



Tribal Transit Planning and Operations

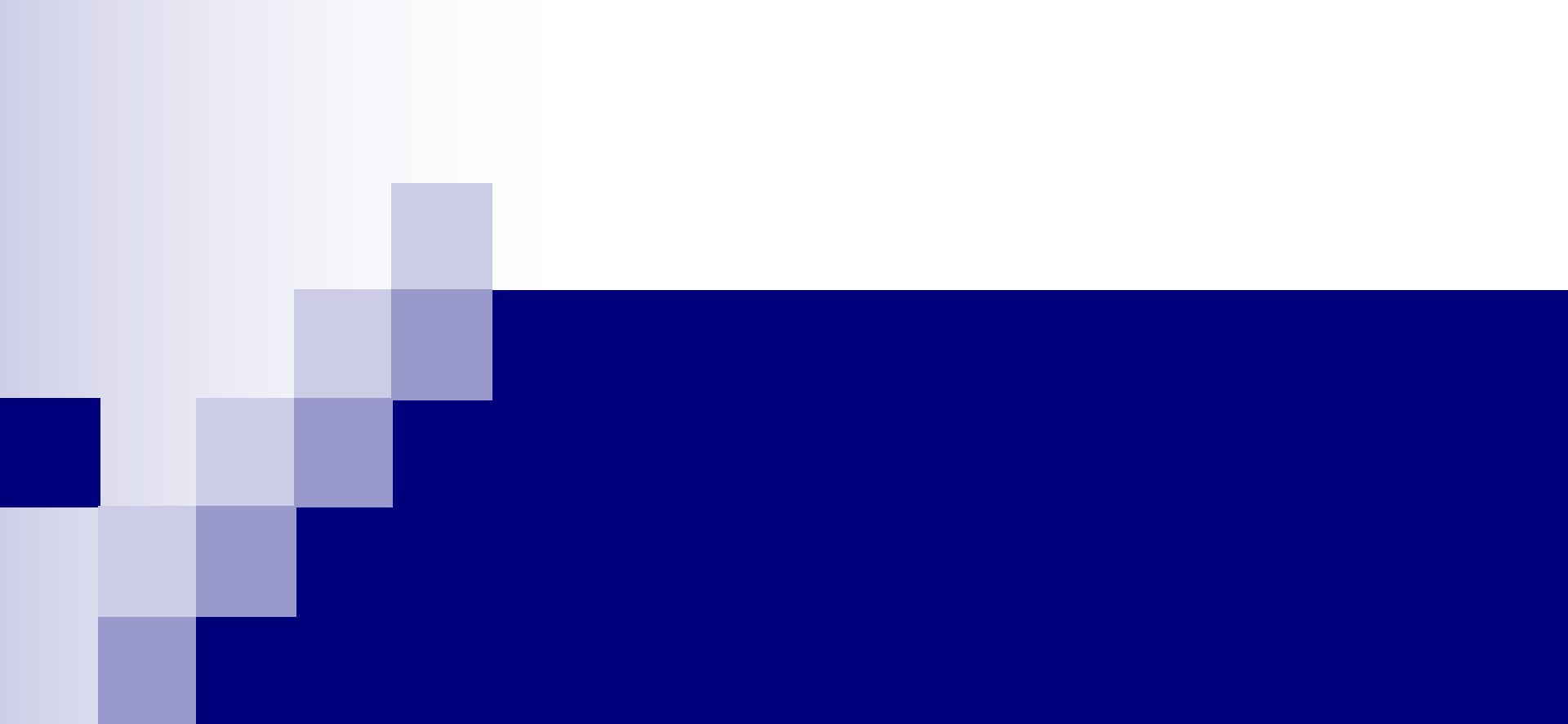
Oklahoma City, OK
September 2018




Tribal Transit Wants, Needs and Demand



Tribal Transit Planning is
connecting the dots.....

A decorative graphic on the left side of the slide consists of a vertical stack of overlapping squares in various shades of blue and purple. To the right of this stack is a solid dark blue horizontal bar that spans the width of the slide.

The dots are riders...
and the places they want to
go.



What are the elements of tribal transit planning?

- Creating partnerships
- Identify the wants, needs and demand.
- Identify existing resources (traditional and non-traditional)
- Develop plan to meet needs
- Implement plan
- Update plan



Creating Partnerships

■ Why?

- Partnerships are the foundation.
- To get buy in from agencies with needs and/or resources
- Assistance in planning activities
- Broaden networking pool
- Generates tribal council support
- Element of Coordination Plans



Creating Partnerships

- Who?
 - Transit
 - Human Services
 - Indian Health Services
 - Businesses
 - Local council members
 - Tribal members/Elders



Formalize the Partnership

- Transportation Advisory Committee
 - Meet with partners on regular basis
 - Shows public structure for planning
 - Gives additional value to plan
 - Established inertia
 - Encourages multiple agency support
 - Keeps legislators involved in process
 - Keeps business community involved



What are the needs?

- Determine the community's transportation needs.
- Satisfy the customers', employers', agencies' needs...Coordination will be an important ingredient.



Needs, Demands and Wants



Transit Wants

- Often ignored.
- A desire to have transit service available.
- A person may not actually use it.



Transit Needs.

- A theoretical indication of how many persons would use transit.



Transit Demand

- The actual number of persons who will use a transit service.
- Is a function of service level.



Transit Wants

- Wants are subjective.
- Why?
- How?

Identify the Need

■ Demographic Analysis

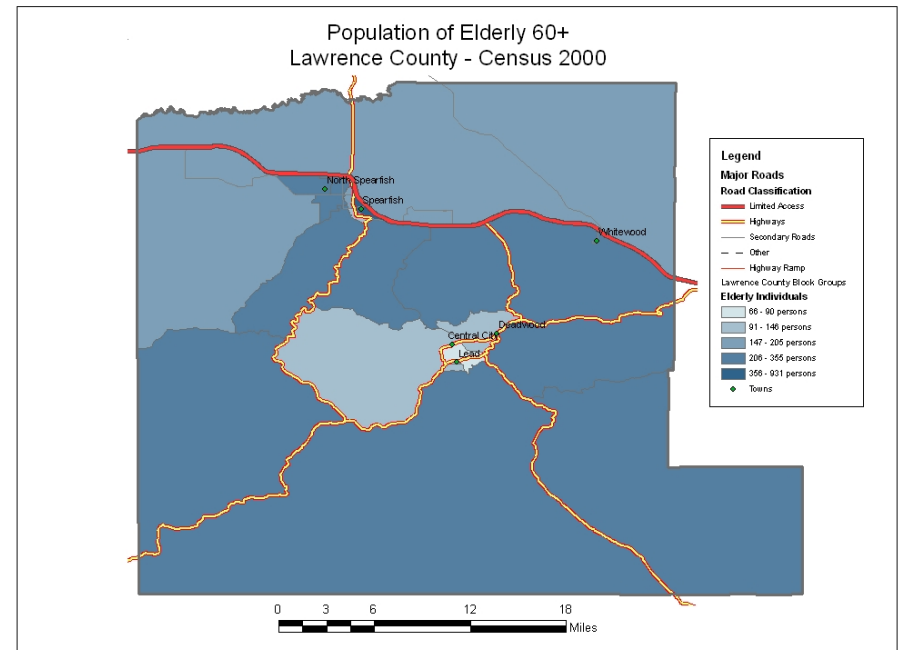
- Population over 60
- Disabled
- Car less Households
- Low Income

■ Mapping

■ Models

■ Surveys

■ Peers





Demographic analysis

- Identify concentrations of users
- Identify destinations
- Suggests where need are greatest



Identify the Need

- Models

- Good for ballpark, general data

- Surveys

- If done in a scientific manner can be valuable
- Need vs. Demand vs. Want
- Can be costly in time
- Individual vs. agency

- Peers

- Good for general comparisons – still unique differences



Transit Need/Demand Model

- TCRP Project B-36.
- Includes spreadsheet to input census data.



TCRP B-36

- Need and Demand projections for:
- Rural GP
- Program/Non program.
- Small city FR.
- Commuting to urban center.



Perspectives on Needs

- Riders.
- Employers.
- Agencies.
- Transit Program.



Riders' Needs

- Try to provide a high quality of service.
- You can't keep everybody satisfied all of the time.
- The customer comes first (within reason)



Employers' Needs

- Communicate with employers.
- Work trips can be easy to serve-few destinations, many riders.
- Transit can provide a reliable source of new workers.



Agency Needs

- Be aware of client group needs.
- Communicate any issues/problems.
- Be aware of any exclusive client travel needs.
- Barriers to coordination may be perceived, not real.



Transit Program's Needs

- Provision of safe transportation.
- Satisfying all other partners.



What are the resources?

- Vehicles
- Equipment
- Staff
- \$\$



Identify any existing resources

- New services may not be necessary



Resources

- Maximize what you have.
- Leverage other resources.
- Capital resources easier to secure than operating resources.

Identifying Existing Resources

Inventory of Available Services

- Name, location, ownership type
- Type of operation
- Service area, client type
- Hours of operation and level of service
- Routes and schedules
- Number and types of passenger trips
- Training programs
- Trip Purposes
- Operating Budget, funding sources
- Equipment and facility characteristics
- Vehicle inventory
- System management and administrative structure
- Dispatching capabilities
- Maintenance arrangements



Identify Existing Resources

- Inventory of Available Services
 - Identify all services through coalition members and others
 - Should include public, private and non-profit transit providers
 - Do not limit services to transit. Include agencies that may provide specialized, relevant training, maintenance capabilities, communications, funding etc...



To be most valuable

- Response should be as high as possible



Developing A Plan

- Strategies To Address Needs:
 - Plan will support FTA Tribal Transit funding
 - Develop service alternatives based on low, medium and high service levels.
 - Community selects alternative.
 - Develop cost structure of new or changed service over 5 years.
 - Develop funding plan to cover service.
 - Choose alternative or combination of alternatives that are in-line with original goals.



Developing A Plan

- Strategies To Address Needs cont.
 - Alternative or combination of alternatives should cover the following topic areas.
 - Operational Plan
 - Vehicle Requirements
 - Facility Requirements
 - Communications
 - Regulation Compliance
 - Admin/Organization Recommendations
 - Marketing Program
 - Monitoring Program
 - Implementation Program

Developing A Plan

■ Prioritization of Implementation Strategy

Develop a timeline for implementation for the following actions:

- Vehicle Procurement
- Grant Applications*
- Agreements in Place
- Facility Procurement/Construction
- Seasonal Constraints
- Employee Hiring/Training
- Regulation Compliance – Feds, State, Local
- Public Meetings
- Marketing Plan
- Computerization
- *Funding.....



What Kind of Service?

- Choice of service modes depends upon how many passengers you expect to carry at one time in a given area.



Service Modes

- Fixed route.
- Demand responsive.
- Route deviation.
- Point deviation.
- Zone service.
- Group taxi.
- Taxi.



Service parameters

- Service area.
- Service times.
- Service days.
- Service mode.



Service Needs

- Vehicles: Size, Number
- Equipment: Computers, radios
- Space: Operations, maintenance, parking
- Personnel: Operations, driving, administrative, maintenance
- Funding.



Expenses

- Operating
- Capital
- Administrative



Major Operating Expenses

- Personnel
- Fuel
- Insurance (administrative)



Capital Expenses

- Major cost item
- Not annually recurring
- Federal share 80%+
- Local share must be cash
- FTA Tribal Transit: 100% Federal



Funding Sources



Implement Plan

- Once plan is complete
 - It can be apart of several agencies' grant applications
 - It should meet all planning requirements for FTA's Section 5311-Tribal Transit Program



Update Plan

- Through transit advisory committee – feedback
- Comparisons of performance measures to determine effectiveness
- Growing demand once system proven worthy
- Additional partners



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