Colville Confederated Tribes Community Involvement & Citizen Participation for the CCT Transit Project (Phase II)

Transportation Research Board National Conference
Eastern Washington University
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Critical Issue for the Colville Tribe:

Despite great distances, & many who commute to work or drive more than one hour for urban services, there currently there is not enough effective public transit system serving the Colville Confederated Tribes, & lack of transportation access across the rural reservation, especially for elderly, youth & those needing health care & other services.
Why the importance now?

- In Indian Country, our population is aging & increasing in number. The mobility & healthcare needs of our population are changing, with both elderly & youth underserved the demand for transit is increasing across rural areas, especially for large, isolated, low-density reservations.

- Transit has become a critical new component of American Indian tribal transportation planning & program development.
Policy Making Environment:

Who are our key actors?

- Colville Tribal Council
- Colville Tribal Planning & Transportation
- Colville Tribal Members & non-members residing on the CCT.

Key funding sources:

- Federal Transit Authority (FTA)
- Inter modal Surface Transportation (ISTEA) Efficiency Act of 1991
- American Recovery Reinvestment Act (ARRA Funding) 2009
- SAFETEA-LU (5311 Program) Established Tribal Transit Program
Established Tribal Transit Survey through a pre-tested process at the Graduate level.

Questions were developed through this pre-test analysis & through a transportation course at EWU.

Power point presentation was also developed & edited prior to the public participation process.

Along with the power point, the Tribal Transit Survey was developed & used for this research project for CCT.
Public participation process involved two districts (Keller & Nespelem).

A Tribal Transit Survey & Power Point Presentation was given to the public.

The following slides will show the data that was collected from the district meetings & a via email Tribal Transit Survey that was also conducted through the Colville Tribal government.
This process will help the tribe establish a vision for transit by conducting district surveys, & special needs assessment data will be included in the creation of alternative transit system design for the Colville Tribes Transit Project.
Phase I research realized the importance of healthcare as part of a transit design in 2009.

With Phase II research, the next step is identifying a broader assessment of need & how transit is perceived by tribal members.

The tribe could utilize this research to develop, design & implement its own transit system.
There are four rural districts on the Colville Confederated Tribal reservation that have a small urban center with an established health care facility.

There is a lack of adequate transportation for the elderly & youth populations.

There is clearly a need, with what data that could be gathered, and showing that the reservation is not only rural but frontier in two districts, Keller and Inchelium; and that there is a need for a public transit system for the Colville Tribe and surrounding communities.
A public meeting was held for the Keller & Nespelem Districts to inform the residents of the Colville Tribe the purpose of the Tribal Transit Survey along with an informative power point presentation.

This public participation process was conducted to address the community’s transit needs.
The Transit Survey & Power Point Presentation was held during the Keller’s Annual Senior Meal Site Dinner on Aug. 5, 2011.

A total of 59 CCT Transit Surveys were retrieved from Keller District.

134 additional Surveys were complied from the Nespelem District via email to the Tribal government two months later.

193 Tribal Transit Surveys were collected for this research.
The following are CCT Transit Survey Results, Question #1:

Which District do you reside in?

<table>
<thead>
<tr>
<th>District</th>
<th>People per district</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inchelium</td>
<td>29</td>
</tr>
<tr>
<td>Keller</td>
<td>15</td>
</tr>
<tr>
<td>Nespelem</td>
<td>92</td>
</tr>
<tr>
<td>Omak</td>
<td>50</td>
</tr>
</tbody>
</table>
What age group are you in?

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-20</td>
<td>14</td>
</tr>
<tr>
<td>21-35</td>
<td>33</td>
</tr>
<tr>
<td>36-45</td>
<td>36</td>
</tr>
<tr>
<td>46-61</td>
<td>55</td>
</tr>
<tr>
<td>62-75</td>
<td>30</td>
</tr>
<tr>
<td>76-90</td>
<td>25</td>
</tr>
</tbody>
</table>
How many people in your household are over the age of 65 years?

<table>
<thead>
<tr>
<th>District</th>
<th>Participants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inchelium</td>
<td>7</td>
</tr>
<tr>
<td>Keller</td>
<td>8</td>
</tr>
<tr>
<td>Nespelem</td>
<td>27</td>
</tr>
<tr>
<td>Omak</td>
<td>29</td>
</tr>
</tbody>
</table>
What do you see as your biggest transportation problems?

- Cost of gas: 25%
- Cost of maintenance and repairs: 17%
- Cost of cars or car payments: 12%
- Cost of auto insurance: 15%
- Distance to travel: 8%
- Time to Travel: 8%
- Finding others to drive: 3%
- Cannot drive: 2%
- Maintained car and tires (safety concern): 7%
- Homeless: 2%
- Other: 1%
Question #14
Top 5 results for transportation problems indicated in black:

- Cost of gas: 176
- Cost of maintenance & repairs: 120
- Cost of cars or car payments: 85
- Cost of auto insurance: 104
- Cannot drive: 13
- Finding others to drive: 22
- Distance to travel: 59
- Time to Travel: 56
- Maintained car and tires (safety concern): 54
- Homeless: 16
- Other: 9
How would the transit system best meet your needs?

- Jobs: 13%
- Travel to district center/offices: 11%
- Travel to health clinics: 12%
- Travel to grocery stores: 12%
- Travel to shopping (Where?): 10%
- Travel to special events and activities: 11%
- Travel to social services: 5%
- Travel to School: 5%
- Travel to towns near reservation: 9%
- Travel to travel to social services: 5%
- Environmental Concerns: 3%
- Dialysis Treatment: 3%
- Human Service Programs: 3%
- Other please list: 3%
**Question #17**

Top 5 results in meeting needs indicated in **black**:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel to district center/offices</td>
<td>86</td>
</tr>
<tr>
<td>Travel to jobs</td>
<td>100</td>
</tr>
<tr>
<td>Travel to health clinics</td>
<td>92</td>
</tr>
<tr>
<td>Travel to grocery stores</td>
<td>92</td>
</tr>
<tr>
<td>Travel to shopping</td>
<td>81</td>
</tr>
<tr>
<td>Travel to special events &amp; activities</td>
<td>88</td>
</tr>
<tr>
<td>Travel to social services</td>
<td>39</td>
</tr>
<tr>
<td>Travel to School</td>
<td>39</td>
</tr>
<tr>
<td>Travel to towns near reservation</td>
<td>72</td>
</tr>
<tr>
<td>Dialysis Treatment</td>
<td>28</td>
</tr>
<tr>
<td>Human Service Programs</td>
<td>27</td>
</tr>
<tr>
<td>Environmental Concerns</td>
<td>25</td>
</tr>
<tr>
<td>Other</td>
<td>24</td>
</tr>
</tbody>
</table>
CCT Transit Survey, Question #18

Would you & members of your family use a transit system if provided?

- Yes: 62%
- No: 8%
- Maybe: 30%
There are several options of a transit-system, what would best meet your needs?

- Fixed Route Transit: 141
- Shared Route/Call-on-demand: 76
- A private van system: 68
- A self-driven vanpool or carpool: 31
- Short transit-system for vehicle-for-hire (carpool sharing): 34
Which days would you use the transit-system?

<table>
<thead>
<tr>
<th>Day</th>
<th>Participants chosen days of travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>155</td>
</tr>
<tr>
<td>Tuesday</td>
<td>152</td>
</tr>
<tr>
<td>Wednesday</td>
<td>159</td>
</tr>
<tr>
<td>Thursday</td>
<td>154</td>
</tr>
<tr>
<td>Friday</td>
<td>158</td>
</tr>
<tr>
<td>Saturday</td>
<td>82</td>
</tr>
<tr>
<td>Sunday</td>
<td>56</td>
</tr>
</tbody>
</table>
What surrounding communities would you want CCT Transit System to cover?
Do you think a transit-system would be an asset to your community?

- Yes: 96%
- No: 4%
Final Conclusions, Sections 1-3 of Survey:

- **Section 1.** Introduction was done and purpose of the survey and public participation complied these survey results from the Keller and Nespelem Districts.

- **Section 2.** Analyzed data towards the peoples responses per household: Asked whether the participant lived on the reservation, if so, which district? Most participants do live on the reservation or boundaries of the reservation.

- **Section 3.** Analyzes family's transportation needs: The largest age group (46-61) was 28%, which revealed the highest age group, age group (35-41) was 19%, then (21-35) came in at 17%, finally, (62-75) showed 16%. This concludes all ages participated in the survey and that the later years to elder age is prevalent throughout the two larger districts of Nespelem and Omak.
Section 4. Perceived transportation Issues: Cost of gas was the number one issue, along with cost of maintenance and repairs, followed by cost of auto insurance and car payments. All of these elements have shown the need to have a vehicle to live on this rural reservation. There is no relief of this need, nor a transit system to meet tribal access and demands.
If there were a transit system: Question #17 was focused on most because of what it asked the people. How would the transit system best meet your needs? Having access towards a transit system to be transported to jobs was the number one concern. After all, if you do not have transportation, you cannot maintain a job. Health care access and travel to grocery stores tied for second destination of choice. Followed by special events and activities as the third overall concern of destination. This clearly shows the need for a transit system in place that could provide access towards economic stability, healthcare and prevention, safety and welfare for all residents of the Colville Tribe and surrounding communities.
Conclusions continued:

- Analyzing the research data concludes clearly the need for a public transit system for the Colville Confederated Tribes.

- The Colville Tribe is not only rural, but frontier in areas, especially during the winter months. It is imperative to have a vehicle to travel great distances to meet many needs. Locations, distance, type of transits addressed, types of needs are very complex.
Providing this research to the tribe to assist the Colville Tribal Transit grant process.

The Colville Tribe can chose to use this data towards the design & implementation for a transit-system to meet the tribes ongoing transit needs.
The CCT Transit Research Project would greatly improve the quality of life of all residents living on and near the Colville Reservation. Health, safety, & welfare for all communities on & surrounding the Colville Reservation would benefit from this program.
This concludes my presentation. Thank you for your time.