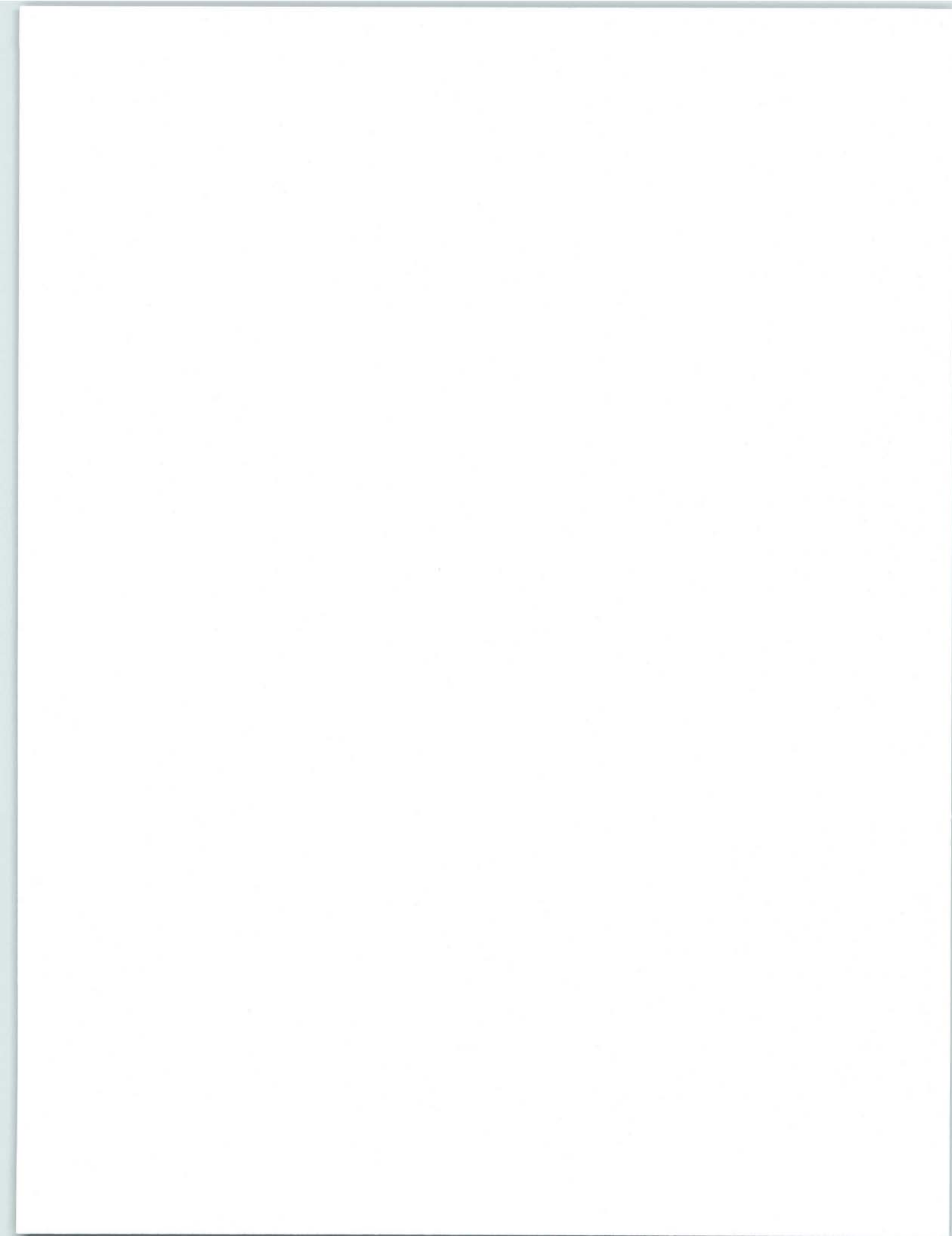


A First-Step Guide to Building a Community Based Tribal Transit System

Prepared by
Federal Lands Highway
Federal Highway Administration
U.S. Department of Transportation
Washington, DC 20590



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TABLE OF CONTENTS

What is Tribal Transit?	1
Do you already have Tribal Transit?	1
How does it benefit my tribal community and me?	1
Who designs the system?	1
Transportation Planning—What is it?	1
Have community meetings to plan transportation	2
Ask questions to find transit solutions	2
Where can we get help?	2
What are the design choices for my system?	3
What transit service types are available?	3
Dial-A-Ride	3
Fixed Route	3
Route Deviation	3
Feeder Service	3
Intercity Transportation	3
Existing Transportation Options	3
Ridesharing	4
Carpooling	4
Vanpooling	4
Buspools	4
Nonmotorized Transportation	4
Are there available resources?	4
Helpful contacts	4
Other contacts	5
What is the cost and where is the money?	6
What are the funding sources?	7
How can we get more transit for the money?	10
Conclusion	10
Acknowledgements	10

What is Tribal Transit?

Tribal transportation or transit provides a way for people to travel from one place to another. Native Americans have a rich history of communal travel by canoe, horse and travois, and on foot to summer camps. This spirit of community sharing of resources builds the backbone of tribal transportation.

Do you already have Tribal Transit?

Tribal transit can include all types of public transportation and programs that allow the efficient movement of people both within and near Native American lands. The tribal transit system can include school buses, bingo and casino buses, other private vehicles, social service and Head Start vans, intercity motor coaches, trains, ferries, float planes, bicycles, and ridesharing programs. A tribal community may already have many of these types of transit vehicles. Many of us never thought about using what we already have or combining different types of vehicles to provide rides for others. This is one way to create a transit system within our community and provide rides for those who need a ride from one place to another.

How does it benefit my tribal community and me?

How do people get around in tribal and rural communities? Does everyone have a car? Is everyone in the community able to drive? Elders, the disabled, and the youth usually need another way to get around. One way is through using transit.

We know it is expensive and labor intensive to take individual trips by car to shopping, school, work and medical facilities. The cost of gas, oil, insurance and maintenance of one family car costs about 42 cents per mile. That is nearly \$2,000 for one year of use and does not include the added cost of auto purchase. There is also a cost attributed to health risks associated with auto pollution. It negatively affects the air that our neighbors, the local wildlife, and all of us breathe.

Tribal transportation can provide freedom of travel for those unable to drive or own a car and it may offer low cost solutions to transportation and air quality problems! It provides rides for several people per trip using one vehicle. The transit system may be designed to make the most efficient use of all forms of transportation. For example, vans or school buses (while in use for purposes other than transporting school children) coming from outlying areas can connect with transit at the tribal center.

Who designs the system?

Each one within a tribal community can be a designer of the tribal transit system. Caring about community neighbors and sharing individual ideas and thoughts with others can bring positive results such as finding and sharing ways for others to have a ride through a transportation system that a community created. Caring and desire to help can be the impetus for beginning to create a transportation plan for any region.

Transportation Planning—What is it?

Transportation planning is a process where existing problems can be identified. An example might be our neighbor, relative or friend who needs a ride. Transportation planning helps find possible solutions to problems. An example of a solution would be finding someone who is willing to share a car, van, bus, or even bicycle and share in giving a ride to someone. Transportation planning also helps our communities plan for the transportation needs for the future.

Transportation planning should be completed first to take advantage of opportunities to shape a better future and create a transit system that is best for our local area. Transportation planning is a tool or process that allows us to improve our quality of life and invest wisely in the transportation vehicles and services that will be most effective and efficient for our regional transit needs.

All of us know that transportation equipment and facilities are expensive and can take a long time to deliver; however, transit can provide service for many years. Taking the time to plan will help us make the right transportation decisions. We will be able to create a transit system that best meets all our social, economic, and environmental needs.

Have community meetings to plan transportation

The first step is to determine what tribal transit is already available in our community. Is there a school bus system and where does it go? Does the tribe operate elder vans and is there room on the van so others may be able to ride along on the scheduled trip? Maybe the vans have empty seats on an occasional or a regular basis. Perhaps, there is a neighbor or friend that might be willing to share their car or truck or means of transportation with others. Sometimes, existing public and/or private transportation vehicles are enough to create a system to provide rides for those who need a ride.

Once a tribal community identifies what existing vehicles are available for use, the community can begin to talk about ideas for providing rides and improving transportation in community meetings. They can share a vision with their neighbors, friends, and other tribal community members about ways to provide rides for others. Listen to others at community meetings to learn about the needs and possibilities for beginning or improving a transportation system.

It is important to make an effort to have someone talk with those who need a ride. Find out what time of day they want a ride. Learn where they want to go. Our community can set up a message system or phone number list for people to call when they want a ride. By using existing vehicles, we can begin providing travel for others right away with an organized schedule and stop locations where people can catch a ride. The tribal community can continue to work together and plan for an even better transit system in the future. But right now, caring

people and a sharing community are providing rides for those in need.

Ask questions to find transit solutions

Does the tribal community need a scheduled (fixed) route transit service? This service would travel to the same places every day and meet other feeder buses or vans that arrive from picking up people from outlying areas. Do we want a service that links to important transportation corridors outside of tribal lands? Maybe the existing transportation services already provide rides for all those tribal community members who need rides. If a tribal transportation system is working well then there is more willingness to share the transportation successes with other communities. Or perhaps, our tribal community decides to seek assistance from transportation technical experts.

Where can we get help?

There are technical experts that are available to help us in planning and designing a tribal transit system. Transportation specialists can help us identify our needs and assist us in finding the best types of vehicles and schedules to use in providing a transit system. They can provide the names of specific agencies and staff to contact to assist Native American communities with transportation needs and identification of funding sources.

Contact the nearest Tribal Technical Assistance Program centers (TTAP) and Local Technical Assistance Programs (LTAP) available in—or closest to—your state. TTAPS and LTAPs are ready to assist tribal communities and provide names and addresses of agencies that can work with tribal transit planning and implementation.

A list of suggested contacts, addresses, and phone numbers are listed at the end of this booklet. In addition, we have included the other transportation agencies that provide assistance and their contact information.

What are design choices for my system?

There are a lot of issues to think about before deciding on the best choice of vehicles, the routing and location of services, and types of transit services tribal communities may want to provide. Finding answers to the following questions will help determine the better choices for moving people around in your area:

- Who** specifically needs transit?
- What** service type works best for your community?
- When** do they need transit rides?
- Where** should they meet the transit vehicle or should the transit vehicle meet them?
- How** many will use the transit services?

What transit service types are available?

Dial-A-Ride (Demand Response)

With this service a car, van, or bus travels to pick up a rider only when a trip is needed. Dial-A-Ride can be set up like a taxi service that responds immediately to the call or reservations may be required, up to 24 hours, before the trip is taken.

Dial-A-Ride has a defined geographical area for service. The area may be limited to a tribal community, town, or county. Access to the vehicle may be from your door, street or another set location.

Fixed Route (Scheduled Service)

This is the most typical form of transit. The vehicle runs on a designated route and stops at fixed locations at specific times. The rider chooses what schedule best fits their needs and then waits at the stop to pick up the bus.

Sometimes in rural areas flag stops are added. Flag stops are used when a person or persons need a ride some time but not all the time.

A flag stop is when transit stops only if someone is there waiting or if a person signals for a ride. Signals can include waving, showing a flag or light, or using other signals or signs that get the driver's attention. The transit agency may choose a policy to enable riders to flag (wave) the bus driver to stop along a rural road.

Route Deviation

This type of transit service combines fixed route with Dial-A-Ride. It works well in rural areas where people are gathered in small communities near a main highway. The bus runs along the highway on a schedule and only goes off route to pick up one or more persons that have called for a trip. For example, a sports field is located about seven blocks off the highway. Receiving a call in advance, the transit dispatcher arranges to have the driver pull the bus off route to pick up a group of people after the game. After pickup the bus would continue on the original route to the next regular destination. Route deviation is best when the off route stops are limited in number.

Feeder Service

Communities can set up a feeder service to connect with main line transit running on a fixed schedule on the highway. For example, a feeder service may operate as a dial-a-ride within a community picking up people within the service area for an hour before it pulls up to a shelter and meets the regular fixed route bus on time.

Intercity Transportation

This service typically provides long distance connections between communities with coach vehicles that provide available space for luggage.

Existing Transportation Options

In addition to the standard types of transportation services mentioned above, it is possible for communities to use creativity in finding ways to provide rides for those who need a ride. Look at practical ways to use existing transportation, perhaps combining the variety of public (such as social service buses, school buses,

medical shuttle services, vans) and private vehicles (such as taxis, cars, vans, snowmobiles, and even bicycles) and create our own unique community transit system.

Ridesharing

Ridesharing is defined as two or more individuals sharing a vehicle for a ride. Ridesharing can involve carpooling, buspooling and vanpooling. This type of transportation/transit system is often used for employer-based transportation (rides to and from work) but also is an important option for non-work trips.

Carpooling

Carpooling usually involves the use of an individual's private vehicle to carry one to five others. All the riders may share the expenses or, perhaps, rotate vehicle use so that no money changes hands.

Vanpooling

Vanpooling usually involves the use of an eight to fifteen passenger van with driving done by an employee. Employers whose employees use this service often subsidize the fixed costs of this service. Operating costs are often at least partially paid by the riders through monthly fees.

Buspools

Buspools are sometimes referred to as charter buses or subscription buses. Although employers frequently initiate this type of transit service, neighborhood-based buspools have also formed under homeowners associations, transit agencies, and private bus companies.

Regional offices such as the Metropolitan Planning Organization (MPO), a state Department of Transportation (DOT), a regional transit agency, a nearby town or your newly created voluntary ridesharing organization can assist, promote and even work with you to establish supportive funding for this system of providing rides.

The key component for success is to provide rides where and when people most often need a

ride. Understanding and knowing the customers we are trying to help find rides for helps us design a transportation system that will serve their collective needs.

Nonmotorized Transportation

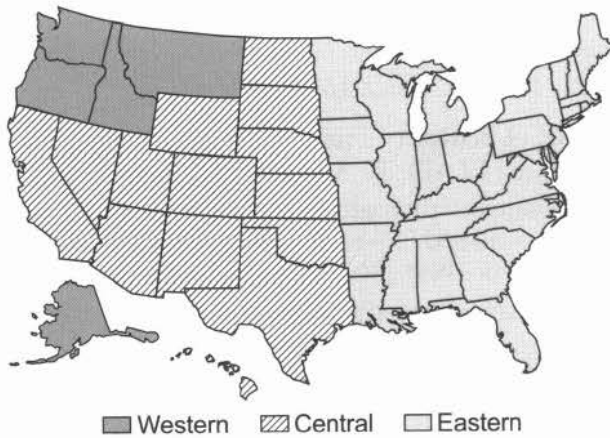
Bicycling and walking within practical distances continues to be a traditional way of moving around to where we want to go. Our children are often our best transportation providers. It is not unusual to see two children on a bicycle or two or more children walking together from one place to another. Children care about others, especially their friends. It is important to remember to include our children of all ages in our tribal community transportation planning groups. They are a valuable resource in providing practical, innovative, and/or simple solutions for existing problems within their community.

Think of other existing sources of non-motorized transportation that may be part of existing transportation sources in our community. Horseback riding, canoes, dog sleds and other forms of transportation traditionally used in rural areas can be brought back to life, expanded and integrated into a wonderfully practical way to move people from one place to another. All of these, of course, can be considered part of our community transportation system. Remember, our purpose is caring for others and finding ways to provide rides for others using existing transportation equipment and options.

Are there available resources?

Helpful contacts

The Federal Highway Administration (FHWA) Federal Lands Highway Division (FLHD) has multimodal transportation, transit and community planners available to assist tribes wanting assistance with tribal transit planning and implementation. The FLHD has an office in each of the three regions of the United States and in Washington, DC. Tribal communities may contact any of these offices. The friendly staff there will assist anyone in finding proper resources for those who request transportation technical assistance.



Headquarters

Federal Lands Highway Headquarters Office
400 Seventh Street, SW, Room 6311
Washington, DC 20590
(202) 366-9494

Eastern Division (all states bordering the Mississippi and eastward)

Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166
(703) 404-6289

Central Division (serving the Central and Southwestern states, including Hawaii)

Central Federal Lands Highway Division
555 Zang Street, Room 259
Lakewood, CO 80228
(303) 716-2025

Western Division (serving Northwestern states, including Alaska, Grand Teton and Yellowstone National Parks)

Western Federal Lands Highway Division
610 East Fifth Street
Vancouver, WA 98661
(360) 619-7984

Other Contacts

Bureau of Indian Affairs
1849 C Street, NW
Washington, D.C. 20240
(202) 208-4359

Federal Transit Administration

400 Seventh Street, SW,
Washington, D.C. 20590
(202) 366-4043

Regional Offices for Federal Transit Administration:

REGION 1

Transportation Systems Center
Kendall Square, 55 Broadway, Suite 920
Cambridge, MA 02142-1093
Telephone: (617) 494-2055 **Fax:** (617) 494-2865

Areas served: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut

REGION 2

One Bowling Green, Room 429
New York, NY 10004-1415
Telephone: (212) 668-2170 **Fax:** (212) 668-2136

Areas served: New York, New Jersey, and U.S. Virgin Islands

REGION 3

1760 Market Street, Suite 500
Philadelphia, PA 19103-4124
Telephone: (215) 656-7100 **Fax:** (215) 656-7260

Areas served: Pennsylvania, Virginia, West Virginia, Delaware, Maryland, and District of Columbia

REGION 4

Atlanta Federal Center, Suite 17T50, 61 Forsyth St., S.W.
Atlanta, GA 30303
Telephone: (404) 562-3500 **Fax:** (404) 562-3505

Areas served: North Carolina, Kentucky, Tennessee, South Carolina, Alabama, Georgia, Florida, Mississippi, and Puerto Rico

REGION 5

200 West Adams Street, Suite 320
Chicago, IL 60606
Telephone: (312) 353-2789 **Fax:** (312) 886-0351

Areas served: Illinois, Ohio, Minnesota, Wisconsin, Indiana, and Michigan

REGION 6

819 Taylor Street, Room 8A36
Fort Worth, TX 76102
Telephone: (817) 978-0550 **Fax:** (817) 978-0575

Areas served: Texas, Oklahoma, Arkansas, Louisiana, and New Mexico

REGION 7

901 Locust Street, Suite 404
Kansas City, MO 64106
Telephone: (816) 329-3920 **Fax:** (816) 329-3921

Areas served: Iowa, Kansas, Nebraska, and Missouri

REGION 8

Columbine Place, 216 16th St., Suite 650
Denver, CO 80202-5120

Telephone: (303) 844-3242 **Fax:** (303) 844-4217

Areas served: Colorado, Utah, Montana, Wyoming,
South Dakota, and North Dakota

REGION 9

201 Mission Street, Room 2210
San Francisco, CA 94105-1839

Telephone: (415) 744-3133 **Fax:** (415) 744-2726

Areas served: California, Arizona, Nevada, Hawaii,
Guam, American Samoa, and the Northern Mariana
Islands

REGION 10

Jackson Federal Building, 915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Telephone: (206) 220-7954 **Fax:** (206) 220-7959

Areas served: Washington, Oregon, Idaho, and Alaska

**U.S. Department of Health and Human
Services**

200 Independence Avenue, S.W.

Washington, D.C. 20201

Telephone 202: 619-0257

Toll Free: 1-877-696-6775

**State Departments of Transportation
(all 50 States)**

Public Transportation Sections

**TTAP Centers (Tribal Technical Assistance
Programs)**

TTAP - Alaska - Alaska Tribal Technical
Assistance Program, Northwest & Alaska
TTAPs, Eastern Washington University
Department of Urban Planning, Public &
Health Administration 216 Isle Hall, Cheney,
WA99004; Telephone: (800) 583-3187;
Fax: (509) 359-7485;
Web: <http://www.cbpa.ewu.edu/~LTAP>.

TTAP - California - TTAP-California-Nevada,
The National Center for American Indian
Enterprise Development 11138 Valley Mall,
Suite 200, El Monte, CA91731;
Telephone: (626) 350-4446; Fax: (626) 442-7115.
No website yet available.

TTAP - Colorado - Tribal Technical Assistance
Program at Colorado State University, Rockwell
Hall, Rm. 321 Colorado State University,

Fort Collins, CO80523-1276;

Telephone: (800) 262-7623; Fax: (970) 491-3502;

Web: <http://ttap.colostate.edu/>

TTAP - Michigan - Tribal Technical Assistance
Program (TTAP), TTAP/301-E Dillman Hall
Michigan Technological University
1400 Townsend Drive, Houghton, MI49931-1295;
Telephone: (888) 230-0688; Fax: (906) 487-1834;
Web: <http://www.ttap.mtu.edu>

TTAP - North Dakota - Northern Plains Tribal
Technical Assistance Program, United Tribes
Technical College 3315 University Drive,
Bismarck, ND58504; Telephone: (701) 255-3285
ext. 262; Fax: (701) 530-0635;
Web: <http://www.unitedtribestech.com/orgs/npttap/npttap.asp>

TTAP - Oklahoma - Tribal Technical Assistance
Program at Oklahoma State University, 200
Cordell North, Oklahoma State University,
Stillwater, OK74078-8808;
Telephone: (405) 744-6049; Fax: (405) 744-7268;
Web: <http://clgt.okstate.edu/tribal.htm>

TTAP - Washington - Northwest Tribal
Technical Assistance Program, Eastern
Washington University Department of Urban
Planning, Public & Health Administration 216
Isle Hall, Cheney, WA99004; Telephone: (800)
583-3187, (509) 359-6828; Fax: (509) 359-7485;
Web: <http://www.cbpa.ewu.edu/~LTAP/>

Tribal Local Contacts

Tribal Councils

Tribal Transportation Planners

As you can see, there are many agencies to
contact for transit assistance. Contacting your
local Tribal Council Transportation Planner or
other Tribal Council member would be a first
place to begin.

**What is the cost and where is the
money?**

The cost of tribal transportation will vary
depending upon what modes and services are
selected. The low cost, ridesharing option only
requires some form of ride matching service that

connects one person with another located within the same geographical area. Once the introduction is made it is the responsibility of the interested parties to make the trip.

More complex systems that involve a transit system require the purchase of new or used vehicles, shelters, benches, and supporting equipment. Costs for system operations are ongoing and a stable source of funds must be found. Most of our tribal transit systems are supported by a variety of sources.

Remember, if any federally recognized Tribes decide to make an investment in public and tribal community transportation, it can take many forms. A direct investment in equipment, facilities and operations, or an indirect investment, using transit to leverage other resources can enhance their target purpose. The federal government invests in transit operations through a variety of programs, headlined by those out of the U.S. Department of Transportation and the U.S. Department of Health and Human Services. Investment in transit at the state and local levels is shaped by regional needs and priorities.

As part of shaping these needs and priorities, individual State, Regional Planning Agencies and Metropolitan Planning Organizations are required to consult with and consider the interests of Indian Tribal Governments in the development of transportation plans and programs.

What are the Funding Sources?

Many of us live many miles from the places we need to go when we need a ride. Especially our elderly, those with a disability and our children need specialized transportation services. There are grants and programs that can help. Sometimes funding can provide funds to take them to service centers or take services to them.

Local, State, and U.S. Department of Transportation agencies have offices that specialize in processing grants and loan applications for transit dollars. Usually, before awarding a grant or loan to a community,

officials must be sure the community will provide some form of money and/or services to match a portion of the money awarded in a grant program.

In addition to FHWA's Federal Lands Highway program, transit funds are authorized for program on Federal lands as follows:

The Indian Reservation Rural Transit Program provides grants to Indian tribes to establish, operate and maintain rural transit programs on Indian reservations and other tribal lands (3010(g)). See Section 5311 below.

The National Park Legacy Project allows the Secretary of Transportation to make grants to provide transit service to any Federally owned or managed park, refuge, or recreational area that is open to the general public. (3037).

Indian Reservation Roads Program

The program provides funding for planning, design, construction or reconstruction of designated public roads that provide access to or within Indian reservations, Indian lands, Indian communities, and Alaska Native villages. These funds may be used for transit facilities within public lands, national parks, and Indian reservations. Bicycles and pedestrian projects, among others, may also be funded through this funding category.

The Indian Reservation Roads Program Planning Policy provides resources for Tribal transportation planning. Agencies including The Bureau of Indian Affairs, the Federal Transit Administration, and the Federal Highway Administration and Federal Lands Highway will assist Tribal governments in their transportation planning activities.

Initial Contact:

Bureau of Indian Affairs
Chief, Division of Transportation
1849 C Street, NW
Washington, D.C. 20240
Phone (202) 208-4359
FAX (202) 208-4696

FTA 5309 Capital–Bus

The grant program provides for funding, through the states, for bus and bus related projects for fleet and service expansion. Capital purchases may include new and replacement buses, bus maintenance and administrative facilities, transportation centers, park-and-ride stations, bus shelters and bus stop signs, among other items.

Contact: Contact your local TTAP Center, the closest regional FTA Office, and your State's Department of Transportation Office for more information and assistance.

FTA 5310 Capital–Elderly and Persons with Disabilities Program

Many of our tribal elders and persons with disabilities live many miles from essential services. The Section 5310 program provides capital assistance, through the states, to organizations that provide specialized transportation service to the elderly and disabled (the general public may access a ride on an a 5310 funded vehicle on an as available seating basis).

Transportation grants are available to non-profit agencies and certain public bodies providing transportation to the elderly and persons with disabilities in urban and rural areas. These grants provide funding for capital purchases such as vehicles. Funds may also be used for acquiring transportation services under contract, lease, or other arrangement. A 20% match is required and the funding level is subject to congressional appropriation.

Section 5310 grant recipients may use their vehicles to provide meal delivery to the homebound individuals on an incidental basis if such services do not conflict with or reduce the providing of mass transportation services.

Contact: American Indian communities should call the FTA Office closest to your community and your State's Department of Transportation Office.

FTA 5310 Purchased Services

Many of elderly and disabled tribal members live many miles from service centers. The FTA dedicates a percentage of FTA Section 5310 money to provide services. This program provides capital assistance, through the states, to organizations that provide specialized transportation services to the elderly and disabled. These funds may go to private non-profit organizations and, sometimes, to public groups. We may purchase capital equipment, lease, or contract out to others to provide the services.

This service may transport tribal members directly to the services they need or provide means for the services to come to them. Section 5311 grant recipients may use the money to provide meal delivery to the homebound individuals if such services do not conflict with or reduce the providing of mass transportation services.

Contact: American Indian communities should call the closest regional FTA office and their State Department of Transportation for applications and information.

FTA 5311 Capital and Operating–Nonurbanized Area Formula Program

Many tribal lands are located in rural areas. The FTA provides funding for rural areas under the Section 5311 Nonurbanized Area Formula program. The FTA refers to this grant program as the Indian Reservation Rural Transit Program. Reservations and American Indian communities are eligible to apply for this money presently under Section 5311. With new transportation funding legislation pending in the U.S. Congress, there are options for other Federal Agencies to administer these funds. Check with any contacts listed in this booklet to determine whether this program is FHWA/FTA, FTA administered, or State administered.

The 5311 funding is flexible in requirements to receive this money. Although generally, FTA

requires a percentage of the money offered through this grant program, some situations will allow tribes to receive full funding. The transit services must be available to the general public in rural areas. This money can buy vans, buses, shelters, and transfer centers. It also can pay for driver's salaries and benefits, fuel, and other items for operation of the transit system.

Contact: A first point of contact for FTA programs should be the appropriate Regional FTA Office closest to your community and your State's Department of Transportation Office.

Coordinated Federal Lands Highway Technology Implementation Program (CTIP)

CTIP is a cooperative technology deployment and sharing program between the FHWA Federal Lands Highway Office and Federal land management agencies. Innovative projects are selected annually for funding. Intelligent Transportation System (ITS) projects, such as information kiosks, have received funds from CTIP. Projects are limited to under \$200,000.

Contact: A point of contact is the closest regional Federal Lands Highway office.

FTA 5312 Research, Development, Demonstrations, and Training

These grants are for all phases of urban mass transportation. While these sources are beneficial to the American Indian community, few tribes might be direct recipients under this grant program but tribes can benefit from the funding resources that result from this program.

State Planning and Research Programs

American Indian communities are always encouraged to participate in research and training efforts. These programs support technical activities associated with urban, suburban and rural public transportation

assistance. Planning, research, technical assistance and training are included in the formula-allocated program.

Contact: A first point of contact for FTA programs should be the appropriate Regional FTA Office closest to your community and your State's Department of Transportation Office.

FTA Section 5314 National Research Programs

This 5314 Section concerns national planning and research programs. Two categories: Federal Mission Support and Technical Development are included. The Federal Mission Support is used for directed research, pilot projects and special initiatives to advance Federal mass transportation policies and issues of National concern. The Technology Development category is developed to provide comprehensive program in transit technology. A technical advisory committee was established and meets two or three times yearly to identify priority technology development areas and establish guidelines for project development, cost sharing and implementation.

Section 5317: Urban Grants for Research and Training in Urban Transportation Problems

These public grants can assist in establishing or carrying on research in transportation problems in urban (more populated areas) areas. Subject areas may include design and functions of urban mass transit systems; design and function of urban roads/highways; linkages between various types of urban and inter-urban transportation; the role of transportation planning; the economic allocation of transportation, and the legal financial engineering and esthetic aspects of urban transportation.

Contact: A first point of contact for FTA programs should be the appropriate Regional FTA Office closest to your community and your State's Department of Transportation Office.

State Public Transportation Funding

States may provide state grant funds that may be used as a match for the FTA grants. Each program will have its own criteria for eligibility.

Contact: Public Transportation Divisions of State Departments of Transportation (DOTs) and State Departments of Health and Human Services (DSHS).

Additional Funding Sources and Potential Mobility Partnerships

These resources are available to help tribes meet their transportation needs:

US Department of Agriculture has Loans and Grants available for capital equipment. These include Community Facilities, Business and Industrial Loans, Rural Development Loans and Rural Business Enterprise Grants.

The US Department of Labor provides Native American Employment and Training for operations and welfare-to-work grants.

The US Department of Health and Human Services provides capital or operating grants including: Programs for Native American Elders, Head Start, Administration for Native Americans Programs. Operating grants include Community Service Block Grants, Job Opportunities for Low-Income Individuals, Medicaid, Healthy Start, and Indian Health Service.

How can we get more transit for the money?

Any of us can maximize resources by finding transportation partners. These partners include local transit agencies, city and county governments, non-profit agencies, and private for-profit providers. For example, The Squaxin Island Tribe located in Washington State has partnered the last several years with Mason Transit. They have successfully won state and

FTA grants and both share the responsibility for services. Working together can bring more efficient results.

Conclusion

Finding ways for tribal communities to provide rides for all who need a ride is what this booklet is all about. Giving and providing rides improves the quality of life for every person involved.

We know that it is possible to work together in tribal communities to find ways to provide rides for those who need a ride. It is possible to use existing public and private vehicles to put together a transit system to provide rides for people right away.

By working with the tribal community transportation leaders, anyone in a community can begin the process of transportation planning by meeting together and planning rides for others. By identifying the problems, all can think of ways to solve the problems and even plan for potential future needs.

By reading this guide booklet, the readers have learned that Tribal transit is a system where a ride or series of rides is provided for two or more people. Tribal transit in rural and remote areas differs from larger transit systems designed for masses of people in urban or larger cities. Therefore, some available transit funding programs are for urban areas while other programs are for rural areas.

Various types of possible transit resources and the agency contact information are listed in this booklet for any of us to use in our tribal transportation planning.

Acknowledgements

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