobility management.

Job Access & Reverse Commute (JARC) (FTA Section 5317)

This grant program has been historically a discretionary program but recently was changed to a formula grant program. The purpose of this program is to improve transportation services designed to serve those below 150 percent of the federal poverty level. Emphasis is put on

projects that use mass transportation. States receive money for large urban areas (population over 200,000), small urban areas (population between 50,000-200,000), and rural areas. The match is set at 50/50 for operating expenses and 80/20 for capital expenses. The local match can be met with other federal funds.

Eligible: Late-night and weekend service, guaranteed ride home services, shuttle service, expanding fixed-route transit routes, demand-responsive van service, ridesharing and carpooling activities, bicycling, local car loan programs, and promotion through marketing efforts of use of transit by workers with nontraditional work schedules, use of transit vouchers, development of employer provided transportation such as shuttles, and ridesharing.

Resources

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VII. Appendices

Appendix A – Public Meetings

Standing Rock Transit Planning Meeting

May 24, 2017

12:00 Noon	Lunch
12:30 p.m.	Introductions/Welcome
12:45 p.m.	Overview/objectives of meeting
1:00 – 1:30 p.m.	Transportation plan process <ul style="list-style-type: none">➤ Framework for Action
1:30 – 2:00 p.m.	Identification of key stakeholders <ul style="list-style-type: none">➤ Who’s present/who needs to invited
2:00 – 3:00 p.m.	Appreciate Inquiry Activity <ul style="list-style-type: none">➤ Survey for committee members
3:00 – 4:00 p.m.	Outcomes of the transit plan <ul style="list-style-type: none">➤ What they liked about the current plan/what they didn’t like
4:00 – 4:30 p.m.	Next Steps

In Attendance:

Pam Ternes, Director-SR Public Transit
Katie Kost, Finance Coordinator-SR Public Transit
Glen Bahm, Transit Coordinator-SR Public Transit
Tara Fitzgerald,
Cora Pfitzer,
Ashley Wientjes,
Carol Nichols, SR Elderly Protection
Byron Wilcof,
Mary Rousseau,
Koreen Ressler, Sitting Bull College
Mitch Enright, Corson County Social Services
Tevin W. IronRead,

Items covered for discussion:

- Identification of programs need to be identified to be part of the Advisory Committee
 - Administration – recruitment tool
 - Dialysis – Contractors (recruitment)
 - Diabetes
 - Emergency Situations
 - Mental health
 - CHRs
 - Elderly Protection
 - Clinic – McLaughlin
 - Dept S. Services (Morton, Burleigh, Corson Counties, Mobridge SD, McIntosh)
 - TANF
 - CPS Child Protect Services
 - Medicaid
 - Bridges, Pretty Bird Woman
 - Women Shelter (Mobridge, McLaughlin)
 - Ft Yates Women’s Shelter
 - Mandan Women’s Shelter
 - Ruth Meier’s
 - Heartview
 - AARC
 - VocaRehab
 - State
 - Tribal

- Identification of Data Collection Sites:
 - Counties
 - North Dakota
 - Sioux
 - Morton
 - Burleigh
 - South Dakota
 - Walworth
 - Corson
 - Dist. ND
 - Porcupine
 - Cannon Ball
 - Long Soldier
 - SD
 - Running Antelope
 - Bear Soldier
 - Rock Creek
 - Kenel
 - Wakpala

- Towns
 - Bismarck, ND
 - Mandan, ND
 - Mobridge, SD
 - Ft Rice, ND
 - Huff, ND
 - Cannonball, ND
 - Solen, ND
 - Selfridge, ND
 - Porcupine, ND
 - Ft Yates, ND
 - Timber Lake, SD
 - Eagle Butte, SD
 - McLaughlin, SD
 - Kenel, SD
 - Wakpala, SD
 - Bear Soldier, SD
- Sites
 - PKC
 - Ft. Mead VA
 - Fargo VA
 - Grand River Casino
- Collection Sites identified
 - Local district meetings
 - Commodity warehouse
 - Survey Monkey
 - Passengers
 - Social Services Agencies – clients did survey
 - Elder nutrition program
 - Sr. Centers
 - Advisory Committee
 - SBC Reg.
 - Powwows – Corrine will be sending
 - Fit Fairs – Nate Povown, Tribal Fitness Director
 - July 5th – SD Football field McLaughlin
 - June 28th – ND
 - June 22nd – Mobridge Park 5-7:30 Family Fun Night
 - June 15th – PKC Pavilion – Elder Abuse 10am
- Reviewed draft survey and made comments for addition/deletion
- Outcomes of Plan

Standing Rock Transit Planning Meeting

Sitting Bull College Science & Technology Center, Room 101/120

July 26, 2017

- | | |
|---------------|--|
| 9:00 a.m. | Introductions/Welcome |
| 9:15 a.m. | Overview/objectives of meeting |
| 9:30 a.m. | Survey update/results thus far <ul style="list-style-type: none">➤ Distribution places |
| 10:00 a.m. | Vision Statement <ul style="list-style-type: none">➤ Visioning exercise |
| 11:00 a.m. | Goals & Objectives <ul style="list-style-type: none">➤ Goals & Objectives exercise |
| 11:45 – 12:00 | Next Steps |

In Attendance:

Pam Ternes, Director-SR Public Transit
Katie Kost, Finance Coordinator-SR Public Transit
Glen Bahm, Transit Coordinator-SR Public Transit
Grace Kaseman
Ashley Wientjes
Carol Nichols, SR Elderly Protection
Charmayne Eagleman
Laurel Vermillion, Sitting Bull College
Michael J. LaJeanesse

Items covered for discussion

- Survey update
- Visioning Exercise
 - Committee came up with an updated vision statement for the Public Transit Vision Statement-
“Providing and promoting safe, reliable, affordable, friendly, and non-discriminatory transportation services for the areas served.”
 - Due to time, the goals and objectives exercise was sent home with the committee with instructions to fill out and return via email to the consultant.

Appendix B – Survey

Standing Rock Public Transit System Survey

Standing Rock Public Transit is updating their Public Transit Coordinated Human Services Transportation Plan and would like your assistance by filling out the following Survey.

Your response to the questions are very important in identifying and improving the transportation needs on the Standing Rock reservation.

1. Where do you live? (select one)

- Sioux County
- Morton County
- Burleigh County
- Walworth County
- Corson County

2. What is your primary form of transportation? (select one)

- Car/Truck
- Bus
- Walk
- Bike
- Other _____

3. Which is the following describes you the best? (select all that apply)

- Youth
- Student (circle one)
 - GED
 - College
- Employee
- Elderly (60+)
- Disabled
- Other

4. Do you have children? If yes, how many?

- Yes, _____
- No

5. What days of the week and times would you use public transportation? (select all that apply)

	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
Morning (6am – Noon)							
Afternoon (Noon – 6pm)							
Evening (6pm – 10pm)							

6. Do the current hours of service meet your needs?

- Yes
- No, what hours would you like to see? _____

7. When using public transportation, for what purpose are you using the transportation system? (select all that apply)

- Employment
- Medical
- Education
- Personal/Other _____

8. Why would you use public transit? (select all that apply)

- No car
- No license/driving privileges
- Gas prices
- Personal disability
- Convenience
- Work benefit (work pays for me to use public transit)

9. What would prevent you from riding public transit? (select all that apply)

- Bus schedule
- Safety
- Intoxicated riders
- Disability
- Pick up/drop off locations
- Other _____

10. Where would you most frequently travel to and from? _____
 (Example: McLaughlin to Mobridge and return)

Appendix C-Specific categories that appeared in Question 10

In order to fit the categories into the software system, the consultants needed to use the following abbreviations for the routes. Below is an explanation of the abbreviations.

Bis/Biz-Bismarck

CB-Cannonball

FT/FY-Fort Yates

IHS-Indian Health Service

McL/MCL-McLaughlin

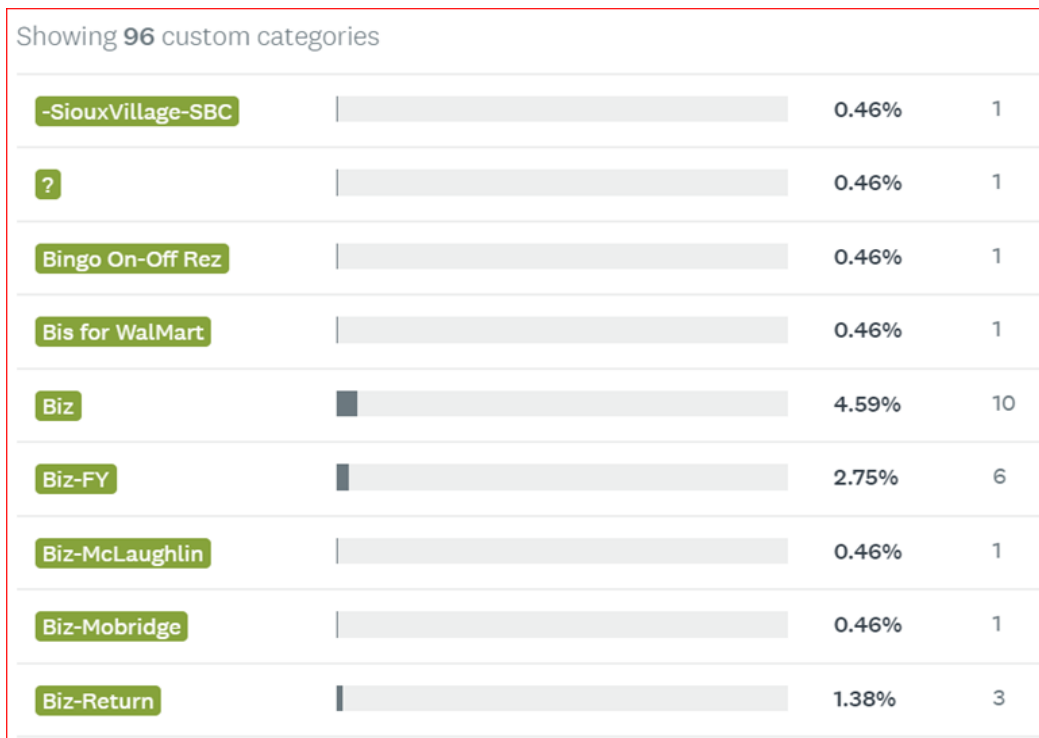
Lil Eagle/LEagle-Little Eagle

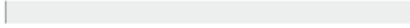
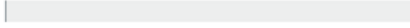
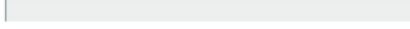
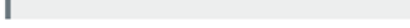
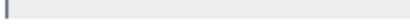
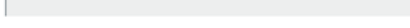
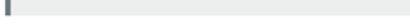
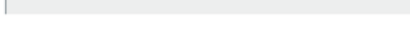
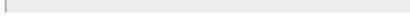
Sanf Biz-Sanford Hospital Bismarck

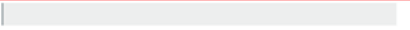

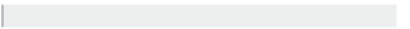
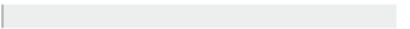
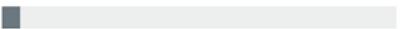
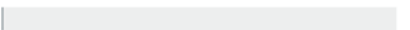
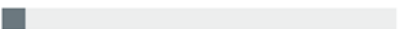
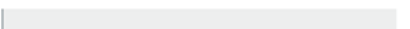
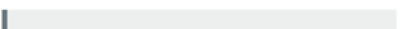
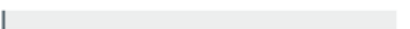
SiouxCo-Sioux County

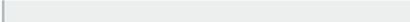
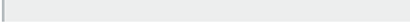
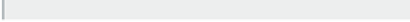
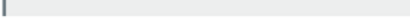
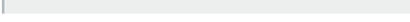

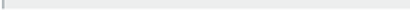
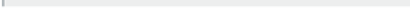
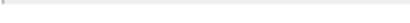

SBC-Sitting Bull College

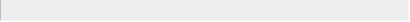
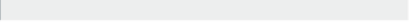
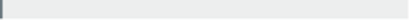
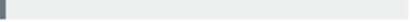
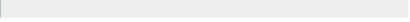
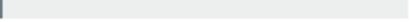
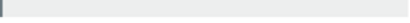
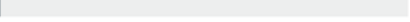
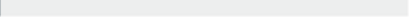
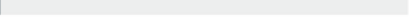
TC-Trail City

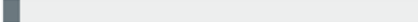
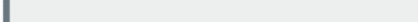
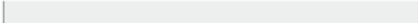
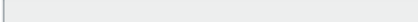
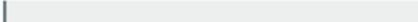
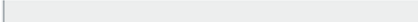
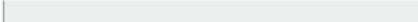
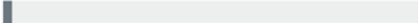
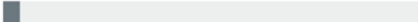
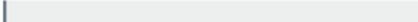


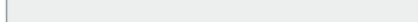
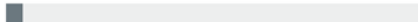
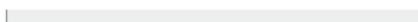

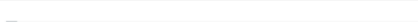





Biz-SBC		0.46%	1
BIZ-Shopping-Medical		0.46%	1
Boothill-SBC		0.46%	1
Bullhead-FT-return		1.38%	3
Bullhead-FY		0.92%	2
CB		0.46%	1
CB-FY		1.38%	3
CB-FY-return		0.46%	1
CBCountry-FY		0.46%	1

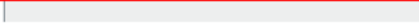
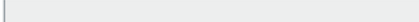
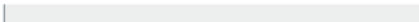
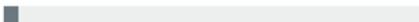

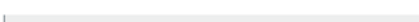




Country-FY		0.46%	1
Country-Town		0.46%	1
Dollar Store		0.46%	1
Downtown FY		0.46%	1
FY		4.59%	10
FY Golf Hill-Return		0.46%	1
FY-Biz		5.96%	13
FY-Biz-McL		0.46%	1
FY-Biz-return		1.38%	3
FY-Lil Eagle		0.92%	2

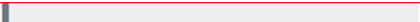
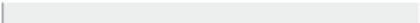


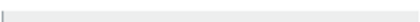
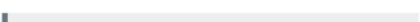

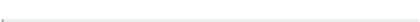
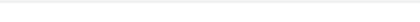
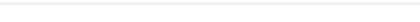
FY-McL		0.46%	1
FY-Mobridge		0.46%	1
FY-Mobridge-return		0.46%	1
FY-Porcupine		0.92%	2
FY-Return		0.46%	1
FY-SBC		3.67%	8
FY-Sioux Village		0.46%	1
Home-FY		0.46%	1
Home-School		0.46%	1
IHS.Granford		0.46%	1

Isabel-McL-return		0.46%	1
Java-Mobridge		0.46%	1
Kenel-FT-return		0.92%	2
Kenel-FY		1.83%	4
Kenel-Mobridge		0.46%	1
LEagle-FY		0.92%	2
LEagle-FY-return		0.92%	2
Little Eagle-Biz		0.46%	1
Little Eagle-McL		0.46%	1
Mandan		0.46%	1

Mandan-Ft Yates		4.13%	9
Mandan-FY-Return		1.83%	4
Mandan-SBC-Return		0.46%	1
McIntosh-FY		0.46%	1
McL		0.92%	2
McL Clinic		0.46%	1
McL-		0.46%	1
McL-Biz		2.29%	5
McL-FY		4.13%	9
McL-FY&McL-SanF Biz		0.92%	2

McL-FY-McL-Mobridge		0.46%	1
MCL-FY-Return		4.13%	9
MCL-Mobridge		0.46%	1
McL-Mobridge-Return		0.46%	1
Mobridge		2.75%	6
Mobridge-Biz		0.92%	2
Mobridge-FT		4.13%	9
Mobridge-FY-Biz		0.46%	1
Mobridge-FY-return		4.13%	9
Mobridge-McL		0.46%	1

Mobridge-McL-FY		0.46%	1
Mobridge-Return		0.46%	1
Mobridge-SBC		0.46%	1
Porcupine-FY		3.67%	8
Rock Creek-FY		0.46%	1
Rural FY-Biz/Mandan		0.46%	1
SBC		0.92%	2
SBC Bus vs SR Transit		0.46%	1
SBC Housing		0.46%	1
SBC-Biz-Mall		0.46%	1

SBC-FY		1.83%	4
SBC-FY-Return		0.46%	1
SBC-Return		0.46%	1
School-Home		0.46%	1
Selby-Mobridge		0.46%	1
Selfridge-Biz		1.38%	3
Selfridge-FY		0.46%	1
Selfridge-FY-Return		0.46%	1
Sioux Co-Biz		0.46%	1
SiouxVillage-Town-Return		0.46%	1

TC-McL-Mobridge-FY-Biz		0.46%	1
Unknown		0.92%	2
Wakpala -Ft. Yates RT		0.92%	2
Wakpala-Biz		0.46%	1
Wakpala-FY		0.92%	2
Wakpala-McL-Return		0.46%	1
Wakpala-Mobridge-Return		0.92%	2
Work		0.46%	1
Uncategorized		0.46%	1