

# LTBB Tribal Transit Plan

Submitted to:

**Little Traverse Bay  
Bands of Odawa Indians**

Submitted by:

**The Corradino Group of Michigan, Inc.**

In association with:

**The Mannik & Smith Group, Inc.**

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# Table of Contents

<b>1. Introduction</b>	<b>1-1</b>
<hr/>	
<b>2. Study Area</b>	<b>2-1</b>
Demographics	2-2
Transportation Generators	2-4
<hr/>	
<b>3. Existing Transportation Resources</b>	<b>3-1</b>
Tribal Transportation Programs	3-1
Elders Department	3-1
Education Department	3-1
Youth Services Department	3-1
Health Department	3-3
Charlevoix County Transit System	3-3
Straits Regional Ride	3-3
Friendship Centers of Emmet County	3-4
Indian Trails	3-4
<hr/>	
<b>4. Transit Needs</b>	<b>4-1</b>
Survey Results	4-1
Conclusions	4-8
<hr/>	
<b>5. Potential Funding Sources</b>	<b>5-1</b>
Federal Transit Administration Programs and Funding	5-1
Tribal Transit Program – Section 5311 (c)	5-2
The Non-urbanized Area (Rural) Formula Program – Section 5311	5-2
Elderly and Individuals with Disabilities –Section 5310	5-3
Bus and Bus Facility Discretionary Grant Program – Section 5309	5-3
The Job Access and Reverse Commute Program (JARC) – Section 5316	5-3
The New Freedom Formula Grant Program – Section 5317	5-4
The Indian Reservation Roads Program (IRR) –Section 1119	5-4
Michigan Department of Transportation (MDOT) State Transit Programs and Funding	5-4
Local Bus Operating Assistance	5-5



Bus Capital	5-5
Specialized Service Program	5-5
Transportation to Work	5-6
Van Pooling	5-6
Intercity Bus Program	5-6

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<b>6. Preliminary Service Options</b>	<b>6-1</b>
Purchase of Services Agreement	6-1
Charlevoix County Transit	6-1
Straits Regional Ride	6-1
Friendship Center	6-2
Operate Public Transit Services (Directly or Under Contract)	6-2
Establish a LTBB Tribal Specialized Transportation Service	6-2
Support the Development of Public Transit Service in Emmet County and/or the City of Petoskey/Harbor Springs	6-3
Establish a LTBB Tribal Transit System	6-3
Purchase Services from an Existing Private Transportation Provider	6-3
Coordinate with Indian Trails for Intercounty and Long Distance Service	6-4
Establish a LTBB Rideshare Van Pool Program	6-4
Establish a Tribal Mobility Manager	6-5
Funding Considerations	6-5
Type of Service	6-6
Demand Response	6-6
Fixed-route	6-7
Flexible Routes	6-7
Regional Routes	6-7
Van Pools/Ridesharing	6-7
Taxi Trips	6-7

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<b>7. Recommendations</b>	<b>7-1</b>
Transportation Services	7-1
Implementation	7-2

**Appendix A – Survey Letter and Survey Questionnaire**

**Appendix B – Tribal Transit Needs Survey Comments**



# List of Figures

Figure 2-1	Study Area	2-1
Figure 2-2	Tribal Households	2-3
Figure 2-3	Transportation Generators	2-5
Figure 3-1	Existing Public Transportation	3-2

# List of Tables

Table 2-1	LTBB Tribal Population by Age	2-2
Table 2-2	Transportation Generators	2-4
Table 4-1	In which county and city, township or village do you reside?	4-2
Table 4-2	Which of the following transit services are you aware of?	4-3
Table 4-3	Which of the following transit services have you or others in your home used?	4-3
Table 4-4	Do you, or anyone in your home, use transportation services provided by the Tribe such as those offered by the following departments?	4-3
Table 4-5	Do you, or others in your home, have difficulty meeting your transportation needs?	4-4
Table 4-6	If yes, what type of activities does your lack of transportation keep you from doing?	4-4
Table 4-7	And, where are some of the places you, or others in your household, need and want to go?	4-4
Table 4-8	What days of the week and times of the day do you feel you, or others in your home, would be most likely to use public transportation?	4-6
Table 4-9	How many people in the following age groups make up your household?	4-6
Table 4-10	Are there reasons why you, or other adults in your home, don't drive or limit their amount of driving?	4-6
Table 4-11	If yes, please explain why you don't drive or limit your amount of driving.	4-7
Table 4-12	If a public transit service existed and operated when and where you needed and wanted to go, would you or other people in your home use it?	4-7
Table 4-13	If yes, which of the following types of service would you, or others in your home, be most willing to use or feel is the most appropriate for you needs?	4-7
Table 4-14	Currently, Straits Regional Ride charges between \$4 and \$8 per one-way trip depending on the miles traveled and Charlevoix County Public Transportation charges \$1.50 to \$3 per one-way trip also depending on the miles traveled. Both offer a half-price or less fare for the elderly and disabled. What would you consider an appropriate full fare (the senior and disabled fare would most likely be half of full fare) for the following trips?	4-8
Table 6-1	Monthly Per Seat Pricing	6-4
Table 6-2	Monthly Employer Sponsored Pricing	6-4
Table 6-3	Service Characteristics and Funding	6-6

# 1 Introduction

The Little Traverse Bay Bands of Odawa Indians (LTBB or Tribe) is located in northern Lower Michigan and has a treaty delineated reservation area that encompasses approximately 336 square miles. Recent enrollment numbers have the Tribal citizenship at 4,451. Of this number, many of these Tribal Citizens reside throughout or near the reservation area. The Tribe’s land base collectively is close to one square mile but consists of various parcels that are located throughout the reservation area.

Currently, the LTBB has no transit system in place. Transportation has been addressed primarily through individual Tribal government programs that provide transportation specific to the individual program activities and specific target populations. Each of these programs provides transportation independent of other programs and there is little if any coordination between the programs for meeting transportation needs.

The Tribal Government Center houses many of the Tribe’s programs and services including the Education Department, Elders Program, LTBB Law Enforcement Department, Housing Department and Tribal Court. The Government Center has limited space and is located near Harbor Springs whereas the Human Services Offices are located several miles away in Petoskey. The Tribe’s Substance Abuse and Mental Health Services programs and the Tribe’s Health Department and Health Clinic are in another location in Petoskey. In the event a Tribal Citizen needs to access services but does not have reliable transportation, it becomes a challenge to go to the various department, program, and service locations.

The Tribe has two housing developments, a housing subdivision, currently with 19 homes, six miles north and west of the Tribe's Government Center and a new multi-family low-income housing development on Tribal lands located approximately 15 miles from the Tribe’s Government Center and ten miles from the city of Petoskey that has recently opened. The target number of families for this new development is 30. Current housing applicants to these units have expressed a need for transportation services to access employment as well as other needed services.

There is general public transportation available in the area. Public transportation includes the Straits Area Regional Ride, the Charlevoix County Transit System, and the Friendship Center bus system. The availability of these resources for transportation is limited and although there has been some discussion of the Tribe partnering with a public transportation provider, it has not progressed any further. The purpose of this Tribal Transit Plan is to provide the LTBB with the necessary information to identify the specific key stakeholders as well as the specific resources that are already available for implementation of a transit program.

This is the final report in the study. Included are all findings and recommendations.





# 2 Study Area

The primary area of focus for the Tribal Transit Plan is the Reservation Area. This consists of portions of Emmet and Charlevoix counties (Figure 2-1). Given that there are a significant number of Tribal Citizens that reside in areas adjacent to the Reservation Area, such as the remainder of Charlevoix and Emmet counties and Cheboygan County, some portions of the analysis and documentation of transportation needs may extend outside the Reservation Area.

Figure 2-1  
Study Area



## Demographics

A significant number of LTBB Citizens live in the three-county region of Charlevoix, Cheboygan and Emmet counties. As shown in Figure 2-2, the majority of the Tribal households are located in Emmet County with concentrations around Petoskey and Harbor Springs. Smaller concentrations of Tribal households are in and around Pellston, Alanson, and Mackinaw City which is located in both Emmet and Cheboygan counties. In Cheboygan County, there is also a concentration of Tribal households around the city of Cheboygan. The municipalities of Charlevoix County such as the city of Charlevoix, East Jordan, Boyne City and Boyne Falls all have concentrations of Tribal households.

Table 2-1 is a breakdown of the percentage of LTBB Citizens in the three-county region by age. As indicated, over 24 percent of the members are 19 years and under. From the data, it is evident that a greater percentage of Tribal families with children live in Emmet County than in Charlevoix and Cheboygan counties. Charlevoix and Cheboygan counties also have a greater percentage of working age (35 to 54) adults than Emmet County. The percentage of Elders among the three counties is similar with Emmet County having the most Tribe Citizens and also the most Elders.

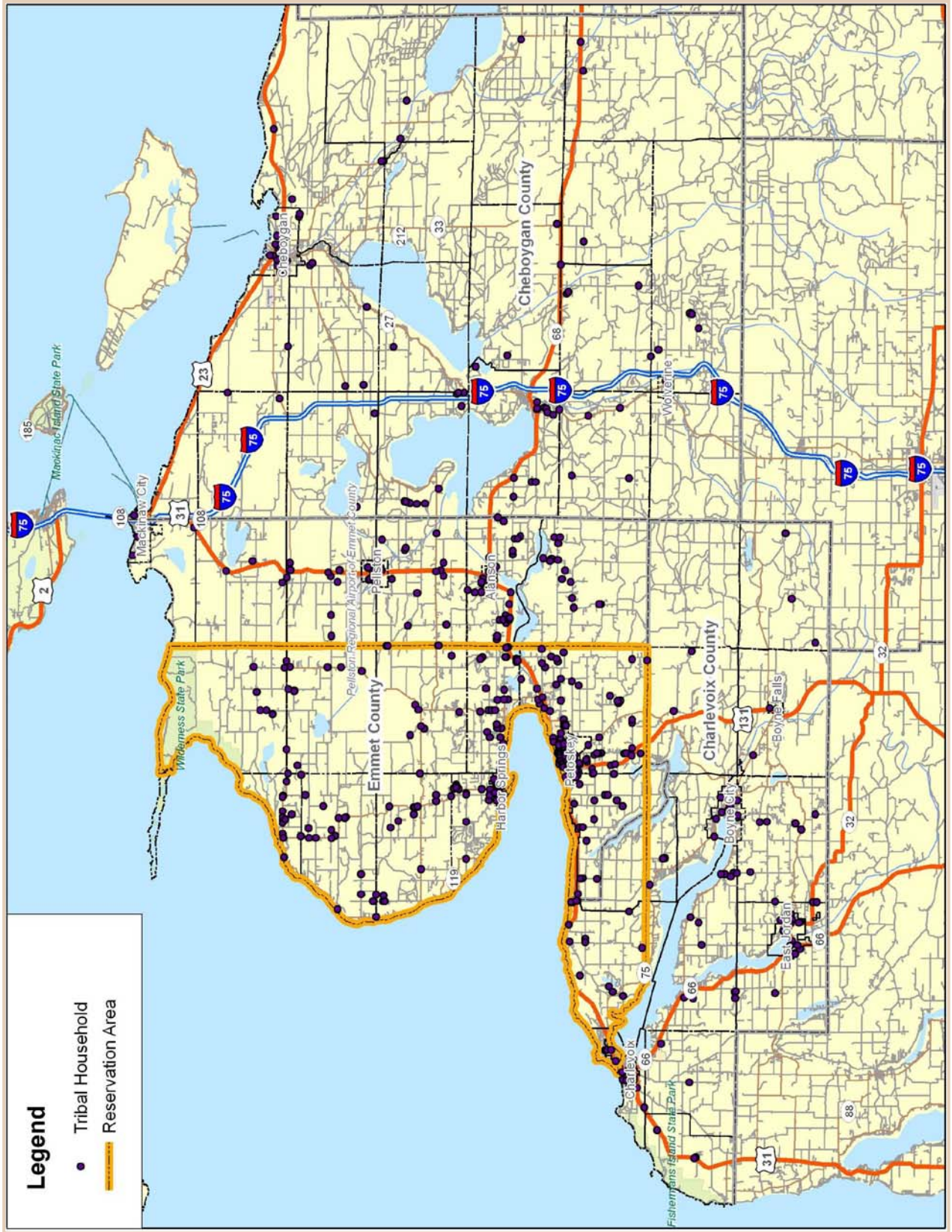
**Table 2-1**  
**LTBB Tribal Population by Age**

Age	Charlevoix	Cheboygan	Emmet	Total
	Percent	Percent	Percent	Percent
19 years and younger	20.0	15.7	26.2	24.4
20 to 34	29.0	24.8	24.2	24.8
35 to 54	31.0	38.0	28.1	29.4
55 to 84	20.0	21.5	20.6	20.7
84 years and over	0.0	0.0	0.8	0.7
Total	100.0	100.0	100.0	100.0
Median Age (years)	35.0	40.5	33.5	34.5

Source: LTBB



Figure 2-2  
Tribal Households



## Transportation Generators

Transportation generators are common destinations that typically generate significant vehicle traffic. These destinations include health care facilities; schools, colleges, and universities; larger retail stores; recreational attractions; government buildings; and, social and human service agencies and organizations. Some of these major destinations are not only attractions for the general public, but are also employers of large numbers of people, including Tribe members.

As shown in Figure 2-3 and Table 2-2, most of the major transportation generators for the area are located in Petoskey, Harbor Springs and Charlevoix. The major healthcare providers are the LTBB Health Clinic and the hospital, both of which are located in Petoskey. There are several elementary, middle and high schools located throughout the study area in both Charlevoix and Petoskey. In addition, North Central Michigan College is located in Petoskey. The primary shopping destinations for the study area are in Petoskey. These include Walmart, Kmart, JC Penny, Home Depot, Lowe’s, and the various grocery stores. Also included in the generators are the various facilities operated by LTBB. These include the Government Center, Natural Resources Department, Department of Commerce and Odawa Enterprise Management, Human Services, Substance Abuse Department and Youth Services. Also on the list is the Friendship Center. In terms of recreational attractions, the Odawa Casino Resort is the primary recreation destination for the area and is also a major employer for the Tribe. In addition, the two Tribal housing developments act as transportation generators.

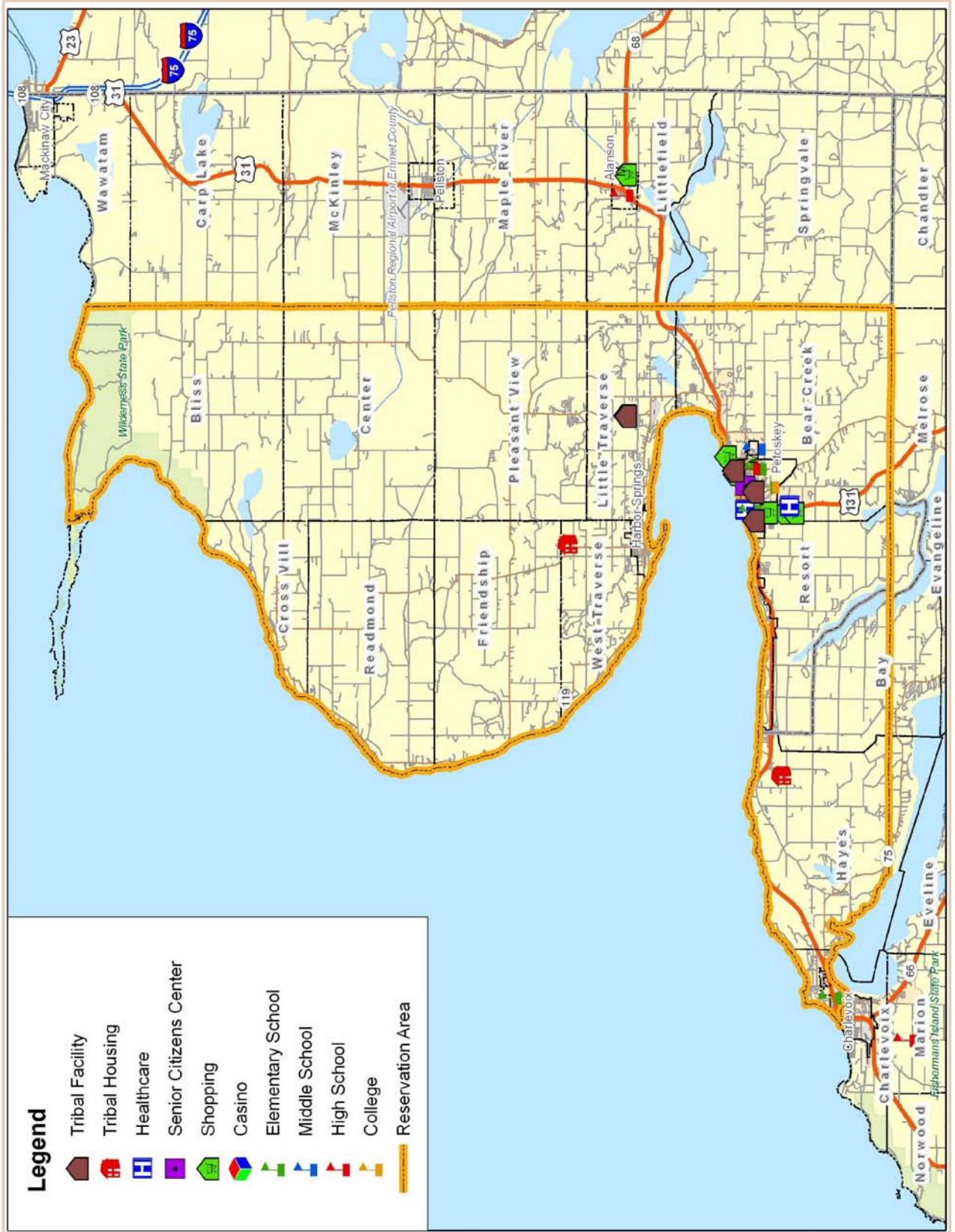
**Table 2-2**  
**Transportation Generators**

Generator	City	Type
Alanson Elementary and High School	Alanson	High School
Charlevoix Elementary School	Charlevoix	Elementary School
Charlevoix High School	Charlevoix	High School
Charlevoix Middle School	Charlevoix	Middle School
Kmart	Charlevoix	Shopping
LTBB Government Center	Harbor Springs	Tribal Facility
LTBB Natural Resources Dept.	Harbor Springs	Tribal Facility
North Central Michigan College	Petoskey	College
Central Elementary School	Petoskey	Elementary School
Lincoln Elementary School	Petoskey	Elementary School
Montessori Elementary School	Petoskey	Elementary School
Ottawa Elementary School	Petoskey	Elementary School
Sheridan Elementary School	Petoskey	Elementary School
LTBB Health Clinic	Petoskey	Healthcare
Northern Michigan Hospitals	Petoskey	Healthcare
Petoskey High School	Petoskey	High School
Petoskey Middle School	Petoskey	Middle School
Odawa Casino Resort	Petoskey	Recreation
Friendship Centers of Petoskey	Petoskey	Senior Citizens Center
JC Penny	Petoskey	Shopping
Glens Fresh Market North	Petoskey	Shopping
Glens Petoskey South	Petoskey	Shopping
Home Depot	Petoskey	Shopping
Kmart	Petoskey	Shopping
Lowe's Home Center	Petoskey	Shopping
Oleson's Foods	Petoskey	Shopping
Walmart	Petoskey	Shopping
Department of Commerce and Odawa Enterprise Management	Petoskey	Tribal Facility
LTBB Human Services	Petoskey	Tribal Facility
LTBB Substance Abuse Dept.	Petoskey	Tribal Facility
LTBB Youth Services Dept.	Petoskey	Tribal Facility





Figure 2-3  
 Transportation Generators





# 3 Existing Transportation Resources

There are currently several transportation resources in the study area (Figure 3-1). These include transportation service operated by several Tribe departments; service operated by the Friendship Center; public transportation provided by Charlevoix County Transit and Straits Regional Ride; and, Indian Trails.

## Tribal Transportation Programs

Four LTBB departments provide transportation as part of specific programs.

### Elders Department

The Elders Department provides transportation to LTBB Elders in the three-county area. If there is an event such as a conference, service will be provided outside the three-county area. The service consists of transportation to luncheons and shopping twice a week and other functions as necessary. Other functions include conferences, family support, meals, dinner events, etc. Approximately 1,400 trips are provided annually. The Elders Department fleet consists of two wheelchair-accessible vans. The annual budget for the vehicles is \$16,000 which covers fuel and maintenance.

### Education Department

The Education Department operates one vehicle. It is a 2002 Ford E-350 van with a 12-passenger capacity. It is typically used during the summer for the LTBB Youth Camp functions. It is also used approximately four times a year for WOCTEP Anishinaabe Culture class. The Education Department also loans out the van to the Elders, Youth and Environmental Departments. In addition, the LTBB Health Park has also been allowed to borrow the van to transport nursing students.

### Youth Services Department

The Youth Services Department operates two seven-passenger Econoline vans. The vans are used to transport youth to various youth programs. The programs are typically on Monday, Tuesday and Thursday. Youth Services staff also uses the vehicles for transportation to and from meetings, workshops and conferences. The vans are typically used 18 times per month.

**Figure 3-1**  
**Existing Public Transportation**





## Health Department

The Health Department operates three leased vans. They provide transportation for medical appointments in Emmet, Charlevoix and Cheboygan counties. Transportation is provided Monday through Friday from 8:00 a.m. to 5:00 p.m. Approximately 500 trips are provided annually.

Currently, two of the vehicles are over the allowable lease mileage and are parked. The third van is close to the mileage limit. The Health Department will be receiving two additional vehicles through a diabetes grant, but use of the vehicles will be restricted to individuals in a diabetes program.

## Charlevoix County Transit System

Charlevoix County Transit provides transportation throughout Charlevoix County, including Beaver Island. The system operates 17 ADA accessible buses and provides over 80,000 trips annually. The service is demand response. Charlevoix County Transit operates as a department of Charlevoix County.

In addition to the service that the system provides within Charlevoix County, they also provide some limited service in Emmet County. This includes a weekday morning and afternoon trip. On the morning trip, passengers are picked up at various locations in Emmet County and transported to the Bergmann Center, a job training and employment opportunity center for adults with mental and physical disabilities located just outside the city of Charlevoix. People in Charlevoix County use the service to go to Petoskey for medical services, shopping, and recreation (casino). Also, as part of the demand response service, the system provides direct service to the hospital in Petoskey for Charlevoix County residents. The system also works closely with the Friendship Center to transfer passengers from one service to the other at various locations near the county line.

Charlevoix County Transit System operates Monday through Friday between the hours of 6:00 a.m. and 6:00 p.m. The full fare for a trip less than 15 miles is \$1.50 and a trip over 15 miles is \$3.00. Discounted fares are offered for both trips less than 15 miles and those over 15 miles. For trips less than 15 miles, seniors, the disabled and children under six years of age pay a \$0.50 fare. Youth between six and 19 years of age pay \$1.00. For trips over 15 miles, seniors the disabled and children six years and younger pay \$1.00, and youth between six and 19 years of age pay \$2.00.

## Straits Regional Ride

Straits Regional Ride (SRR) is a multi-county bus system connecting communities in Cheboygan, Emmet and Presque Isle counties. They operate 14 vehicles and provide over 40,000 trips annually. Service is curb-to-curb demand response operating on a flexible route system. A 24-hour advance reservation is required. A dial-a-ride service is also offered in the city of Cheboygan and within a five-mile radius of the city.

Straits Regional Ride publishes as schedule of routes and times that it will arrive in various communities. The communities currently served include Cheboygan, Onaway, Wolverine, Indian River, Petoskey, Alanson, and Mackinaw City.

Service operates Monday through Friday from approximately 6:00 a.m. through 5:00 p.m. Some routes do not operate daily. These include the Indian River to Cheboygan route with service on Tuesday, Thursday and Friday and the Mackinaw City to Petoskey route that operates only on Tuesday and Thursday. Fares for the service vary by the length of the trip. Trips between one and five miles have a

fare of \$4.00, between five and 20 miles the fare is \$5.00, 20 to 35 miles require a fare of \$6.00, and 35 miles or more has a fare of \$8.00. The fare for the elderly and the disabled is half the full fare.

## Friendship Centers of Emmet County

The Friendship Center buses provide transportation to senior citizens for a variety of purposes including medical appointments, employment, grocery shopping, volunteering, socialization and other personal needs. Trips for appointments, such as medical appointments and work must be scheduled at least one day in advance. Passengers may make same day reservations, if space is available. The Friendship Center operates the following routes:

- North Route: A Monday through Friday route from the Pellston area to Petoskey.
- Harbor Springs Route: The schedule for this route is determined by rider usage. Passengers must call at least one day ahead to make reservations.
- East Mitchell Route: This route operates on Tuesdays and Fridays and picks up passengers in the eastern part of Emmet County (Maxwell Road, Pickerel Lake Road area) and takes them to Petoskey.
- Casino Schedule: The schedule for this route is 9:00 a.m., 11:00 a.m., 1:00 p.m., and 3:00 p.m. Riders must call ahead to schedule a ride.

The Friendship Center buses may also transport the general public if there is space available on the bus and time available in the schedule. The Friendship Center has two categories of fares, one for in-town rides and one for out-of-town rides. The fare for in-town rides is \$1.50 for seniors and the disabled and \$3.00 for those that are not seniors or disabled. Out-of-town rides have a fare of \$2.50 for seniors and the disabled and \$6.00 for those that are not seniors or disabled.

## Indian Trails

Indian Trails operates daily scheduled routes throughout Michigan with connections to Chicago and Milwaukee. Passengers can access Indian Trails routes in Petoskey and ride north up to Sault Ste. Marie and across the upper peninsula and on to Milwaukee or they may go south and head to Boyne Falls, Traverse City, Lansing, Grand Rapids, Chicago, and points throughout Michigan, with connections across the U.S. and Canada.



# 4 Transit Needs

A survey of Tribal households was conducted as a means of documenting transit needs. Survey packets were mailed to approximately 740 Tribal households in Charlevoix, Cheboygan, and Emmet counties. The mailing list was developed by LTBB staff using the Tribe’s current membership list and mailing survey packets only to the head of a household. This avoided sending multiple survey packets to an individual household. The survey packet consisted of an introductory letter explaining the purpose of the Tribal Transit Plan; the survey, a one-page questionnaire with questions on the front and back of the page; and, a postage pre-paid business reply envelope for returning the questionnaire. Respondents also had the choice of completing the questionnaire online. A copy of the introductory letter and the survey questionnaire can be found in Appendix A.

The survey packets were mailed out on January 28, 2011, and respondents were asked to complete their questionnaires and return them by February 11. Questionnaires that were received after February 11 were accepted and are included in the data presented below.

## Survey Results

Survey questionnaires were completed by 112 Tribal households. As shown in Table 4-1, 82 percent of the completed questionnaires were received from Tribal households in Emmet County, eight percent came from Charlevoix County and just over seven percent came from Cheboygan County. Only one respondent did not indicate their county of residence, and two surveys came from counties outside the three-county area of Charlevoix, Cheboygan and Emmet counties. The distribution of questionnaires received is similar to that of the distribution of Tribe members in the three counties. Of those living in the three-county region, 78 percent live in Emmet County compared with 82 percent of the returned questionnaires, 12 percent live in Charlevoix County compared with eight percent of the returned questionnaires and ten percent live in Cheboygan County compared with seven percent of the returned questionnaires.

Respondents were generally aware of the transit service currently operating in the area (Table 4-2). Straits Regional Ride and the Friendship Center both operate services in Emmet County. Nearly 60 percent of respondents were aware of Straits Regional Ride while almost 70 percent were aware of the Friendship Center service. Fewer respondents were aware of the Charlevoix County Public Transit service. Only 22 percent indicated that they were aware of the Charlevoix County services. This is consistent with the bulk of the total responses coming from Emmet County. Indian Trails provides service across the state with connections to Chicago and Milwaukee. About 40 percent of respondents were aware of Indian Trails.

Some respondents had used the existing transit services in the area (Table 4-3). Nearly 18 percent of those responding had used Indian Trails, followed by 15 percent that had used the Friendship Center service, 14.3 percent that had used Straits Regional Ride and 4.5 percent that had used Charlevoix County Public Transit.

**Table 4-1**  
**In which county and city, township or village do you reside?**

Area	Number	Percent
Charlevoix County	9	8.0
Boyne City	2	1.8
Chandler Township	1	0.9
Eveline Township	1	0.9
Hayes Township	2	1.8
Wilson Township	2	1.8
Unknown	1	0.9
Cheboygan County	8	7.1
Cheboygan	5	4.5
Tuscarora	1	0.9
Indian River	1	0.9
Unknown	1	0.9
Emmet County	92	82.1
Alanson	4	3.6
Bear Creek Township	14	12.5
Bliss Township	1	0.9
Brutus	3	2.7
Center Township	1	0.9
Cross Village Township	2	1.8
Friendship Township	2	1.8
Harbor Springs	13	11.6
Levering	1	0.9
Little Traverse Township	1	0.9
Littlefield Township	3	2.7
Maple River Township	2	1.8
McKinley Township	3	2.7
Pellston	1	0.9
Petoskey	26	23.2
Redmond Township	2	1.8
Resort Township	1	0.9
Springvale Township	1	0.9
West Traverse Township	4	3.6
Unknown	7	6.3
Antrim County	1	0.9
Echo Township	1	0.9
Grand Traverse County	1	0.9
Traverse City	1	0.9
Unknown County	1	0.9
<b>Total</b>	<b>112</b>	<b>100.0</b>

**Table 4-2**  
**Which of the following transit services are you aware of?**

Response	Number	Percent*
Straits Regional Ride	67	59.8
Charlevoix County Public Transportation	25	22.3
Friendship Center	78	69.6
Indian Trails	44	39.3

\*Percent of 112 total responses.

**Table 4-3**  
**Which of the following transit services have you or others in your home used?**

Response	Number	Percent*
Straits Regional Ride	16	14.3
Charlevoix County Public Transportation	5	4.5
Friendship Center	17	15.2
Indian Trails	20	17.9

\*Percent of 112 total responses.

The Tribe operates transportation through four LTBB departments. The Education Department, Elders Department, Health Department and Youth Services each have one or more vans used for program related transportation. As shown in Table 4-4, respondents had most often used transportation provided by the Elders Department (17%) or Heath Department (13%). These two departments provide more transportation than the Education Department or the Youth Services.

**Table 4-4**  
**Do you, or anyone in your home, use transportation services provided by the Tribe such as those offered by the following departments?**

Response	Number	Percent*
Education Department	5	4.5
Elders Department	19	17.0
Health Department	15	13.4
Youth Services	4	3.6

\*Percent of 112 total responses.

Of the survey respondents, nearly 45 percent indicated they or someone in their home had difficulty meeting transportation needs (Table 4-5). A key area of need was transportation for Medical/dental appointments as expressed by 79 percent of those indicating difficulty meeting transportation needs. Shopping related transportation (64.6%) was the second most cited area of transportation need, followed by personal business (58.3%), attending social or recreational activities (52.1%), working or seeking employment (39.6%), and then attending training or school (27.1%).

**Table 4-5**  
**Do you, or others in your home, have difficulty meeting your transportation needs?**

Response	Number	Percent
Yes	48	44.9
No	59	55.1
Total	107	100.0

**Table 4-6**  
**If yes, what type of activities does your lack of transportation keep you from doing? (check all that apply)**

Response	Number	Percent*
Working or seeking employment	19	39.6
Personal business	28	58.3
Shopping	31	64.6
Medical/dental appointments	38	79.2
Attending training or school	13	27.1
Social/recreational activities	25	52.1

\*Percent of 48 respondents that have difficulty meeting transportation needs.

Respondents were asked specifically where they wanted and needed to go. The responses are shown in Table 4-7. Common responses included the following:

- Grocery stores including Glen’s and Meijer;
- Walmart;
- Tribal facilities including the health clinic and government facility;
- North Central Michigan College;
- Burns Clinic;
- Hospital;
- Casino;
- Elementary, middle and high school events;
- Tribal functions and events, and,
- Downtown Petoskey.

**Table 4-7**  
**And, where are some of the places you, or others in your household, need and want to go?**

Response
Attend the Elders Association meetings/conferences in other cities/states and Council on Aging conferences.
Boyne Highlands, Petoskey High School, Petoskey Middle School, 1345 US 31, North Central Michigan College, Glens South, Meijer's, Mackinaw Ice Arena, Biindigen, and Petoskey Food Shop (BP gas station)
Burns Clinic
Burns clinic to pick up meds; St. Francis Credit Union to deposit monthly SS/pension checks; Walmart or Glens for shopping; Pow-wows or dances hosted by tribe.
Comfort Inn (work), Meijer, Walmart, Glens North, Tribal Health Clinic, Bayview Laundry
Counseling, shopping, Tribal medical building
Downtown area, Meijer's Tribal Health, Walmart



Table 4-7 (continued)

And, where are some of the places you, or others in your household, need and want to go?

Response
Downtown Petoskey, local school and community events
From college to grocery store before going home
Health Dept., 1080 Hager Dr., Petoskey, MI; shopping (Walmart) Anderson Rd., Petoskey, MI
Haven't had a car in over 5 years. This prevents me from seeing My son often, prevents me from seeking better-paying employment. HUGE DISADVANTAGE.
Hospital
Hospital, casino
I have my own transportation
I need to find work but can't get to interviews let alone a job. Can't even grocery shop without the help of relatives. Planning to further my education but can't. Need healthcare. I checked all blocks in 5d because some job offers I've heard of are 3rd shift.
I want to go to the education department for GED classes because I never got my high school diploma. I'm a single mom of two boys. Just trying to keep food on the table and a roof over our heads. My son is six and he wants to join in school activities. And we just want to get out of the house. I need help so I can get my license.
Indian medical clinic, North Miami Hospital (med tests and prescription pickup, grocery shopping - Petoskey (Walmart)
LTBB casino veterans luncheon
LTBB Headstart for meetings or if we miss the school bus in the morning
Meetings of spiritual, culture, art, language
My child needs transportation to and from school from the new housing in Bayshore on Murry Road to East Jordan Elementary School only till spring break for a few weeks.
NCMC, clinic, Walmart
Offices of LTBB, 7500 Odawa Circle, Harbor Springs, MI 49740; North Central Michigan College, 1515 Howard St., Petoskey, MI; from Petoskey to Grand Rapids, MI for parental time.
Only if my car breaks down. Would need to go from Petoskey to government building and return and shopping.
Optical appointment, appointment Dekorte in Charlevoix, church
Our family takes us to our appointments.
Petoskey, family events in Cross Village, library, doctor appointments, Boyne City for recreation
Petoskey, LTBB doctor and dental; Burns Clinic to pick up medicine at prescription services
Re tribal transportation: When I went shopping for elders I was told I could only go on a day picked by them; I could only go at 9 AM - I don't get up until 11 AM. No availability to go to tribal annual meeting due to lack of pickup service. In my experience, transportation was available to only a select few elders let alone to other tribal members wishing to have transportation to go anywhere.
To work, Walmart in Cheboygan and summer Ember's in Mackinaw City (Mackinaw City School events) these are the main ones.
tribal clinic
Tribal clinic, Walmart, Glens, Meijer's, movies, Rite-aid, casino, downtown Petoskey, doctor's, the gym, and swimming pool of Little Traverse Bay Band of Odawa
Walmart
Walmart and Rite-aid in Petoskey, public library in Petoskey, cinema in Petoskey, Tribal Government Center in Harbor Springs
Walmart, from the apartments at Hillside Club or malls
Walmart, government band office, Petoskey college
Walmart, Kmart, Glens, unemployment office, NCMC, Tribal Clinic, Tribal Government Complex for social activities
We only have 1 car and for a family of 5 with 2 kids that go to Boyne City and 1 that goes to Sheridan and 2 adults looking for work in Boyne or Petoskey.
Work, casino
Work, the casino, depending a mile, app tribal clinic, prescription services, college less than a mile, grocery stores, Walmart, Glens, Kmart less than 1 mile
Would like to start attending college classes.
Casino, Bowling Alley
Walmart, language classes, Meijer's
Casino and shopping at local stores



Respondents were asked what days of the week and times of the day they needed transportation (Table 4-8). Morning and afternoon time periods covering normal work and school hours on weekdays were the most common responses. A significant number of respondents needed transportation in the evening hours of 6:00 p.m. to 10:00 p.m. on weekdays and across morning, afternoon and evening hours on weekends. Less common were respondents in need of late night or early morning transportation.

**Table 4-8**  
**What days of the week and times of the day do you feel you, or others in your home, would be most likely to use public transportation? (check all that apply)**

Response	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
Morning (6 a.m. - 12 p.m.)	35	34	29	31	30	20	17
Afternoon (12p.m. - 6 p.m.)	33	31	29	29	30	22	19
Evening (6 p.m. - 10 p.m.)	20	16	21	19	22	24	16
Late night/early morning (10 p.m. - 6 a.m.)	11	9	9	11	11	13	12

The households surveyed represent 263 people (Table 4-9). The most common age group was 19 to 54 years of age at 43.7 percent of the people in the respondent households. Elders made up nearly 34 percent of the individuals in the respondent households.

**Table 4-9**  
**How many people in the following age groups make up your household?**

Age	Number	Percent
18 and younger	59	22.4
19 to 54	115	43.7
55 and over	89	33.8
<b>Total</b>	<b>263</b>	<b>100.0</b>

As shown in Table 4-10, nearly 56 percent of respondents indicated that they or other adults in their household limited their amount of driving. The most often cited reason was not driving in poor weather at 44 percent (Table 4-11), followed by did not own a vehicle (40.7%), not licensed to drive (32.2%), a disability or medical condition (25.4%), and the cost of a vehicle or gas (18.6%). Other reasons cited by less than ten percent of respondents were vehicle in disrepair, not enough vehicles for the household and environmental reasons.

**Table 4-10**  
**Are there reasons why you, or other adults in your home, don't drive or limit their amount of driving.**

Response	Number	Percent
Yes	59	55.7
No	47	44.3
<b>Total</b>	<b>106</b>	<b>100.0</b>





**Table 4-11**  
**If yes, please explain why you don't drive or limit your amount of driving**  
**(check all that apply).**

Response	Number	Percent*
Don't own a vehicle	24	40.7
Are not licensed to drive	19	32.2
Don't drive at night	18	30.5
Have a disability or medical condition	15	25.4
Don't drive in poor weather	26	44.1
Need assistance getting in/out of vehicle	8	13.6
Cost of vehicle or gas	11	18.6
Vehicle in disrepair	4	6.8
Environmental reasons	1	1.7
Not enough vehicles for household	4	6.8

\*Percent of the 59 respondents that don't drive or limit their amount of driving.

Most respondents (72.4%) indicated they or others in their household would use a public transit service if one existed and operated when and where they needed to go (Table 4-12). Of the respondents indicating they would be willing to use a public transit service, 56.6 percent would use a regularly scheduled bus route, 52.6 percent would like a curb-to-curb (dial-a-ride) service, 22.4 percent would use an individualized taxi trip and 19.7 percent think a carpool or vanpool service would best fit their needs (Table 4-13).

**Table 4-12**  
**If a public transit service existed and operated when and where you needed**  
**and wanted to go, would you or other people in your home use it?**

Response	Number	Percent
Yes	76	72.4
No	29	27.6
Total	105	100.0

**Table 4-13**  
**If yes, which of the following types of service would you, or others in your**  
**home, be most willing to use or feel is the most appropriate for you needs?**  
**(check all that apply)**

Response	Number	Percent*
A regularly scheduled bus route	43	56.6
Curb-to-curb (dial-a-ride) service	40	52.6
A carpool or vanpool service	15	19.7
An individualized taxi trip	17	22.4

\*Percent of 76 respondents that would use public transit service.

In terms of fares for a public transit service, respondents were generally receptive to a wide range of fares, even those considered somewhat high (Table 4-14). As should be expected, what was considered an appropriate fare increased with the length of the trip. Fares inside Emmet County were higher than those suggested for inside the city of Petoskey and fares between counties were higher than those proposed for

inside Emmet County. The most common response for a fare inside the city of Petoskey was \$1.00 to \$1.75 followed by \$2.00 to \$2.75. For trips inside Emmet County, the most common responses were \$3.00 to \$3.75 and 4.00 to \$5.00. Between the three counties of Emmet, Charlevoix and Cheboygan, the most common fare range was \$4.00 to \$5.00 followed by more than \$8.00.

**Table 4-14**

**Currently, Straits Regional Ride charges between \$4 and \$8 per one-way trip depending on the miles traveled and Charlevoix County Public Transportation charges \$1.50 to \$3 per one-way trip also depending on the miles traveled. Both offer a half-price or less fare for the elderly and disabled. What would you consider an appropriate full fare (the senior and disabled fare would most likely be half of full fare) for the following trips?**

Response	Inside Petoskey		Inside Emmet County		Between Emmet, Charlevoix or Cheboygan Counties	
	Number	Percent	Number	Percent	Number	Percent
\$1.00 - \$1.75	17	32.7	7	11.7	2	3.3
\$2.00 - \$2.75	15	28.8	9	15.0	9	14.8
\$3.00 - \$3.75	6	11.5	14	23.3	8	13.1
\$4.00 - \$5.00	11	21.2	13	21.7	16	26.2
\$6.00 - \$8.00	3	5.8	9	15.0	11	18.0
More than \$8.00	-	-	8	13.3	15	24.6
<b>Total</b>	<b>52</b>	<b>100.0</b>	<b>60</b>	<b>100.0</b>	<b>61</b>	<b>100.0</b>

## Conclusions

The rate of return for the survey questionnaires was approximately 15 percent, which is good for a mail out survey. The distribution of responses across the three counties was also similar to that of the Tribe members in the three-county region. Tribe members showed a high level of awareness for existing transit services compared to those that had actually used the services and those that indicated they had difficulty meeting their transportation needs. This would seem to indicate that the existing services in the area don't meet the needs of Tribe members in some way whether it is service area or time of day issues.

There appears to be a rather high level of need given that nearly 45 percent of the respondents or members of their household have difficulty meeting their transportation needs. The need for transportation crosses all hours of the day and various purposes from getting to medical appointments to daily transportation needs for grocery shopping and getting to work. In addition, 24 respondents indicated they did not own a vehicle. This comprises 21 percent of the households responding to the survey.

The percentage of respondents indicating they would use a public transportation system if it were available and met their needs was 72.4 percent. This can be compared to the 44.9 percent of respondents that actually experience difficulty meeting their transportation needs. Thus, there are Tribe members that can get to where they need to go that would still choose to use a public transit system as a means of expanding their transportation options or perhaps lessening the impact of transportation on their household budget.

The service that would best meet the needs of the Tribe are a regularly scheduled bus route or a curb-to-curb (dial-a-ride) service. In addition, Tribe members appear to be willing to pay for service. Judging from the positive nature of the general comments, even those not needing transportation feel that transportation for the Tribe is an important service. A listing of the general comments collected from the survey questionnaires can be found in Appendix B.



# 5 Potential Funding Sources

There are two primary sources of transportation funding. These are through the Federal Transit Administration and the Michigan Department of Transportation.

## Federal Transit Administration Programs and Funding

The U.S. Department of Transportation (US DOT), through its modal operating structure, administers many programs which address the transportation needs of Indian Tribes. The focus of this review will be on the Tribal Transit programs and funding administered by the Federal Transit Administration (FTA).

Historically, US DOT tribal transportation initiatives have focused on roads and bridges, starting with the creation of the Indian Reservation Roads (IRR) program in 1928. In the late 1970s, the US DOT began to take on a multimodal approach with the incorporation of transit programs in the Surface Transportation Assistance Act of 1978. The multimodal approach continued to expand in subsequent years with the passage of The Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, The Transportation Equity Act for the 21st Century (TEA-21) in 1998, and The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2004. Each of these landmark transportation authorization acts set the stage for the federal transit programs currently administered by the FTA.

The SAFETEA-LU of 2004 is the most recent multiyear transportation authorization act passed by Congress and signed by the President. SAFETEA-LU established transportation program and funding levels for the period 2005 through 2009. SAFETEA-LU expired in 2009. Congress, however, has not enacted a new transportation authorization act to replace SAFETEA-LU, but rather has through a series of continuing resolutions extended the SAFETEA-LU legislation until September 30, 2011. The extension also maintained the 2009 program funding authorization levels through September 30, 2011.

The President's Fiscal Year 2012 Budget Recommendation included the enactment of a new six-year transportation reauthorization legislation which would authorize approximately \$556 billion over the six-year period. Entitled "Investing in Tomorrow and Creating Jobs Today," the President's reauthorization proposal includes increased funding for the federal transit program (operating and capital) as well as a \$50 billion up-front economic boost to help jump start job creation. The \$50 billion up-front funding includes over \$10 billion for federal transit programs. Congress is currently working on legislation to reauthorize the transportation act. At this point it is unclear when a transportation reauthorization bill will be considered or voted on by the Congress. Likewise, while the President's proposal increases federal transportation program authorization levels, Congress is also considering legislation to reduce federal spending as part of the over deficit reduction plan. Currently, it is not possible to predict when new transportation reauthorization legislation will be enacted and what the program authorization levels will be, or what other important program provisions the legislation may contain.

As we undertake a review of the federal transit programs described below it is important to note that a new transportation re-authorization act may refine, expand or delete any of the programs described below

and likewise it is also possible that new transit programs may be authorized by Congress beyond those described below.

The federal transit programs described below are those programs that can be utilized by Tribal entities or others to secure financial support for the provision of local public transportation services in non-urbanized areas such as Emmet County and or in local communities such as Petoskey and Harbor Springs or any of the other local communities within Emmet County.

### **Tribal Transit Program – Section 5311 (c)**

Public Transportation on Indian Reservations Discretionary Grant Program. The primary program administered by the FTA to address Tribal transportation needs is the Section 5311(c) Program authorized in SAFETEA-LU. This program provides that tribal transit grants will be made directly to a federally recognized tribe from the FTA, thus respecting tribal sovereignty issues. The goal of this program is to (1) enhance the access of public transportation on and around Indian reservations in non-urbanized areas to health care, shopping, education, employment, public services and recreation; (2) assist in the maintenance, development, improvement, and use of public transit systems in rural and small urban areas; (3) encourage and facilitate the most efficient use of all federal funds used to provide passenger transportation services in non-urbanized areas through the coordination of programs and services; and, (4) provide for the participation of private transportation providers in non-urbanized transportation to the maximum extent feasible. Only federally recognized tribes are eligible to apply for these funds and funds flow directly to the selected tribes. SAFETEA-LU authorized \$15 million for this program in 2009. These federal funds may be used for capital, operating, planning, and administrative purposes. Examples of eligible project activities include: startup services, enhancements, expansion of existing services, purchase of transit vehicles and related capital equipment. Projects selected for funding can be funded up to 100 percent. Funds are allocated based upon an annual national competitive selection process conducted by FTA. In March of 2009 the Nottawaseppi Huron Band of Potawatomi (in Michigan) received a grant for \$240,000 for the purchase of two buses under this program through the funds authorized in the American Recovery and Reinvestment Act (ARRA). On May 13, 2010, the FTA issued a solicitation for grant proposals for FY 2010 Tribal Transit Program Funds. The FTA solicitation indicates that \$15 million is available for FY 2010 and that grant applications were due June 28, 2010. The yearly solicitation for projects by the FTA in the future under this program is subject in large part to the extension of the existing reauthorization legislation or new federal transportation reauthorization legislation, which maintains this specific program.

### **The Non-urbanized Area (Rural) Formula Program – Section 5311**

This federal transit program provides formula funding to the states for the purpose of supporting public transportation in areas of less than 50, 000 population. The program goals are the same as the goals listed above for the Tribal Transit Program Section 5311 (c) except this program has a fifth goal which is to assist in the development of and support of intercity bus transportation service. Section 5311 funds are apportioned to each state for distribution. Eligible recipients of this funding are: state and local governments, Indian Tribes, nonprofit organizations and public transit operators. These federal funds may be used for capital, operating, planning and administrative purposes. The maximum federal share for capital and project administration is 80 percent, and the maximum federal share for operating assistance is 50 percent. The federal apportionment to Michigan for FY 2010 is approximately \$17.2 million. A state must include Indian Tribes (providing public transportation services) in its equitable distribution of these funds. If a state allocates Section 5311 funds to a federally recognized Indian Tribe, the Indian Tribe must determine if it wants to receive the funds as a subrecipient of the state or apply directly to FTA for the



Section 5311 funds. The funding for the Tribal Transit Program (Section 5311 (c)) referenced above is a set aside or take down from the Section 5311 Program. Funds that Indian Tribes receive through the Section 5311 program are not to be reduced or replaced by the funds the Indian Tribe may receive directly through the Tribal Transit Program (Section 5311(c)).

## Elderly and Individuals with Disabilities –Section 5310

This federal transit program provides formula funding to the state for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when traditional transportation service is unavailable, insufficient or inappropriate. The program goal is to improve the mobility for elderly individuals and individuals with disabilities in urban, small urban and rural areas of a country. Section 5310 funds are apportioned to each state for distribution. Eligible subrecipients of this funding are: private nonprofit organizations or a governmental authority. Indian Tribal governments or Tribal transit agencies can be eligible subrecipients, if a state transfers Section 5310 funds to the Section 5311 (c) program. In the case of a transfer, the federal funds must be used for purposes consistent with the Section 5310 program. The Section 5310 federal funds may be used for capital expenses to support the provision of transportation services. Eligible project activities include: purchase or lease of buses, vans, radios, vehicles, and wheelchair lifts, etc. The maximum federal share is 80 percent, except for vehicle related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA), in which case the maximum federal share is 90 percent. Applications for these funds in made through the Michigan Department of Transportation annually. Proposed project must be derived from a locally developed, coordinated public transit-human services transportation plan.

## Bus and Bus Facility Discretionary Grant Program – Section 5309

This federal transit program provides capital assistance for new and replacement buses, related equipment and facilities. The program goal is to support, maintain and expand existing transit services and support development of new and expanded transit services. Eligible recipients of this funding are: states, public transit agencies, public boards and commissions, Indian Tribes, etc. Eligible projects activities include: purchase or lease of buses, construction or purchase of bus maintenance and administrative facilities, intermodal terminals, park-and-ride stations, shelters, signs, parts, radios, computers, and shop and garage equipment, etc. The maximum federal share is 80 percent. SAFETEA-LU provides the Secretary of Transportation the discretion to allocate these funds, although, historically, Congress has fully earmarked all available funding under this program. Transit operators in the Michigan have in the past worked closely with their congressional representative and U.S. Senator to secure funding from this federal transit program for transit capital projects.

## The Job Access and Reverse Commute Program (JARC) – Section 5316

This federal transit program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new jobs are located in suburban areas and many entry level jobs require working late at night or on weekends, when traditional transit services may be reduced or not available. Eligible direct recipients of this funding in non-urbanized areas of the state are the state departments of transportation. The Michigan Department of Transportation is the direct recipient for non-urbanized areas in Michigan. Eligible subrecipients include: private nonprofit organizations, state or local governmental authorities, and operators of public transit services. Federally recognized Indian Tribes may pursue JARC funding through the state selection



process. If a tribe’s project is selected for funding the state may transfer the JARC Funds to the Section 5311(c) Program so the FTA can make a direct grant to the Tribe under the Section 5311(c) program. Eligible Project activities include: late-night and weekend service, guaranteed ride home, demand response service, marketing activities, etc. The maximum federal share for capital projects is 80 percent and the maximum share for operating cost may not exceed 50 percent of the net operating cost of the activity. Some technical and planning cost can be funded at 100 percent federal share. The Federal Apportionment to Michigan for FY 2010 is approximately \$1.1 million. Application for JARC funding in non-urbanized areas is made through the Michigan Department of Transportation annually. The proposed project must be derived from a locally developed coordinated public transit-human services transportation plan.

### **The New Freedom Formula Grant Program – Section 5317**

This federal transit program seeks to reduce barriers to transportation services and expand the transportation mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act (ADA). Eligible direct recipients of this funding for the non-urbanized areas are the states. Eligible subrecipients include: private nonprofit organizations, state or local governmental authorities and operators of public transit services. Federally recognized Indian Tribes may pursue New Freedom funding through the state selection process. If a tribe’s project is selected for funding, the state may transfer the New Freedom Funds to the Section 5311 Program so the FTA can make a direct grant to the Tribe under the Section 5311(c) program. Eligible project activities include: new transportation services beyond ADA and enhancing paratransit beyond minimum requirements of ADA. Funds may also be used to purchase and operate accessible vehicles for taxi use, ridesharing or carpooling, support for new volunteer drive and aide program, and other innovative approaches. The maximum federal share for capital projects is 80 percent and the maximum share for operating cost may not exceed 50 percent of the net operating cost of the activity. Some technical and planning cost can be funded at 100 percent federal share. Application for New Freedom funding in non-urbanized area is made through the Michigan Department of Transportation annually. The proposed projects must be derived from a locally developed coordinated public transit-human services transportation plan.

### **The Indian Reservation Roads Program (IRR) – Section 1119**

The IRR Program is administered by the Office of Federal Lands Highway (FLH) and the Bureau of Indian Affairs (BIA). The IRR addresses the transportation needs of Indian Tribes by providing funds for planning, design, construction and maintenance activities providing transportation and public access to, within and through Indian reservations. IRR funds can be used for any type of Title 23 transportation projects providing access to or within federal or Indian lands including transit planning and capital projects as well as parking ride lots and carpools/ridesharing. SAFETEA-LU authorized \$450 million for the IRR program in 2009.

## **Michigan Department of Transportation (MDOT) State Transit Programs and Funding**

In addition to the federal transit programs described above, the state of Michigan through the Michigan Department of Transportation (MDOT) also provides state funds for the support of various transit programs. The MDOT transit programs and funding are authorized in Public Act 51 of 1951 as amended (Public Act 51). The direct participation in the MDOT financed transit programs are limited to eligible

authorities and eligible governmental agencies as defined in Public Act 51. Indian Tribes are not specifically referenced in Public Act 51 as an eligible authority or an eligible governmental agency. It may, however, be possible for an Indian Tribe to achieve eligibility for MDOT funding by forming or establishing an eligible governmental agency. For example, by entering into an interlocal agreement with another governmental unit under the provisions of Public Act 7 of 1967 (The Urban Cooperation Act) the two units could form an eligible governmental agency and thus be eligible for MDOT funding. The determination of eligibility for state funding through programs authorized in Public Act 51 is a legal question outside the scope of this study and the professional expertise of The Corradino Group and the Mannik & Smith Group.

The MDOT-financed transportation programs described below complement and support many of the Federal Transit Administration Programs listed above by providing all or portion of the nonfederal match for capital projects or supplementing federal and local funding for eligible operating expenses. The MDOT transit programs described below are those programs most applicable to the provision of local public transportation services in non-urbanized areas such as Chippewa County.

## Local Bus Operating Assistance

The Local Bus Operating Assistance provides a distribution of MDOT funds to eligible authorities and governmental agencies for the payment of eligible transit operating expenses. The Local Bus Operating Assistance distribution supplements federal and local funds used to pay transit operating expenses. Funds are distributed based upon eligible expenses. Public Act 51 authorizes non-urban transit systems to receive up to 60 percent of their eligible expenses through this program. Due to limited state revenues, MDOT has advised transit agencies to assume the FY 2011 Local Bus Operating Assistance will provide approximately 35 percent of the eligible operating expense for non-urban/rural transit systems. This is MDOT's largest program distributing approximately \$166.6 million to over 70 transit systems across the state.

## Bus Capital

MDOT assists local transit agencies by providing matching funds for the nonfederal share of capital grants. Historically, MDOT has provided the 20 percent match for federal transit grants; however, due to the lack of revenue in recent years, MDOT has not been able to match all of the federal funds and has prioritized the use of the bus capital funds, giving a higher priority to capital items such as the replacement of buses. In FY 2010 MDOT was appropriated approximately \$8.4 million of comprehensive transportation funds to distribute as match for bus capital projects across the state.

## Specialized Service Program

The Specialized Service Program focuses on supporting transit services specifically for the elderly and handicapped in areas where transit service does not exist or where transit services do not meet the needs of elderly and handicapped. Coordination with transit operators, existing Section 5310 agencies and nonprofit corporations representing specialized service interest, such as an area agency on aging, is required for submittal of an application for funding. This program provides both operating and capital financial support and complements the Federal Section 5310 Program mentioned above. Operating funds are based on a rate per mile or a rate per one-way passenger, with an established maximum dollar amount. In FY 2010 the appropriation for this program is approximately \$3.9 million. The Friendship Center in Emmet County is a recipient of funds from the Specialized Service Program.

## Transportation to Work

The Transportation to Work Program provides state funds to match the Federal Section 5316 Jobs Assess/Reverse Commute Program and Federal Section 5317 New Freedom Funds Program. As noted above, the Section 5316 program focuses on providing transit services to address the unique transportation challenges faced by welfare recipients and low-income person seeking to obtain and maintain employment, while the Section 5317 program focuses on reducing barriers to transportation services and expanding transportation mobility options to person with disabilities beyond the requirements of the Americans with Disabilities Act. In FY 2010 approximately \$4.5 million was appropriated for this program.

## Van Pooling

MDOT provides limited operating support for the Michigan Van Commuter Vanpool Program. The program is administered by VPSI, Inc. This program is designed to provide commuters who live and work in the same area the ability to ride to and from work each day in a comfortable van. There can be more than one pick-up and drop-off point. The person designated to drive the van rides free in exchange for taking care of the van. Taking care of the van includes: washing and cleaning the van, providing scheduled and unscheduled maintenance and preparing and submitting reports per MDOT requirements. Vans range in size from a seven-passenger minivan to a 15-passenger full size van. The driver also may use the vehicle after work and on weekends for up to 200 miles per month. The riders are assessed a monthly fee that can be paid by the rider, the employer or a combination of both. The minimum ridership requirement, including the driver, is five people. The monthly passenger fare is based upon the miles and size of the van. Prices can range from \$60.00 per month per person for use of a 15-passenger van traveling 0-30 one-way miles per day to \$220.00 per month per person for use of a seven-passenger van traveling 61-90 one way miles per day. The Van Pooling Program was appropriated \$195,000 in Fiscal Year 2010.

## Intercity Bus Program

In addition to the MDOT State Transportation Program listed above both the Federal Transit Administration, through the Section 5311 Program, and MDOT, through the Intercity Bus Program, provide operating and capital funding to support intercity bus service. The intercity bus service in the northwest region of the Lower Peninsula of Michigan is provided by Indian Trails through an operating contract with MDOT. Indian Trails provides service to Petoskey and Pellston in Emmet County. The intercity bus service provides riders in Emmet County the opportunity to travel to locations in Michigan and the United States through interline connections. MDOT encourages Indian Trails to work local transit providers in the coordination of transportation services and facilities.





# 6 Preliminary Service Options

The following are descriptions of preliminary service options, followed by a discussion of funding considerations.

## Purchase of Services Agreement

Services could be purchased from any of the existing providers.

### Charlevoix County Transit

Through the establishment of an inter-local agreement, the LTBB Tribe could enter into an agreement with Charlevoix County Transit to provide service to the Tribal Citizens within the reservation boundaries. While transit service must be open door, this service could be targeted primarily to Tribal Citizens if the LTBB coordinated the scheduling of the rides for Charlevoix Transit. The type of service could include demand response or some type of fixed-route or modified fixed-route service.

The cost of this service would be approximately \$50 per hour. Assuming service at 12 hours per weekday, the service would cost \$156,000 on an annual basis. In order for Charlevoix County Transit to enter into a service agreement, approval from the agency's board of directors would be needed. Given the agency's existing resources, there is capacity to enter into a contractual agreement with the LTBB.

### Straits Regional Ride

Through the establishment of a purchase of services agreement, the LTBB could purchase transit services for Tribal Citizens. The Tribal Citizens could travel within the Straits Regional Ride (SRR) service area which includes: Cheboygan, Presque Isle, and Emmet Counties. The development of a detailed purchase of services agreement would be critical to focusing on just Tribal needs. Under this scenario, the expansion of the Straits Regional Ride service within Emmet County (which would be open to all people) could allow Emmet County to reduce its limited funding for the Straits Regional Ride service, replacing it with funding provided by the LTBB. Thus, the LTBB may want to secure an agreement from the County Commissioners indicating they will maintain the existing county funding of SRR even if the LTBB were to fund some SRR services over and above what exists today.

The cost of this service would be approximately \$48 per hour (based on existing hourly operating costs). Assuming service at 12 hours per weekday, the service would cost \$150,000 on an annual basis. As with Charlevoix County Transit, SRR's board of directors would need to approve any contractual arrangements. Currently, SRR provides flexible route curb-to-curb demand response service. They would be most comfortable with an operation of this type.

## Friendship Center

The public transit services provided by the Friendship Center are targeted to meet the transportation needs of the elderly and disabled. Elderly and disabled LTBB Tribal Citizens can currently utilize this service. Through the establishment of a purchase of services agreement the LTBB could purchase additional services (or routes) from the Friendship Center or subsidize the trips made by Tribal Citizens.

Currently, the Friendship Center does provide service for some Tribal Citizens. These trips could continue under this option with a subsidy from LTBB. At this time, the Friendship Center does not have adequate resources, both in terms of drivers and vehicles, to enter into a purchase for services agreement for additional services. The Friendship Center does have arrangements in place where they provide transportation to clients of another organization and then invoice the agency at the end of the month to collect the fares. They also sell vouchers to another organization on a very limited basis.

## Operate Public Transit Services (Directly or Under Contract)

The LTBB Tribe could apply for federal and state funds to establish and undertake the provision of public transit service. The services could be provided directly by LTBB employees or contracted through a firm that manages and operates public transit services under a contract. While the public transit service could be developed to meet the specific needs of Tribal Citizens the service would be open to all individuals. Service considerations should be based upon LTBB needs. Possible service area considerations could be:

- Local City Service – Limited to the Petoskey/Harbor Springs area;
- Reservation Services – Limited to areas within the LTBB reservation boundaries;
- County Wide Service – Limited to areas within the Emmet county boundaries; or,
- Regional Service – Limited to a multicounty area; would potentially be competing with Straits Regional Ride and other public transit service providers.

A service of this type would require at least two vehicles (one for daily use and one as a spare). If full-size, lift-equipped vans were used, it is estimated that capital costs would be approximately \$70,000 for vehicles. Or, small lift-equipped buses could be used at a cost of \$146,000 for two vehicles. Other capital items would include a storage facility for the vehicles, dispatching equipment, and other office equipment.

The annual operating cost for a service would be approximately \$170,000, assuming 12 vehicle hours of service per weekday at \$54.50 per hour. This per hour operating cost is an average per hour operating cost of the rural county systems in Michigan. It includes wages, maintenance, and other supplies such as fuel. It is also assumed that at least three staff members would be needed (two drivers and one supervisor/administrator).

## Establish a LTBB Tribal Specialized Transportation Service

The LTBB could apply to MDOT for specialized services funding for the provision of transit services to meet the transportation needs of the Tribe's elderly and disabled Citizens. The LTBB would manage and operate the service. The LTBB Specialized Transportation Services would be open and available for use by other non-LTBB Citizens who are elderly or disabled. The specialized services can serve non-elderly, non-disabled LTBB Citizens and non-LTBB Citizens on a space-available basis. This service could, however, be seen as competing directly with the transit service provided by the Friendship Center.

It is assumed that this service would require two vans at a total cost of \$70,000 and approximately \$142,000 per year in operating funding, based on ten vehicle hours of service per weekday. The operating cost includes wages, maintenance, and other supplies such as fuel. Not included in the estimate are administrative office space, office equipment, vehicle storage facilities, or any other capital items such as radios and dispatching equipment.

## Support the Development of Public Transit Service in Emmet County and/or the City of Petoskey/Harbor Springs

In lieu of the LTBB getting directly involved in the provision of public transit services, the Tribe could utilize its political strength to encourage local elected officials (county and/or city) to make available public transit service to all individuals in either Emmet County or the cities of Petoskey/Harbor Springs. This could be done through the establishment of a local (county or city) public transit system or through the purchase of additional services from Straits Regional Ride or through the establishment of an inter-local agreement with Charlevoix County Transit. There is no capital or operating cost involved in this option unless LTBB would choose to contract for additional services from the provider established for Emmet County, Petoskey, or Harbor Springs.

## Establish a LTBB Tribal Transit System

The LTBB could forgo the use of federal and state funds to establish a private transit service that served only Tribal Citizens, similar to a private taxi or bus company.

This service would require two buses at a total cost of \$146,000 and an annual operating cost of \$170,000, assuming 12 vehicle hours of service on weekdays. Not included in these cost data are costs associated with an administrative facility, vehicle storage facility, office equipment, or other operations equipment such as radios and dispatching equipment.

## Purchase Services from an Existing Private Transportation Provider

The LTBB could explore the purchase of specific services from private transportation companies providing service in Emmet County (i.e., taxicab companies, Indian Trails, etc.).

If service was purchased from Indian Trails, it would most likely be on its existing route structure. The following are some sample fares.

- Petoskey to Mackinaw City: \$10.45 one-way and \$19.90 round-trip.
- Petoskey to Traverse City: \$17.05 one-way and \$32.40 round-trip.
- Petoskey to Cheboygan: \$15.40 one-way and \$29.30 round-trip.

Service purchased from private taxi companies would be for shorter trips. Sample costs from two local cab companies for a trip between Petoskey and Harbor Springs are:

- Petoskey Shuttle and Taxi: \$25.00 one-way based on a ten-mile trip at \$2.50 per mile.
- Chippewa Cab: \$35 - \$40 for a one-way trip, depending on the location and based on a fee and per-mile charge.

If rides or trips were purchased in bulk, perhaps lower fares could be negotiated.

## Coordinate with Indian Trails for Intercounty and Long Distance Service

Indian Trails provides intercity bus service through Emmet County to locations in the Upper Peninsula and locations downstate and outside of Michigan. The LTBB could work with Indian Trails to market the existing services to Tribal Citizens and potentially establish additional pick-up and drop-off locations on the existing Indian Trails route within the LTBB Reservation area to make this service more accessible to Tribal Citizens for travel within Emmet County and outside of Emmet County.

Given that MDOT subsidizes the existing Indian Trails Service, any additional stops or changes to the routing would require MDOT approval.

## Establish a LTBB Rideshare Van Pool Program

The LTBB could establish a rideshare/van pool program geared specifically to Tribal Citizens. The LTBB could hire a transportation manager to coordinate this service for Tribal Citizens. In addition to providing the transportation manager the LTBB could support the service with subsidized rides, marketing, etc.

The Michigan Department of Transportation (MDOT) has an established vanpool program, MichiVan. It is administered by VPSI, Inc. Under this program a group of commuters who live in close proximity choose to ride to a common destination each day together in a van. The common destination is often a place of work or work sites that are in close proximity. The minimum number of riders required to form a van pool is 5. One of the commuters volunteers to be the driver of the van. The driver rides free in exchange for taking care of the van (washes, maintenance, submitting reports). The driver may also use the vehicle for personal purposes after work and on weekends, up to 200 miles per month. The riders are assessed a fee that can be paid by the rider, the employer or a combination of both. Monthly per seat pricing is based upon the size of the van as well as the miles traveled. Tables 6-1 and 6-2 reflect the rates that are in effect until 9-30-11 on an individual seat basis or for an employer sponsored van.

**Table 6-1**  
**Monthly Per Seat Pricing**

One Way Miles	7 Passenger Van	10 Passenger Van	12 Passenger Van	15 Passenger Van
0 - 30 Miles	\$92	\$87	\$77	\$64
31 - 60 Miles	\$137	\$103	\$97	\$85
61 - 90 Miles	\$247	\$162	\$162	\$127
Minimum # Riders	5	7	9	11

**Table 6-2**  
**Monthly Employer Sponsored Pricing**

One Way Miles	7 Passenger Van	10 Passenger Van	12 Passenger Van	15 Passenger Van
0-30 Miles	\$620	\$630	\$720	\$760
31-60 Miles	\$620	\$630	\$920	\$1,015
61-90 Miles	\$1,325	\$1,305	\$1,435	\$1,615
Minimum # Riders	N/A	N/A	N/A	N/A



Other van pool program options include:

- **Guarantee A Ride Home** – Offers reimbursement for taxi or car rental should an emergency or unexpected overtime cause a person to miss their van pool ride home.
- **Tax Incentive** – Commuter Choice is a provision in the IRS Code that allows a person to pay the cost of commuting tax free for up to \$230 a month through pre-tax payroll deductions. As an alternative the employer can pick up the expense or the employee and the employer can share in the expense. There are possible tax benefits for employers and employees.
- **Cluster Analysis** – VPSI working with employers can provide maps that provide the home point of origin for employees that work at a specific location based upon employee data base and geocode. This can help in the development of Van Pools.
- **Commercial Leasing** – VPSI can make commercial leasing available to businesses.
- **Federal Transit Funding** – Federal Funding may be available to offset the cost of leasing or purchasing vans for Van Pool use.

## Establish a Tribal Mobility Manager

The tribe could hire a mobility manager to coordinate the trip needs of Tribal Citizens with the existing service providers in Emmet County (Friendship Center, Straits Regional Ride, Indian Trails, taxi service, etc), Charlevoix County Transit, and transportation offered by LTBB programs. This could also incorporate a rideshare and/or van pool element.

A mobility manager would require a minimum starting salary of \$35,000 plus benefits of approximately \$10,000. Thus, the cost in terms of labor and benefits would start at \$45,000 annually. A budget would also need to be established for office equipment/supplies and any promotional materials that would be needed. This could total another \$20,000 annually to develop and maintain a call-in number and Web site as well as printed materials.

The mobility manager could track requests and use the data to better quantify Tribal Citizen transportation needs.

## Funding Considerations

Table 6-3 profiles the service options based on the type of funding used. There are three primary funding sources evaluated: federal, state, and LTBB funds. The source of funding often dictates the owner of the transportation assets, fare policy, eligible riders, and, to some extent, the service area.

Key considerations when selecting a funding source include eligible riders. If state and federal funding are used, generally the service must be advertised and open to the public. The fare policy that is set relative to discounts for the elderly and disabled is also dictated by federal regulations if state and federal funds are used. In addition, capital assets such as vehicles are also impacted by the use of public funds. The funding agency typically retains an interest in the assets.

A final consideration when using public funds is the timeframe for implementation. Grant funds are issued on an annual basis. LTBB would have to adhere to state and federal grant application periods and cycles in order to obtain capital and/or operating funding. This would most likely extend or lengthen the implementation and start-up process.

**Table 6-3  
Service Characteristics and Funding**

Type of Funding	LTBB Purchase of Services from a Third Party Provider		LTBB Operates a Public Transit System		LTBB Operates a Private Transit Service	A Public Authority is established	LTBB operates Specialized Services Program
	No Public funds	Federal & or State Funds used	Federal & or State Funds used	No Public Funds	Federal & or State Funds used	Federal & or State Funds used	Federal & State Funds used
<b>Owner of Assets</b> i.e. buses, facilities, radios, signs, shelters, etc	The third party provider of the service	The third party provider of the service	LTBB plus Federal and or State Agency  When Federal and or State funds are used to purchase an asset the funding agency retains an interest in the asset.	LTBB	LTBB plus Federal and or State Agency  When Federal and or State funds are used to purchase an asset the funding agency retains an interest in the asset	The Public Authority plus Federal and or State Agency  When Federal and or State funds are used to purchase an asset the funding agency retains an interest in the asset.	LTBB plus Federal and or State Agency  When Federal and or State funds are used to purchase an asset the funding agency retains an interest in the asset
<b>Level of Service &amp; Fares</b> i.e. Hours of Service, Days of Service, Type of Service, etc.	Negotiated with the third party provider	Negotiated with the third party provider	LTBB ½ fare for elderly and disabled during non peak hours – plus ADA requirements	LTBB ADA requirements would apply	LTBB ADA requirements would apply, require State or Local licensing.	The Public Authority ½ fare for elderly and disabled during non peak hours – plus ADA	LTBB ½ fare for elderly and disabled during non peak hours – plus ADA
<b>Access</b> Who can ride	Negotiated for Tribal Citizens	Negotiated for Tribal Citizens	Open to the Public	Could be restricted to Tribal Citizens	Open to the Public	Open to the Public	Focused on Elderly and Disabled – open to the Public
<b>Potential Funding Sources</b> Operating Capitol	LTBB LTBB	Fed State LTBB Fed & or State	Fed State LTBB Fed & or State	LTBB LTBB	Fed & or State Fed & or State	Fed State Local Fed & or State	State Fed & or State
<b>Taxing Authority</b>	No	No	No	No	No	Yes	No
<b>Service Area</b> Determined by	The third party provider	The third party provider	LTBB (consultation with MDOT)	LTBB	LTBB	The Public Authority & State Statute	LTBB (consultation with MDOT)
<b>Organization Requirements</b>	None	None	None	None	None	Must form a Public Authority/Agency	None

## Type of Service

There are various types of transportation services that can be implemented. They are somewhat dependent on the service option(s) selected.

## Demand Response

The Friendship Center transportation is an example of demand response service. This type of service allows riders to be picked up and dropped off at any location within the provider’s service area. There are no pre-established schedules or bus stops. The service typically requires an advance reservation. Demand response service could be provided if the Tribe contracted with Charlevoix County Transit, Straits Area Regional Ride, a local private provider, or if the Tribe chose to operate its own transit system or set up a Tribal Specialized Transportation Program.





## Fixed-route

A fixed-route service has a published schedule and bus stops. This service does not work well in low density areas, given the need for people to access the system at bus stops. Charlevoix County Transit or Straits Area Regional Ride might be willing to operate fixed-route services, but most likely they would rather provide a service with some type of demand response element to allow them to serve more riders.

## Flexible Routes

A flexible route service is a combination between a fixed-route service and a demand response service. The service involves published time points on a regular schedule, but deviates a set distance from the route or corridor to pick up passengers that have called in for rides.

This type of service could potentially be used to serve an area spanning the LTBB housing subdivision outside of Harbor Springs, the LTBB facilities around Harbor Springs, LTBB facilities in Petoskey, shopping and employment destinations in Petoskey, the casino, and the new LTBB housing subdivision. Flexible routing could be provided by Charlevoix County Transit, Straits Regional Ride, or a Tribal transit service set up by LTBB.

## Regional Routes

This is the type of service provided by Indian Trails and, to some extent, in a smaller region by Straits Area Regional Ride (by reservation with flexible pick-up and drop-off locations).

## Van Pools/Ridesharing

A van pool program could be offered through MichiVan and a rideshare program could be organized through a mobility manager.

## Taxi Trips

Individualized trips could be provided through a local taxi company based on a voucher program. The voucher program could be administered by a transportation coordinator.





# 7 Recommendations

## Transportation Services

The recommendations include pursuing multiple service options staged over time in a strategic manner. Given funding and other resource constraints, not all transportation needs can be met initially. A menu of services available to the LTBB Citizens can grow and evolve over time as necessary to address additional needs.

The first recommendation in expanding the transportation options available to LTBB Citizens is the hiring of a mobility manager. It is recommended that the candidate for the mobility manager be familiar with the various LTBB programs, the Reservation Area and have a general knowledge of the transportation needs of LTBB Citizens. The mobility manager will need to have the ability to establish and maintain a database of information; act as a community transit/transportation liaison on behalf of LTBB; and, as necessary pursue grant opportunities for the provision of additional transportation services.

Initially, the mobility manager will be tasked with collecting information and keeping it up to date on all existing transportation services in the LTBB Reservation Area. This includes the services provided by Straits Regional Ride, Charlevoix County Transit, the Friendship Center, Indian Trails and the LTBB program vehicles operated by the Elders Department, Education Department, Youth Services Department and Health Department. The mobility manager will need to meet with and establish a strong working relationship with the transportation providers. Operating protocols will need to be established, to handle issues such as: scheduling rides, fares (perhaps fare incentives), delays, communications, and vehicle use restrictions – as it may apply to LTBB program vehicles, etc.

A toll-free call-in number should be established for the mobility manager so that he or she can act as a one-stop service for information on all transportation services available to Tribal Citizens. This number and a description of the mobility manager services should be included in Odawa Trails, listed on the LTBB website, included as part of any LTBB mailing sent to Tribal Citizens and circulated via brochures or some other informational piece by various LTBB departments. The mobility manager could also make presentations at tribal meetings and functions.

Next, the mobility manager should take over the scheduling and perhaps maintenance of the vehicles operated by the LTBB Elders Department, Education Department, Youth Services Department and Health Department. This would allow better coordination and utilization of the vehicles and also help the mobility manager to better track the transportation needs within the LTBB. He or she should also work with the heads of various LTBB departments to identify potential grant opportunities to fund additional vehicles and transportation services that would be of benefit to LTBB Citizens.

Once the mobility manager has the existing LTBB vehicle scheduling duties established as well as the call-in information service up and running, he or she can begin to explore the provision of additional services. The second recommendation is for the mobility manager to work to work with the MichiVan Program and local employers of LTBB Citizens such as Walmart and the Casino to determine the need

for either a vanpool or rideshare program. This could involve working directly with the employers as well as holding informational meetings with Tribal Citizens.

The third recommendation, as a final means of expanding the transportation options of LTBB Citizens, the mobility manager, along with other LTBB representatives, should negotiate a purchase of services agreement with Straits Regional Ride and/or Charlevoix County Transit to provide service linking the two LTBB housing subdivisions and other concentrations of LTBB households with major destinations such as the LTBB Government Center, the Health Department and Health Clinic, Walmart, the grocery store and Casino. This service could take the form of a demand response service with some timed stops at major destinations. The service could be offered daily or on select days of the week. The mobility manager should also work with the Friendship Center to either subsidize trips or establish some sort of invoicing arrangement so that the mobility manager can better track LTBB Citizen usage of the Friendship Center services.

This strategic phased approach incorporates three primary initiatives: establishing a mobility manager, developing a vanpool or rideshare program, and implementing a purchase of services agreement with a local transit provider, that allow the LTBB to maximize existing resources and build a transportation service structure that meets, to the largest extent possible, the LTBB Citizens' transportation needs in the shortest timeframe possible. This approach provides the most flexibility in the provision of transportation services and further does not burden the LTBB with the sizable operating and capital cost required to establish a Tribal Transit service that will not meet all of the transportation needs of the LTBB Citizens. None of the recommendations above preclude the LTBB from at some point in the future establishing a tribal-run transit system, but rather would make that service more effective. The recommendations will act to establish a ridership base which could then be served by a tribal transit system in the future.

## Implementation

In terms of implementation of the three recommendations, the first action would be the hiring of a mobility manager. This position could be funded through the US DOT Tribal Transit Program, Section 5311(c). Using Section 5311(c) funding for this program could potentially delay the hiring of the mobility manager for several months. An inquiry to the FTA indicates that they anticipate a call for projects for the 5311(c) program in the very near future. Once the call for projects has been issued, an application could be prepared. There would then be a review period and the entire process starting with the call for projects, including an evaluation process, and ending with an award notification could require up to six to nine months. If the LTBB wanted to implement the mobility manager position sooner than that, some of the LTBB's existing Indian Reservation Roads Program (IRR), Section 1119 funds could potentially be transferred for the provision of transportation services, if available. A third option is funding the position initially out of an LTBB general fund and applying for the Section 5311(c) funds to cover the position in future years.

The coordination with major employers and MichiVan to explore the demand for a vanpool or rideshare program would not require additional funding beyond the salary of the mobility manager and the required funds to maintain the functions of the mobility manager such as office supplies and equipment. Thus, this recommendation could be implemented as soon as the mobility manager has the other duties such as developing the database of information on existing transportation services and scheduling and coordinating the existing LTBB vehicles established.

The third and final recommendations, negotiating and entering into a purchase of services agreement with Straits Regional Ride and/or Charlevoix County Transit, would be the last of the recommendations to be implemented. Depending on the frequency of the service, it would be the most costly of the



recommendations to implement. This would also include an arrangement for purchasing or subsidizing trips on the Friendship Center service to allow tracking of the usage by LTBB Citizens. The purchase of services agreement and the purchasing or subsidizing trips could all be funded under the Tribal Transit Program, Section 5311(c). Thus, the same timing issues exist as that of funding the mobility manager position under the Section 5311(c) program. The LTBB could apply for some funds to allocate toward a purchase of services agreement when the mobility manager funding is requested or funding for this element of the recommendations could be requested in the first funding cycle or call for projects after the mobility manager has been hired.

# A

## Appendix



Survey Letter and  
Survey Questionnaire



**Little Traverse Bay Bands of Odawa Indians**  
**Tribal Administration**  
7500 Odawa Circle  
Harbor Springs, Michigan 49740

1/26/11

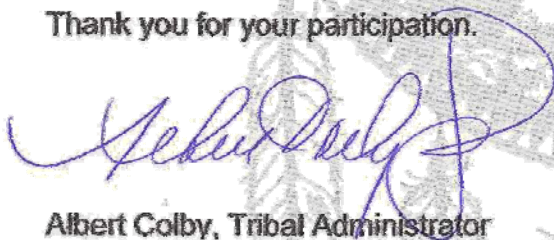
Dear Tribal Citizen:

The Little Traverse Bay Bands of Odawa Indians received a Tribal Transit Planning grant through the Federal Transit Administration. This grant is being used to identify the transportation needs of Tribal Citizens and develop a Tribal Transit Plan to address those needs. The Tribe has contracted with a professional consultant, The Corradino Group, to identify the transportation needs and develop the plan. The Tribal Transit Plan will document ways in which to improve transportation options for Tribal Citizens.

As means of documenting the transportation needs of the Tribe, enclosed is a Transit Needs Survey. We want to know about the transportation needs of you and the members of your household. Please take a few minutes to help us by filling out the enclosed brief survey and returning it in the envelope provided. The return postage is pre-paid. If you would rather complete your questionnaire online, you may go to [www.ltbodawa-nsn.gov/survey](http://www.ltbodawa-nsn.gov/survey) and enter your responses. Please submit only one questionnaire, either online or using the pre-paid envelope. Please return your completed questionnaire by February 11th to have your input included in the Tribal Transit Plan.

If you need assistance completing the Transit Needs Survey please contact Ellie Payton, Planning Office Manager, at 231-242-1581.

Thank you for your participation.



Albert Colby, Tribal Administrator





# Transit Needs Survey LTBB Tribal Transit Plan

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If it is more convenient, you may complete this survey online at [www.ltbbodawa-nsn.gov/survey](http://www.ltbbodawa-nsn.gov/survey) .

**1. Where do you live?**

- a. Which county: Charlevoix, Emmet or Cheboygan?  
(Circle One)
- b. Which city, township or village? \_\_\_\_\_

**2. Which of the following transit services are you aware of? (Check all that apply)**

- <sub>1</sub> Straits Regional Ride    <sub>2</sub> Charlevoix County Public Transportation
- <sub>3</sub> Friendship Center        <sub>4</sub> Indian Trails

**3. Which of the following transit services have you or others in your home used? (Check all that apply)**

- <sub>1</sub> Straits Regional Ride    <sub>2</sub> Charlevoix County Public Transportation
- <sub>3</sub> Friendship Center        <sub>4</sub> Indian Trails

**4. Do you, or anyone in your home, use transportation services provided by the Tribe such as those offered by the following departments? (Check all that apply)**

- <sub>1</sub> Education Department    <sub>2</sub> Elders Department
- <sub>3</sub> Health Department        <sub>4</sub> Youth Services

**5. Do you, or others in your home, have difficulty meeting your transportation needs?**

- a. <sub>1</sub> Yes                      <sub>2</sub> No
- b. If yes, what type of activities does your lack of transportation keep you from doing?  
(check all that apply)

- <sub>1</sub> Working or seeking employment                      <sub>5</sub> Attending training or school
- <sub>2</sub> Personal business    <sub>6</sub> Social/recreational activities
- <sub>3</sub> Shopping    <sub>7</sub> Other \_\_\_\_\_
- <sub>4</sub> Medical/dental appointments  
(Non-emergency medical, wellness  
or counseling)    (please describe)

**c. And, where are some of the places you, or others in your household, need and want to go? (Be as specific as possible. Include the name of the place or destination and the location.)**

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**d. And, what days of the week and times of the day do you feel that you, or others in your home, would be most likely to need transportation to the places you have listed above? (Check all that apply)**

	Mon	Tue	Wed	Thurs	Fri	Sat	Sun
Morning (6 AM – Noon)							
Afternoon (Noon – 6 PM)							
Evening (6 PM to 10 PM)							
Late Night/Early Morning (10 PM to 6 AM)							

The survey continues on the back of this page.





6. How many people in the following age groups make up your household?

<sub>1</sub> 18 years and under \_\_\_\_\_ <sub>2</sub> 19 to 54 \_\_\_\_\_ <sub>3</sub> 55 and over \_\_\_\_\_  
(number) (number) (number)

7. Are there reasons why you, or other adults in your home, don't drive or limit their amount of driving?

a. <sub>1</sub> Yes <sub>2</sub> No

b. If yes, please explain (check all that apply).

- <sub>1</sub> Don't own a vehicle
- <sub>2</sub> Are not licensed to drive
- <sub>3</sub> Don't drive at night
- <sub>4</sub> Have a disability
- <sub>5</sub> Don't drive in poor weather
- <sub>6</sub> Need assistance getting in/out of vehicle
- <sub>7</sub> Other \_\_\_\_\_  
(please describe)

8. If a public transit service existed and operated when and where you needed and wanted to go, would you or other people in your home use it?

a. <sub>1</sub> Yes <sub>2</sub> No

b. If yes, which of the following types of service would you, or others in your home, be most willing to use or feel is the most appropriate for your needs?

- <sub>1</sub> A regularly scheduled bus route
- <sub>2</sub> A curb-to-curb (dial-a-ride) service
- <sub>3</sub> A carpool or vanpool service
- <sub>4</sub> An individualized taxi trip
- <sub>5</sub> Other \_\_\_\_\_

9. Currently, Straits Regional Ride charges between \$4 and \$8 per one-way trip depending on the miles traveled and Charlevoix County Public Transportation charges \$1.50 to \$3 per one-way trip also depending on the miles traveled. Both offer a half-price or less fare for the elderly and disabled. What would you consider an appropriate full fare (the senior and disabled fare would most likely be half of full fare) for the following trips?

- <sub>1</sub> Inside Petoskey \$ \_\_\_\_\_
- <sub>2</sub> Inside Emmet County \$ \_\_\_\_\_
- <sub>3</sub> Between Emmet County and Charlevoix or Cheboygan Counties \$ \_\_\_\_\_

10. Do you have any comments or suggestions related to Tribal Transit or your transportation needs? You may attach an additional sheet of paper if needed.

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Thank you for your participation!



# B

## Appendix



### Tribal Transit Needs Survey Comments







**Do you have any comments or suggestions related to Tribal Transit or your transportation needs? (continued)**

Comments
I'm 49 and have own license and vehicle. If I lived in Petoskey I would probably use the transit in the future. I know there are a lot of elders that need it. I hope it works out for those that need it.
I'm in good health and still drive.
I'm not an elder but it would be nice to get a discount for Indians outside of Petoskey like with straits Regional Ride buy a ticket for \$25.00 and get 15 trips between Emmet County and Charlevoix or Cheboygan County! I realize it's hard on elders to get from Point A to Point B, yet on younger people troubles arise, car breaks down, can't get to work, doctor appointments and such. I think it is only logical to help all your tribal people out. We are all as one living and struggling in similar ways. I feel for elders rates = \$15.00 for 15 trips; younger rates \$25.00 for 15 trips. To stress more on this point. Elders really need more help with transportation yet there are so many young people trying to support their families and something would happen put them without a ride, if for a car breaking down, people sharing cars, or emergency arises in the family, doctor appointments. I think we should access all the help to our members. Programs have been cut to help our tribe strive and lessen the income going out. Let's give our tribe a help and hand up as a family of our members. Thank you.
It would be great to have reliable transit when you needed it. Especially when it comes to job interviews and being able to pick up things you need from the store.
My family and I are moving to the Murry Road project on 2/2/11. My daughter, Jodeikam Smith, is in need of transportation till the trimester is finished. It's only fair to have her finish all projects and schooling. That way when the children go back after spring break she can transfer over to Charlevoix Public School and start fresh with a new trimester. That way for those last couple of months she can get to know her teachers and the school so she knows what to expect at the end of the year when she goes back in the fall into second grade. It's for the best interest of the child. Please contact me if our tribe can help. We would be very grateful. 231.735.4347 boobah2010@live.com, Holly Ann Anthony Enroll #2008
Need for transportation for the tribal youth members to meet required scheduled appointments. Special need for transportation for youths attending court school (not their regular school).
Need wheelchair transportation.
None at this time. Thanks for asking
Offer more rides to community events - for everyone: traditional pow wow, ghost suppers, feasts
People who are disabled should be entitled to tribal transportation whether they have a car or not. Tribal health department got me to my medical appointments and then I was told I could not have a ride to medical because I had a car. If tribe can't do it they should contract it out. We don't know what services are out there or suddenly they change.
Public transit is a good thing! A regular scheduled bus that is eco-friendly sounds progressive to me! In Ann Arbor/Ypsilanti, AATA runs buses on biofuel (FYI). The grant probably isn't big enough for that much progression! Good idea!
Public transportation need will become more urgent as fuel costs escalate. And if public transportation were available on constant, reliable schedules, people would use it and therefore over long-term wear and tear on area roads would be lessened.
Regional Ride is almost always late so it doesn't fit well with getting to a job on time - also it stops by 5 PM so 2nd and 3rd shifts are out.
Senior discount (1/2); Disability discount (1/3)
Thank you but I have my own transportation. Pauline Kewagoshkum
Thank you!
That's the problem! (referring to question 9) Gas at \$3.25 a gallon, we have to make choices where and when to go. How many people in this area drive say from one end of Emmett to the other side? How many are living paycheck to paycheck? Everyone appreciates the discount on gas, but if they could get a \$20 or \$40 voucher at gas station at least once a week, that would help.
There are a few people in tribal housing without transportation that would love to have something available to them for transportation to take care of daily business and activities.
There are numerous (tribal members) men in the 20+-30+ age range that are chronically unemployed and lack in housing security and most have no access to transportation. These three factors are intricately connected and impact our community deeply.
There should be free transportation service provided for elders. Provided by LTBB of Odawas for the elder members of LTBB.
This is a very important topic and am glad to see this. If we had public transit around Petoskey, Harbor Springs, Charlevoix and Mackinac, etc. I would use it! It would save gas, the ozone, greener for our community, make more jobs, make it possible for people to have jobs, make apartments and freedom! Transportation has always been a barrier. Let's make this happen! Go Public Transit!



**Do you have any comments or suggestions related to Tribal Transit or your transportation needs? (continued)**

Comments
To have a doctor's visit transport is very important. These medical appointments and clinic are way out of the way for me otherwise. They are a Godsend. A senior (Indian) person K.M. Shagonaby.
Tribal \$ could be used better than sending out surveys. Just because gov't. grant \$\$ are given to tribes, why waste it on surveys like this. At this time more assistance with heating utilities would do much more to help out families that work for LTBB gov't. and casino making low wages. All the good jobs go to the family members of the people who make the big decisions for our tribe. There was a time not long ago when the employees of LTBB were proud to work for LTBB. Now it is different.
Tribal transit should be made available to residents at the _____ Rd. housing and our newly established Murray Rd. housing. Transit charges should include random usage as well as a monthly pass at a special rate for commuters. Elders (seniors) should always receive a special rate!
Tribal transit will be great for those who need it.
We would suggest that each family be issued a certain amount of money to be used to pay for gas each month. A way to keep track is either a gas card at Bindigas, or gas tokens that can be used.
I know people who are not Elders, but need rides/transportation to get to class, work, appointments, shipping, etc. These people are around 30-50 years old and need transportation.
I hop there continues to be discussion of this important part of our Elders' lives, in particular. I'm grateful that I don't currently need help in this area.
Would pay the fare as long as it didn't cost too much.
It would be nice if the casino buses allowed employees to ride to work. I was told we were not allowed. I don't have funds for a car at this time so it makes getting to work on time very difficult.

