

Crossing Great Divides

A Guide to Elder Mobility Resources
and Solutions in Indian Country



NCST
*National Center on
Senior Transportation*

National
RTAP 
Rural Transit Assistance Program

Who We Are

Based in Washington, DC, the National Center on Senior Transportation (NCST) is administered by Easter Seals, Inc. in partnership with the National Association of Area Agencies on Aging (n4a) through a cooperative agreement with the U.S. Department of Transportation, Federal Transit Administration (FTA), and with guidance from the U.S. Department of Health and Human Services, Administration on Aging.

The NCST has made rural and Tribal issues a priority through its work, most recently through its Aging Network Initiative – part of which is an effort to reach out to Title VI Aging Service Programs. The NCST develops and collects information and resources that serve the goal of enhancing mobility for older adults, improving their transportation safety and increasing their awareness of transportation options. The Center also provides technical assistance to transportation providers and research toward solutions in elder mobility. The work of the NCST is intended to benefit communities, transportation providers, state and local governments, aging and human service programs, and older adults and their caregivers.

The National Rural Transit Assistance Program (National RTAP) is dedicated to serving rural and Tribal transit operators and their communities to improve existing and future transit operations. National RTAP provides free training, education and technical assistance to small urban, rural and Tribal communities.

National RTAP is a federal program, established and funded by the FTA. Its services are geared to helping rural and Tribal populations across the country gain free access to technical assistance for transit. The RTAP program reaches Tribes, states and local governments to engage communities by providing resources and/or services to address transit issues. National RTAP offers many products and services tailored to assist in developing, maintaining and improving local Tribal transit systems. National RTAP's Tribal technical assistance has included personalized site visits; assistance with community planning for transit needs; assistance with grant writing; development of training and technical assistance materials to address specific Tribal transit needs; and Tribal conference panels, presentations and grant writing workshops.

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Cover Photo: The Klamath Tribes, “Pretty Hill,” by Curtis Raines

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Purpose of this publication

American Indian Tribal histories comprise a proud tradition of transportation innovation and the centrality of travel to everyday life, yet staff in Tribal aging and transportation organizations consistently report a lack of resources in Indian Country. Through discussions with Title VI Aging and Tribal Transit Programs convened by the National Center on Senior Transportation and National Rural Transit Assistance Program, information on **funding sources** and **grant opportunities** emerged overwhelmingly as a leading request. The prevalence of aging fleets, energy inefficient vehicles and inadequate insurance are just a few of the challenges facing Tribal programs.

This guidance document was prepared primarily for Title VI Aging Services Programs, Tribal Transit Programs and Tribal governments, all of which play a primary role in helping native elders remain mobile in their communities. We believe this document will also be a useful resource for State Departments of Transportation, human services, health programs and others that work to address the mobility needs of American Indians, Alaska Natives and Native Hawaiians.

This document is intended to highlight the importance of transportation for American Indian elders and identify innovative approaches and resources for improving transportation services for elders living on reservations or other Indian lands throughout the United States, with the following **goals**:

- Describe the roles of the Title VI Aging Services and Tribal Transit Programs in addressing the transportation needs of American Indian elders
- Provide information about transportation funding opportunities to meet the needs of elders living on reservations
- Present good practices from the field in American Indian elder mobility
- Provide sources of information, technical assistance and support to improve transportation for elders

We hope the document will assist Tribes to identify practical steps they can take to improve transportation services for elders, ensuring that they can age with dignity in their homes and communities.

Note on the use of the term “elder”:

While the word “elder” may take on different meanings in different Tribal communities, in this document, we use the term to refer to an older adult living in the Tribal community.

“Crossing Great Divides”

American Indian elders occupy a vital place in Tribal life. While there is tremendous cultural diversity among Tribes, elders are highly respected, the wisdom of elders is recognized and they are often consulted when major decisions are made in the family or community. Elders typically have a strong desire to remain in their homes and communities for as long as possible and families do all in their power to care for their elders and to honor their wishes.¹ It is not uncommon for American Indian, Alaska Native and Native Hawaiian elders to live with extended family. In fact, family members are responsible for approximately 90 percent of long-term care in Indian Country.²

The U.S. Commission on Human Rights asserted in 2003 that “one of the largest barriers to adequate health care for Native Americans is access.”³ Many American Indian reservations are located in areas defined by remoteness that transcends the standard “rural” classification and is sometimes referred to as **frontier**. The National Center on Frontier Communities uses a weighted system to assess whether a community qualifies as “frontier,” based on travel time, distance to services and persons per square mile.⁴ In general, communities that lie sixty miles and one hour from important services and markets for commercial goods are considered “frontier,” and much of Indian Country fits this definition.

Reaching services vital to elders – such as medical facilities, dialysis, and nutrition centers – often requires long trips over difficult terrain. Roadways (in some locations barely visible dirt trails) can be hazardous to drivers and pedestrians alike, especially during winter months. Distance from services is often worsened by economic hardship. Census Bureau figures put the poverty rate among the American Indian population at large at 25.3 percent⁵, while the estimated poverty rate on

reservations was 32.2 percent in 2006.⁶ For those Tribal members who cannot afford to maintain a vehicle, and whose friends and family members may not be able to provide assistance, getting from place to place may be extremely difficult.

American Indians also experience the highest rate of disability of any minority group in the United States,⁷ a fact that is indicative of the disproportionate health challenges faced by American Indians. American Indian/Alaska Native adults are 60 percent more likely to have a stroke than whites⁸ and experience higher mortality rates from tuberculosis, chronic liver disease, accidents, diabetes and pneumonia, compared with other racial and ethnic groups, as defined by the Census.⁹ Diabetes and kidney failure are recognized by many Tribal entities as an epidemic in Indian Country. American Indians and Alaska Natives have the highest prevalence rates of diabetes in the world and are 2.6 times as likely to be diagnosed with diabetes as non-Hispanic whites of the same age.¹⁰

The National Health Interview Surveys from 2004-2008 indicated that approximately 84 percent of American Indian and Alaska Native (AIAN) respondents have a “usual place” to receive health care.¹¹ Of those with steady access to health care, 39 percent of AIAN adults considered a doctor’s office or Health Maintenance Organization (HMO) their usual place of care, with a majority (50.7 percent) visiting clinics or health centers. On many reservations, the typical place of care is the Community Health Center. Access to care has improved, but procedures such as dialysis and others, which exceed the capacity of a nearby clinic and are increasingly performed on an outpatient basis,¹² require long-distance and logistically difficult trips.

In 2007, **Crow Nation (MT)** lost a key dialysis center, which was shut down due to chronic staffing issues. Residents requiring dialysis were left with no other option but to travel 60 to 100 miles round trip to the next closest treatment facility, in some cases, multiple times per week. Emergency Medical Service and ambulances may cover some gaps, but this is an expensive, inefficient solution to non-emergency medical care.

Keeping elders mobile in Indian Country must incorporate creative solutions in funding and revenue sources, new partnerships, improvement in transportation systems and infrastructure. Tribes have ownership of transportation planning and provide needed technical support and assistance. Any new transportation idea must work with the organizational structures that each Tribe determines for itself, respecting Tribal cultural values, social structure and giving Tribes ownership of transportation planning.

Crossing Great Divides is intended to provide a spark for action from within each Tribe and individual involved in improving the mobility of elders.

Indian Country, in brief:

- The Bureau of Indian Affairs identifies **565 Federally-recognized Tribes**.¹³
- American Indian Tribes have sovereignty over **50 million acres of land**, which equates to roughly 2% of land in the United States (2009).¹⁴
- The U.S. Census Bureau estimates that there were **3.1 million persons** of exclusively American Indian or Alaska Native heritage living in the United States in 2008, projecting this number to rise to close to 3.5 million over the succeeding five years.¹⁵
- There are roughly **326** areas of Indian land administered as reservations in the U.S. (these include reservations, pueblos, rancherias, missions and villages).¹⁶

Overview of Service Providers

The programs listed in this section provide assistance and services relevant to the mobility and transportation needs of elders. It is not surprising that family, friends and other caregivers are the most frequent providers of transportation in Indian country. In addition to this informal network, the organizations discussed below are the most typical providers of transportation services to elders living on the reservation.

Title VI Aging Services Programs

At the forefront of elder services on reservations are the Title VI Aging Services Programs. Title VI programs, established under the Older Americans Act, provide services to American Indian and Alaska Native elders who are members of federally-recognized Tribes and live on or near reservations or other recognized jurisdictions and to Hawaiian Natives. Tribal organizations of federally-recognized Tribes must represent at least 50 Native American elders age 60 and over to receive Title VI funding. There is no requirement for local matching funds.

Title VI Aging Services Programs are on the front lines of coordinating and providing transportation services to American Indian elders. Title VI programs allocate funds to an array of supportive services, one of which is transportation. According to a 2008 survey conducted by the National Association of Area Agencies on Aging (n4a), **90.4 percent** of Title VI Programs “offer or help coordinate” transportation services. Data on outputs for the fiscal year 2008 showed that Title VI Aging Services Programs provided roughly **1,072,631** rides over that period to meal sites, medical appointments, pharmacies, markets and other essential destinations for elders.¹⁷

Title VI Aging Services Programs fill a variety of roles as providers and coordinators of transportation for elders:

- At the **Winnebago Senior Center** in Nebraska, the Title VI Program has three vehicles purchased with casino revenues. There is a cook, one driver and two part-time elder employees. Elders receive home-delivered meals and the program works with the Community Health Representative (CHR) to provide rides to medical appointments.
- **Citizen Potawatomi Nation** in Oklahoma administers both the Tribal Transit and Title VI programs, and contracts with other providers and other Tribes’ transit programs to provide service for elders outside their jurisdiction.

Tribal Transportation

Historically, there has been little infrastructure to meet public transit needs on the majority of American Indian reservations in the United States,¹⁸ although funding and support has grown for Tribal Transit in recent years. For instance, the Federal Transit Administration’s grant funding for Public Transit on Indian Reservations has nearly doubled since 2006.¹⁹

Tribal Transit Services range in size and scope from small, single vehicle volunteer programs to large complex systems like that of **Navajo Nation**, which is comprised of over a dozen simultaneously operating routes as well as charter options. These programs are frequently established with shoestring budgets and draw staff from other disciplines. Tribal Transit professionals and human service providers on reservations often find creative ways to acquire vans and share rides to generate revenue or coordinate routes to benefit elders.

Indian Health Service & Community Health Representative (CHR)

Elders can qualify for non-emergency medical transportation through the Tribal CHR Program, which often provides a lifeline to transportation for elders who cannot reach medical services by other means. However, elders' transportation to medical appointments, especially if requested "last minute", can sometimes be difficult to accommodate due to lack of availability or weather conditions. Partnerships between CHRs and Title VI Aging Services Programs help to remedy such scheduling difficulties. The most common partner for Title VI programs – and its third most common source of funding – is the Indian Health Service.²⁰

In its four decades of existence, the Indian Health Service (IHS) has contributed significantly to improve longevity indicators for American Indians.²¹ Each Tribe crafts its Community Health Representative program to fit its needs. One element of the scope of work in the Indian Health Manual for the Community Health Representative (CHR) states:²²

"If transportation is to be provided, it shall be within the local community to/from an IHS or Tribal hospital or clinic for routine, non-emergency problems, to a patient without other means of transportation when necessary. A Tribally developed transportation policy shall be in place."

Veterans' Services

Many Native Americans and Alaska Natives have proudly served in the United States Armed Forces. Veterans are entitled to seek care from the Veterans Administration (VA), which includes transportation for non-emergency medical purposes. Travel reimbursement may be adjusted for those with a disability that impacts their mobility.

Although a Memorandum of Understanding between the IHS and the Veterans Health Administration was signed in 2003 to address the problem, Jefferson Keel, president of the National Congress of American Indians, indicated in testimony to the Senate Committee on Veterans' Affairs in 2009 that there still remains occasional miscommunication between the VA and the IHS that could prove detrimental to veterans in need of medical attention. He asserted that both IHS and VA hospitals have denied services to veterans, insisting they had to go to the other agency for treatment."²³

I. Funding Resources

This section provides an inventory of grant opportunities relevant to elder transportation.

In general, the primary source of federal financial support for Tribal transportation services is the **Indian Reservation Roads (IRR) program**. Bureau of Indian Affairs area offices receive IRR funds for construction and maintenance of transportation facilities and infrastructure that lie within or near reservations. While the focus of this funding is on roads and highway construction, IRR funds may be used to support transit. In 2005, Congress added the **Tribal Transit Grant Program** to the Safe, Accountable, Flexible and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) to improve transit services for people traveling within Indian reservations and Tribal communities.

A report from the Transportation Research Board provides a thorough account of other support for Tribal transportation, identifying the following types of funding:

- Other competitive grants from the Federal Transit Administration (FTA)
- FTA State Planning and Research
- Federal Highway Safety Administration (FHWA) State Planning and Research Funds
- Metropolitan Planning Funds
- Public Lands Highway Discretionary Funds
- Grants from other federal agencies like the Environmental Protection Agency (EPA)
- Internal fundraising
- Private foundations and donors
- Consumer fares and share of cost

- Financing that borrows against future Indian Reservation Roads (IRR) allocations
- Tribal tax and casino revenues
- Profit-making Tribal enterprises²⁴

In 2009, American Recovery and Reinvestment Act (ARRA) stimulus dollars were spent in Indian Country for projects intended to improve transportation, human services and economic development in Tribal areas, with potential to affect the lives of American Indian elders. An accounting is available at: www.indiancountryworks.org/Tribal_stimulus.cfm

2009 ARRA Funding²⁵

\$17M for Tribal Transit

39 Tribes funded

Range: \$112,000 - \$2,000,000

The grant funding process and coordination with state and local agencies is often complex, contradictory and slow-moving. As the National Tribal Leadership Paper on Tribal Transportation Policy suggests, sometimes onerous conditions attached to funding cause Tribes to refuse grants:²⁶

“The lack of a simple, uniform, Tribally-appropriate funding agreement prevents hundreds of millions of dollars in available Federal and State transportation funds from reaching Tribal populations that could greatly benefit from these funds.”

The Tribal Transportation Program (5311c), a competitive grant-funded opportunity available to federally recognized Tribes, grew from \$8

million in 2008 to \$15 million in 2009. In 2009, an additional \$17 million in ARRA funding was made available to Tribes through competitive grants. The combined \$32 million in grant funding in 2009 was awarded to 75 tribes, with 19 Tribes receiving funding from both sources. Grant funding amounts ranged from \$25,000 to \$2.2 million.²⁷

Tribal program staff should be aware that grant funding sometimes simply may not be accessible, nor sustainable. Pilot or demo grant funding may dry up within a certain timeframe and require supplemental funding or eventual replacement with other funding streams.

Q: What funding sources are available for Tribes or Title VI Programs to provide transportation to elders?

Funding for Tribal transportation is available through various sources, including federal, state and local government, and private funds. These sources can be categorized as competitive grants or formula-funded opportunities, and may be available to cover capital, operating and/or administrative expenses. The following funding opportunities are organized into sources available only for Tribes and those not exclusive to Tribes, but from which they may seek funding.

** A glossary of transit-related funding and programmatic terms appears in **Appendix A** beginning on **page 38**.*

I. Funding Programs Available Only for Tribes

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration (FHWA) Programs

- Indian Reservation Roads (IRR)

Federal Transit Administration (FTA) Programs

Competitively Funded

- Public Transportation on Indian Reservations (Section 5311c), Tribal Transit Program (TTP)

U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES

Administration for Native Americans (ANA)

Competitively Funded

- Social and Economic Development Strategies (SEDS) for Native Americans

Administration on Aging

Formula Funded

- Older Americans Act, Title VI

Indian Reservation Roads (IRR)

Serves as primary source of federal financial support. Bureau of Indian Affairs (BIA) area offices receive IRR funds for construction and maintenance of transportation facilities and infrastructure that lies within or near reservations. (www.fhwa.dot.gov/)

| Availability | Eligibility |
|--|--|
| <p>FY 2010 funding allocations: www.fhwa.gov</p> <p>Match: No Federal requirement</p> | <p>IRR funds can be used for any type of Title 23 transportation project providing access to or within Federal or Indian lands and may be used for the State/local matching share for apportioned Federal-aid Highway Funds.</p> <p>The Bureau of Indian Affairs and Tribal governments undertake most of the design and construction of IRR projects. Under Public Law 93-638 contracts, Tribal governments can develop and operate portions of the IRR Program within their boundaries.</p> |
| <p>Contact: IRR Program Manager, 202-366-9483</p> | |

Public Transportation on Indian Reservations (Section 5311c), Tribal Transit Program

This portion of the Section 5311 program provides planning, capital and operating assistance to designated Tribal entities for projects in rural areas on a competitive basis.

| Availability | Eligibility |
|--|--|
| <p>Nationwide</p> <p>Annual competitive grant</p> <p>Match: No Federal requirement for a local match.</p> | <p>Only Federally-recognized Tribes are eligible recipients under the Tribal Transit Program. However, Tribes that are not federally recognized remain eligible to apply to the State as a sub-recipient for funding under the State's apportionment.</p> |
| <p>Contacts: FTA, The Office of Program Management, 202-366-4020 or contact FTA Regional Administrator for proposal-specific information.</p> | |

The Administration for Native Americans (ANA) Social and Economic Development Strategies (SEDS Program)

Funds projects that develop community transportation activities supporting the needs of elders with disabilities and the local workforce. (www.hhs.gov/)

Availability

Nationwide

Match: 80% Federal; 20% local match

Eligibility

Eligible recipients include Native American Tribal governments (Federally recognized); Native American Tribal organizations (other than Federally recognized Tribal governments); Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education; Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education; Private institutions of higher education.

Contact: ANA Help Desk at 877-922-9262

Older Americans Act, Title VI

Overseen by the Administration on Aging and allocated to eligible Native American, Alaska Native and Native Hawaiian Tribal organizations, Title VI funding supports the delivery of home and community-based services for elders, which includes nutrition services, support for family and informal caregivers and transportation as a supportive service.

Availability

Formula grants made available to eligible Tribal organizations on a three year cycle.

Match: No requirement for matching funds.

Eligibility

Federally-recognized Tribes must represent at least 50 Native American elders age 60 and over, though Tribes may set the minimum age for service eligibility.

Contact: Office for American Indian, Alaska Native and Native Hawaiian Programs, 202-357-3502

II. Other Programs from which Tribes may receive funding

U.S. DEPARTMENT OF TRANSPORTATION

Federal Transit Administration (FTA) Programs

Formula Funded (to states and/or designated recipients; projects awarded funding on a competitive basis)

- Job Access and Reverse Commute (JARC) (Section 5316)
- New Freedom (Section 5317)
- Elderly and Persons with Disabilities (Section 5310)

Competitively Funded

- Bus and Bus Facilities (Section 5309)

Formula Funded

- Nonurbanized Area Formula Program (Section 5311)
- Paul S. Sarbanes Transit in Parks Program (Section 5320)

Tribes & state governments

Some Tribes are successful in obtaining funding from state governments. The Navajo Transit System receives funding from both the New Mexico and Arizona Departments of Transportation. The Navajo Transit System (NTS) Long-Range Transportation Plan received an honorable mention through the Federal Highway Administration (FHWA)/FTA Transportation Planning Excellence Awards in FY 2004 for exceptional consultation and coordination with Statewide, metropolitan and IRR programs. To develop the plan, the NTS conducted extensive outreach across three states and to more than 100 Tribal chapters.²⁸

Job Access and Reverse Commute Program (Section 5316)

Funds may be used for capital, planning and operating expenses that address the mobility of eligible low income individuals to and from jobs and is also inclusive of reverse commute projects.

Provides grant funding to address the transportation needs of eligible low income persons who seek to secure and maintain employment. (fta.dot.gov).

Availability

Section 5316 funds are available to the States and designated recipients in large urbanized areas during the Fiscal Year of apportionment plus two additional years (total of three years). Projects funded with Section 5316 funds must be derived from a locally developed, coordinated public transit—human services transportation plan.

Match: The Federal share of eligible capital and planning costs is up to 80%. The Federal share of the eligible operating costs is up to 50%. Recipients may use up to 10% of funds for costs including administration, planning and technical assistance, which may be funded at 100 percent Federal share.

Eligibility

States and public bodies are eligible designated recipients. Funds for rural and small urban areas are typically apportioned to states. Eligible sub-recipients are private nonprofit organizations, state or local governments, and operators of public transportation services including private operators of public transportation services. Tribes are eligible to submit project proposals as part of a competitive selection process. If selected, Tribes are then eligible to receive their JARC grant directly from FTA, rather than through the state or other designated recipient.

Contact: FTA, Office of Program Management 202-366-2053

The New Freedom Program (Section 5317)

Provides assistance, in both rural and urban areas to support capital and planning activities for new or expanded services for persons with disabilities that go beyond services required by the Americans with Disabilities Act (ADA). (fta.dot.gov)

Availability

Section 5317 funds are available to the states during the Fiscal Year of apportionment plus two additional years (total of three years).

Projects funded with Section 5317 funds must be derived from a locally developed, coordinated public transit—human services transportation plan.

Match: The Federal share of eligible capital and planning costs is up to 80% (local match 20%). The Federal share of the eligible operating costs is up to 50% (local match 50%). Recipients may use up to 10% of funds for costs including administration, planning and technical assistance, which may be funded at 100 percent Federal share.

Eligibility

States and public bodies are eligible designated recipients. Funds for rural and small urban areas are typically apportioned to states. Eligible sub-recipients are private nonprofit organizations, state or local governments and operators of public transportation services including private operators of public transportation services.

Tribes are eligible to submit project proposals as part of a competitive selection process. If selected, Tribes are then eligible to receive their New Freedom grant directly from FTA, rather than through the state or other designated recipient.

Contact: FTA, Office of Program Management (202) 366-2053.

Transportation for Elderly Persons and Persons with Disabilities (5310)

This program was established to meet the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient or inappropriate. It allows for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants. (fta.dot.gov)

Availability

States are direct recipients. Funds are apportioned based on each State's share of population for these groups of people.

Projects funded with Section 5310 funds must be derived from a locally developed, coordinated public transit—human services transportation plan.

Match: The Federal share of eligible capital costs is up to 80% (local match 20%). The 10% of funds eligible for program administration, planning, and technical assistance may be funded at 100% Federal share.

Eligibility

Private nonprofit corporations or public agencies (including Tribal governments) where no private nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities are eligible to apply.

Contact: FTA, Office of Program Management 202-366-2053.

Bus & Bus Facilities (5309)

Provides funds to purchase buses, equipment and material to support bus routes.

| Availability | Eligibility |
|--|---|
| <p>Funds are available for three fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus two additional years. This is a discretionary program.</p> <p>Match: 80% federal share, 20% local match</p> | <p>Tribes can access and apply directly to the FTA. Public agencies (transit authorities and other state and local public bodies and agencies); certain public corporations, boards and commissions established under state law; private companies engaged in public transportation; and private nonprofit organizations are eligible sub recipients of FTA grants. Private operators may now receive FTA funds as a pass through without competition if they are included in a program of projects submitted by the designated public authority acting as the direct recipient of a grant.</p> |

Contact: FTA, Office of Program Management 202-366-2053.

Non-urbanized Area Formula Program (Section 5311)

The 5311 Program is administered by individual state departments of transportation. Eligible activities include funding for capital, operating and administrative expenses for public transportation projects in rural communities. (fta.dot.gov)

| Availability | Eligibility |
|---|---|
| <p>Nationwide, administered by states</p> <p><i>Note:</i> unlike other sub-recipients, once selected by the state, Tribes may receive the funds directly from FTA rather than through the state. However, Tribes may choose to receive the funds through the state.</p> <p>Match: The Federal match share is up to 80% of the eligible capital and project administrative expenses. For operating costs, the Federal share is up to 50% of the operating cost of the project. The Federal share increases to 90% for projects that meet the requirements of the Americans with Disabilities Act, the Clean Air Act or bicycle access projects.</p> | <p>Only designated State agencies and Indian Tribes may apply directly to FTA for grants. States award and distribute funds to sub-recipients. Eligible sub-recipients may include State agencies, local public bodies and agencies thereof, nonprofit organizations, Indian Tribes, and operators of public transportation services, including intercity bus service in rural and small urban areas.</p> |

Contact: FTA, The Office of Program Management, 202-366-4020.

Paul S. Sarbanes Transit in Parks Program, FTA

Provides funding for capital and transportation planning expenses for the conservation of historical, natural and cultural resources; reduction of congestion and pollution; improving mobility and accessibility; and ensuring access to all.

Availability

Annual competitive grant

Demand for financial assistance through the program far exceeds the funds available. Historically, only about half of the project proposals receive funding. Competition for funds is expected to be even more competitive in future years, as more potential applicants become aware of the program.

Match: The Federal share may be up to 100% of project capital or planning costs.

Eligibility

In addition to agencies administering park lands, also eligible to apply are “state, Tribal or local governmental authorities with jurisdiction over land in the vicinity of an eligible area acting with the consent of the Federal Land Management Agency, alone or in partnership with a Federal Land Management Agency or other governmental or nongovernmental participant.”

Contact: FTA Office of Program Management: 202-366-2053.

Q: Where do I find out about Federal and State funding opportunities?

A good first step in identifying funding opportunities is to subscribe to e-mail alerts at www.grants.gov. Grants.gov is a secure Federal website, home to 1,000 grant programs from 26 Federal grant-making agencies. The Federal Transit Administration posts all competitive grant and cooperative agreement opportunities on this website.

State Departments of Transportation (DOTs) typically administer the Section 5310 and 5311 programs, and Section 5316 and 5317 funds for small urban and rural areas. DOTs often solicit Section 5311 grant applications directly from eligible organizations. For the other three listed programs, which require inclusion of funded projects in locally developed, coordinated public transit—human services transportation plans, the application process may be handled by another organization, such as a planning agency or transit operator. U.S. DOT websites are usually a good location for information about grant application cycles and materials for both types of application processes.

Q: What kind of assistance is available to help with navigating grant opportunities and writing grant applications?

Seven Tribal Technical Assistance Program (TTAP) centers were established under the Federal Highway Administration and the Bureau of Indian Affairs. These TTAP regional centers serve as training programs, clearinghouses of information and technical assistance providers to 550 Tribes nationwide. Technical assistance to Tribes is also available from the Community Transportation Association of America's USDA Tribal Transit Technical Assistance Program, National Rural Transit Assistance Program and the National Center on Senior Transportation. Refer to the **Resource Section** (page 32) for a complete list of technical assistance providers.

Q: How can I meet the match requirements to obtain federal funding?

Other Federal funds, including Older Americans Act dollars, may be used as match for most of the FTA funding opportunities identified in this section. Grant-seekers can also use in-kind donations and volunteer hours to count toward match if those hours are tracked and assigned an appropriate dollar value. Programs can use one-time funding, such as Recovery Act funds, as match also, which can help leverage a limited opportunity into a sustainable funding source. For more information on how to match funds, consult the Technical Assistance Centers discussed in the **Resources Section**.

Pelivan Transit of Oklahoma, owned and operated by Grand Gateway Economic Development Association and the Northeast Oklahoma Tribal Transit Consortium, includes two consortiums with 10 Northeastern Oklahoma Tribes. The partnership secured funds for Federal grants, using a variety of fund-raising methods, such as service contracts with the State of Oklahoma and local municipalities, Department of Human Services Temporary Assistance for Needy Families, Medicaid non-emergency transportation and Older Americans Act nutrition funding. **Pelivan Transit** also increased revenue by selling advertising space and working with private for-profit businesses, as well as non-profit foundations.

II. Solutions from the Field

Indian Country is host to numerous examples of innovative practices. As noted in a 2002 report on Tribal transportation published by the Research and Training Center on Disability in Rural Communities (RTC Rural),²⁹ “many roadways and river routes used today follow ancient trails first laid down by Tribal ancestors.”³⁰ This section highlights good practices in elder transportation, which may be useful information for transportation and aging services programs. This is not a comprehensive list of transportation services provided to elders in Indian Country, but a sampling of promising practices with potential for replication.

Putting Funding to Work

Grant funding comes with varied restrictions and deadlines. Title VI Aging Services Programs and Tribal Transit Programs often must stitch together a range of Federal, state and Tribal funding streams into their program to meet needs.

Q: How can I bring together different funding sources to meet the needs of elders?

Some Tribal programs have been successful in combining funds to better provide services to elders. For example, financial support may be available to purchase vehicles, but not pay for maintenance, making it necessary to overlap funding sources to ensure that vehicles stay on the road.

- On the **Omaha Reservation (NE)**, the Title VI program uses Medicaid non-emergency transportation funds (Title 19) and Title 20 Social Services Block Grant (SSBG) funds to transport elders to dialysis appointments. The Community Health Representative (CHR) also uses Medicaid waiver funding, which requires that whoever provides the “going” trip, must provide the “return” trip to transport elders. When consolidated with other rides the program makes anyway, trips become more cost-efficient and the funding used for each ride can be stretched further.
- The Title VI and Tribal Transit Programs of **Citizen Potawatomi Nation (OK)** receive Section 5311 funds. The transportation program has a 30-mile service area and contracts with other providers and neighboring Tribes’ Transit Programs to provide service for elders outside its jurisdiction. In addition to Title VI and Section 5311 funding, the Programs use Section 5310 funds to finance vehicles.
- **Turtle Mountain Transit (ND)** uses Federal Transit Administration funds designated for Tribal Transit (5311c) to pay for a mobility coordinator who offers guidance on available transportation options, pay driver salaries and cover the costs of vehicle maintenance.

Success Factor:

Are there opportunities to expand rides for elders by combining funding?

FTA Funding Programs:

5310

Transportation for Elderly Persons and Persons with Disabilities

5311

Formula Grants for Other Than Urbanized Areas

5311c

Public Transportation on Indian Reservations

5316

Job Access and Reverse Commute (JARC)

5317

New Freedom Program

- **Menominee Regional Public Transit (WI)** combines traditionally “specialized” funding such as Section 5317 (New Freedom) with Section 5311 funds and gaming dollars in order to serve elders, riders with disabilities and the general public. Wisconsin grant dollars for Specialized Transportation and Tribal Elderly Transportation are used as local match for the 5311 grant, thereby expanding the coverage of the transportation network beyond what these grant sources would be able to provide in isolation. The Title VI Program also has a Memo of Understanding (MOU) with Tribal Transit to provide incidental meal delivery, rides to senior centers and planned activities. This MOU plans transportation for the year, using this base of funding as a guide.
- The **Tohono O’odam Nation (AZ)** has a relatively high enrollment of elders (2,400) and must combine a range of funding to provide service over a large area. The Title VI Program has used 5310 funds to provide two small buses and two vans equipped with wheelchair lifts. The other vehicles used by the program are funded by the Tribe through gaming revenue.

Alternatives to Grant Funding

Competitive grant funding may not be easily accessible, nor sufficient to meet needs. Title VI Aging Services Programs and Tribal Transit Programs seek non-grant sources of revenue to fill this gap.

Q: What are promising alternatives to competitive grants?

By pursuing a broad array of sustainable and creative funding sources for transportation services, Tribes may be able to expand their transportation resources to better meet the needs of all Tribal members, including elders. Alternatives to grant funding include internal fundraising, donations, cost-saving strategies and partnerships with the private sector.

- The elder population of the **Grand Portage Band of Lake Superior Chippewa (MN)** lives approximately 40 miles from a full-service grocery store and nearly 150 miles from major retail. The Title VI Program forged a volunteer partnership with a second-hand retail store in the region that helps pay for transportation costs for elders who attend the nutrition program. The store recruits volunteers to staff the store and allows them to designate an organization to which their time can be donated. The time is treated as paid hours and the paycheck is donated directly to the Grand Portage Title VI Program. The result is a mutually-beneficial partnership that connects seemingly disparate parties, brokering an exchange of resources.³¹
- Many Title VI Programs finance special trips for elders through bake sales, raffles and other funding methods, including internal donations. **Winnebago Senior Center (NE)** holds raffles and flea markets throughout the year to raise funds for trips.

Success Factor:

Seek donations from the community, including vehicles (see Best Practice in the box on the next page.)

- The **Omaha Reservation (NE)** Title VI Program brokered a deal with the local casino to provide a “bingo bus.” The casino pays \$10 per passenger transported. This revenue has helped to pay off vehicle loans.
- **Southeastern Senior Services (AK)** oversees 15 communities in southeastern Alaska, most of which are isolated and disconnected from major road systems. The agency was able to match vehicle funding from the Federal Transit Administration with private funds from an Alaska-based private foundation, which provides 20 percent matching funds.

Success Factor:

Coordination with casinos and other tourist-based Tribal businesses may allow the same vehicles that transport employees and customers to be used for elders.

Best Practice – Vehicle Donation

Car donations have become more popular in recent years. Although it is rather unlikely that someone will just hand you the keys to a vehicle that is perfect for your transit needs, it is still a creative option to keep on the table. **Any non-profit organization can accept the donation of a vehicle**, even if the vehicle is not operational. Organizations can use funds from selling a vehicle for scrap to help pay for a needed vehicle while the car’s owner gets to deduct the value of the car as a charitable donation. Organizations seeking a donated vehicle may want to contact other charitable organizations, nonprofit organizations or churches to find out if they have received any vehicle donations or if they would be willing to raise awareness of your program’s need.

Visit www.ehow.com for more information on how to get a free donated car and to see links to helpful agencies.

Helping Elders Reach Destinations

When resources are limited, each trip made by an elder may be seen by the transportation program in varying priority, but each is valuable in contributing to the mobility and well-being of the rider.

Q: How do American Indian elders reach destinations on and off reservations?

Tribal aging and transportation organizations are tireless in their efforts to take limited resources and provide increased capacity to elders. Each kind of ride is met with a different approach.

Medical appointments:

- In **Laguna Pueblo (NM)**, the Title VI Program is the first stop for non-emergency rides to medical appointments for elders over age 55. The program acts as a travel agent to ensure that elders receive services best suited to meet their specific transportation needs. If the Title VI Program has reached capacity, or elders need medical assistance, the Program coordinates with the Community Health Representative (CHR Program) and/or Tribal Transit to provide the ride.
- Medical transportation is free, open to the public and available through a variety of transportation modes within the **Choctaw Nation (OK)**. The Choctaw Nation also owns “travel plazas,” which provide fuel and other support for vehicles. If the transit system is overworked and cannot provide a driver, the transit system can offer gas vouchers so that elders can get to medical appointments.

Question to consider:

How is medical transportation usually provided?

Success Factor:

What can be done to promote elders’ use of Tribal Transit, where it is available?

Distance, condition of roads, and access to a vehicle are not the only factors that impede access to health care in Indian country. Those who have difficulty getting medical attention on a regular basis are also impacted by extreme weather conditions. Following a severe blizzard in December 2009,³² the **Oglala Sioux Tribe of South Dakota** began documenting and tracking the locations of dialysis patients, hospice patients, and others with life-threatening chronic health conditions so that they can be taken care of in future emergencies.

Errands

- The **Mescalero Apache Elderly Program (NM)** has a fixed-route loop running every day by which elders can reach the post office, retail stores and other locations that are located centrally on the reservation. Elders are aware of the schedule and destinations on this loop, but drivers are also flexible in accommodating incidental stops that may occur. For those elders who may be temporarily or permanently unable to access the vehicle loop, the Title VI Program is able to deliver meals, carry mail back and help seniors pay bills.

Question to consider:

Are elders able to reach destinations such as the pharmacy and grocery store?

- **Grand Portage Band of Lake Superior Chippewa (MN)** Title VI Program provides transportation in accessible vehicles each month for shopping in Grand Marais and once monthly to Canada. The Program also travels approximately 130 miles about four times a year to a supermarket and outlet store in order for elders to better stretch their money and get access to fresh foods.

Evenings and Weekends

- **Choctaw Nation (OK)** Title VI Program utilizes 25 Senior Shuttles in a 10 county, 10,000 square-mile area of Southeastern Oklahoma to transport elders and provide home delivered meals. The extensive shuttle fleet allows for weekend shopping and quarterly group outings for dinner.

Special trips

- **Grand Portage Band of Lake Superior Chippewa (MN)** financed trips for elders to attend film talks and a film festival using the Heritage Building in the National Park on the reservation through creative fund raising. The Title VI Program also funds special trips, such as a recent excursion to Mackinaw Island.

Success Factor:

The successful fundraising efforts in Title VI Programs underscore the fact that non-essential, non-medical transportation and recreation are part of elders' quality of life and can be achieved, despite the fact that many funding sources are tied to medical and other traditionally "essential" appointments.

- **Choctaw Nation (OK)** Title VI Program has a close working relationship with Tribal government and Choctaw Community Services, enabling annual elder-focused recreational outings. These include the use of coach buses to transport approximately 650 elders to Durant for the Annual Senior Day and coordination with the Kiamichi Economic Development Area Agency on Aging to provide transportation for about 300 elders for the AAA's Senior Day. Other destinations include the State Fair, Pow-Wow Celebrations and a Fall Festival.

Question to consider:

Would any recreational destinations be willing to help fund trips in which elders are interested?

Point Hope, Alaska: Creative solutions in connecting an isolated community to essential services

Located 200 miles north of the Arctic Circle, Point Hope has no roads connecting this village's 850 residents to any other community. Due to extreme weather conditions, even getting from place to place within the small village is an immense challenge. The closest physician is 180 miles away and those seeking advanced medical care have to travel more than 700 miles to Anchorage. Goods are brought to the village by barge in the summer months but for most of the year, the bay is locked by ice. In this remote, isolated community, they have found a way to provide public transit options, bringing elders to their community nutrition center and coordinating trips over land, sea, and air. The people of Point Hope rely on skiffs, snow machines, all wheel drive vehicles and a one-runway airport on the outskirts of the village for supplies throughout the long winter and to travel beyond the roads of their own community.

Q: How can programs expand ridership?

- Some programs have increased both elders' awareness of, and ability to use, transportation services, leading to expanded destinations, more fare revenue and increased capacity to attract grant funding.
- **Choctaw Nation Transit (OK)** administers seven Americans with Disabilities Act (ADA) accessible vehicles and has set a goal to make 90 percent of its fleet ADA accessible in the near future. Through its partnership with the Chickasaw Nation, Tribal community outreach and local Community Action Agencies, it is able to provide accessible transportation to an increasing number of elders with varying levels of mobility.
- The **Tohono O'odam Nation (AZ)** has developed a pilot transportation program (not yet implemented as of publication date), consisting of a three-month survey to assess transportation for elders to any destination within a limited geographical area. Using the results of this survey, the Tribe will be able to gauge the costs, level of interest and potential effectiveness of a proposed transportation service.
- **Cherokee Transit (NC)** markets its services to visitors of the National Park as a "green alternative" to driving, and has attracted Environmental Protection Agency (EPA) funding to help reduce congestion and air pollution (the Great Smoky Mountains National Park is within a pollution non-attainment area).³³ Cherokee Nation used EPA funds to purchase a biodiesel bus to transport visitors to the park, resulting in increased fare revenue for the programs and benefits for elders who also use the route.

Question to consider:

Are elders' needs considered by the Tribe when planning transit programs?

Sharing Information and Resources

Resources need not always stay within strict geographical or organizational boundaries. Older adults cross these boundaries constantly – as do the services on which they rely. Vehicles are sometimes used intermittently and may be shared between Tribes, Tribal programs and organizations. Similarly, shared routes may allow elders to benefit from commuter routes to work, group travel to medical appointments or other destinations.

Q: What partnerships can Title VI and Tribal Transit Providers develop to better serve elders?

The following case examples represent partnerships that helped to expand transportation options in some Tribal communities.

Inter-Tribal & Multijurisdictional:

- **Citizen Potawatomi Nation’s (OK)** Transportation Program developed partnerships with other transportation providers and neighboring Tribes’ transit programs to provide service for elders to and from points outside their jurisdiction. Many elders travel to Chickasaw and Seminole Nation for medical clinics. Citizen Potawatomi Nation contracts with other providers and trades rides with outside Tribal Transit Programs. The Tribes work together without “bean-counting” or billing each other. As Title VI and Tribal Transit Director Denise Smith says of the cooperative relationship, *“We just want to help people.”*
- The **Chickasaw** and **Choctaw Nations (OK)** have a cooperative agreement under which the Tribes’ transit programs coordinate to provide transportation across Tribal boundaries as needed. The Tribes do not exchange billing, but rely on mutual trust and an ongoing memo of understanding. Elders benefit from the ability to access medical services across Tribal borders.
- Tribal Transit for 10 Tribes in a seven-county region of Oklahoma is provided by **Pelivan Transit**, a service of Grand Gateway Economic Development Association. Tribal Transit vehicles display the Pelivan Transit logo and a unity symbol representing all Tribes participating in two Consortiums – including one with the Cherokee Nation and another with the Northeast Oklahoma Tribal Transit Consortium: **Eastern Shawnee, Miami, Modoc, Ottawa, Peoria, Quapaw, Seneca-Cayuga, Shawnee, and Wyandotte**. These coexistent markings are a visible reminder of the cooperation between Pelivan Transit and Tribal partner groups. Pelivan Transit serves multiple Indian Health Service clinics and coordinates Medicaid transportation (billing for Medicaid transportation has increased more than nine-fold in two years). Indian Health Clinics make elders aware of the Pelivan Transit transportation option when medical appointments are scheduled.

Question to consider:

Has transportation been identified as a major problem for elders living on the reservation?

Success Factor:

What transit routes available to commuters might also be useful to elders?

The Tribes take turns purchasing vehicles, then lease these vehicles to Pelivan Transit, which makes all vehicles in its fleet available for Tribal Transit services in its seven county service territory. This makes a total of 66 vehicles available to cover a system that integrates Tribal and non-Tribal transit. Vehicles purchased specifically for Tribal Transit purposes are funded through grants from ARRA stimulus dollars and Section 5311c. Elders who meet financial eligibility requirements receive free transportation to meal sites and doctor's appointments.

"Pelivan Transit is such a blessing because without it, I would be a shut-in," says an Elder with disabilities, a regular rider from Owasso, Oklahoma. "I don't have family in the area and I am in a wheelchair."

- **Southeastern Senior Services (AK)** provides meal delivery and transportation for the **Angeon, Craig, Hoonah, Kake, Ketchikan, Klawock, Sitka, Wrangell, Yakutat Alaska Native** communities, allowing them to pool resources, share expertise and create economy of scale to attract funding as a single entity.
- **Menominee Regional Public Transit (WI)** established a wide range of partnerships, including with the Tribal medical clinic, local community college, school district, local aging service providers and Menominee County Human Services.³⁴ In so doing they have greatly expanded the destinations available and base of knowledge to schedule trips for elders. Menominee Regional Public Transit is open to everyone, including elders and riders with disabilities.

Title VI & Tribal Transit Collaboration:

- In some areas, the focus of Tribal Transit may be on helping younger adults access employment. However, the **Turtle Mountain Band of Chippewa (ND)** and others report that services such as *Dial a Ride* can prove to be responsive to elders' needs and present an opportunity for collaboration between Tribal Transit and Title VI Programs. Where Tribal Transit serves destinations sought by elders, Title VI Programs can play an important role in connecting these riders to transit services.
- **Citizen Potawatomi Nation (OK)** uses FTA Section 5311c funding for Tribal Transit, which is free to all and accessible to elder and disabled riders. Tribal Transit and Title VI Programs are overseen by the same director, which enables elders and persons with mobility issues to have priority in ride scheduling.

Success Factor:

How can coordination within the Tribe ensure that elders have better access to needed transportation?

Community Health Representatives (CHRs):

- **Menominee Regional Public Transit (WI)** established a partnership with Tribal Health authorities. Tribal Health Administrator Jerry Waukau told *Community Transportation* magazine that “Specialists and services like chemotherapy and dialysis were difficult to manage until we partnered with Menominee Transit.”³⁵
- The **California Indian Manpower Consortium** arranges in advance long trips to major hospital centers through Community Health Representatives.
- **Turtle Mountain Band Tribal Transit (ND)** uses Section 5311 and state funds to support non-emergency medical transportation, in conjunction with Indian Health Service. The Title VI Program transports elders to appointments out of the county, while the Community Health Representatives stay local.
- On the **Confederated Tribes of Warm Springs Reservation (OR)**, the Community Health Representative and Title VI Program have established a policy that all medical transportation must be scheduled a week in advance, allowing for virtually any ride to be accommodated. Primary medical transportation is through CHR, the Title VI Program fills gaps and emergency transportation is provided by either program or an outside provider as needed when no other option is available. This arrangement is usually flexible enough to provide transportation for urgent care or sudden appointments.³⁶
- In the **Pueblo of Laguna (NM), Shaa’srk’a Transit**, which provides fixed route and demand-response service, and the Community Health Representative are housed together. The CHR also has a close relationship with the Title VI Program and directs elders to the Title VI Program as a first step in meeting their transportation and human service needs. If the Title VI Program is at capacity, they then coordinate with CHR and Tribal Transit to provide a ride. Each of the CHRs has a vehicle and determines the level of assistance needed by the rider and their current caseload. If an elder uses a wheelchair, CHR will recommend accessible public transit and may ride along to assist. Central Dispatch at Shaa’srk’a Transit knows the transit options available and determines the best vehicle fit based on an elder’s mobility.
- The **Laguna Pueblo Community Health Representative, Laguna Pueblo Title VI Program and Mescalero Apache Title VI Program (NM)** are among programs that deliver medicine and make visits to homebound elders who cannot access transportation services.

Success Factor:

Community Health Representative Programs provide a monumental and necessary connection to medical care, but the well-being of elders requires coordinating across all partners in the Tribal community.

Key Challenge:

Access to medical care and other destinations that are outside Tribal boundaries

Local, County & State Government:

- **The Grand Portage Band of Lake Superior Chippewa (MN)** benefits from a relationship with Arrowhead Economic Opportunity Agency (AEOA) Transit Program, which operates bus service daily between Grand Portage and Grand Marais. The service makes two trips per day, five days a week. Elders take the bus along with people who are commuting to and from work by purchasing a monthly pass for \$40. “Fare free” days are sponsored by a Grand Marais bank for a few months each year. In the morning, the bus brings workers to the casino and other businesses in Grand Marais and takes them back to Grand Portage in the evening. The route is flexible and accommodates most riders at pick-up points along the route.

Question to consider:

Are there opportunities to work with nearby Tribes or county or state government to address elders’ transportation needs beyond Tribal boundaries?

Social services and other programs:

- The **Choctaw Nation (OK)** partnered with five area Community Action Agencies (CAAs) to provide a secondary option for medical transportation when Tribal Transit is pushed beyond capacity. The CAAs work closely with the Tribe to fill service gaps and have a monthly billing arrangement.

Success Factor:

Reach out to community organizations to make them aware of elders’ need for transportation and identify opportunities to work together.

Technical Assistance Providers:

- Many Tribal Transit and Title VI Programs call on the support of technical assistance providers for guidance. **Choctaw Nation (OK)** sought information and assistance from the Oklahoma Department of Transportation and such technical centers as National RTAP, Community Transportation Association of America, the Oklahoma Tribal Technical Assistance Program and local Rural Transit Assistance to find solutions for grant funding, staff development, developing an accessible transportation program and other technical assistance issues.

Success Factor:

Contact Technical Assistance Providers for information on funding opportunities

Older Driver Safety

Elders living on reservations and rural Indian lands are especially dependent on their personal vehicles. As the network of Tribal roads has grown, safeguards for drivers, passengers and pedestrians have not always kept pace. According to a report issued by the National Congress of American Indians and Inter-Tribal Transportation Association, Native Americans are disproportionately the victims of roadway deaths as both pedestrians and drivers.³⁷ Fatal crash rates have increased precipitously on reservations, despite a decline in the national rate.

In Indian Country, as in other parts of the U.S., elders may drive beyond their ability to be safe on the road due to lack of alternatives. Elders with the ability to drive play a pivotal role in providing rides to help other elders get to senior centers and other destinations. As reported by the **Shoshone-Bannock Title VI Aging Services Program**, the majority of elders who come to meal sites drive themselves. Older driver safety programs help older drivers stay safely on the road for a longer period of time by assessing driving skills, providing education on safe driving and informing drivers about available transportation alternatives.

Q: Could older driver safety training be offered on reservations?

- **Grand Portage Band of Lake Superior Chippewa (MN)** offers an eight-hour driver safety program once a year. The program enjoys good participation levels, in part due to the 10 percent insurance discount that is extended to those who attend. A reasonable fee is charged and a meal is provided to participants.
- The **Choctaw Nation (OK)** has a multifaceted approach to older driver safety. The AARP Driver Safety Course is offered once per year and speakers from groups like Tribal law enforcement offer information on driver safety at area senior centers.

Questions to consider:

1. Are elders continuing to drive past their ability to remain safe on the road?
2. Would elders benefit from a driver safety course provided at a senior center or other community locations?

Best Practice:

The Driver Safety classroom course offered by AARP (formerly 55 Alive), has provided training on a number of reservations to benefit older drivers looking to tune-up their driving skills. The course is offered by Southeastern Senior Services in Alaska and by the Choctaw Nation (OK), among others.

III. Directory of Organizations, Resources and Technical Assistance Providers

American Indian Relief Council (AIRC)

PO Box 6200
Rapid City, SD 57709
Tel: 1-800-370-0872
info@airc.org
http://www.nrcprograms.org/site/PageServer?pagename=airc_index

An arm of National Relief Charities, AIRC is a non-profit organization delivering donated goods and services, with a focus on rural and remote communities with limited transportation options.

Community Transportation Association of America (CTAA) Tribal Technical Assistance Program

1341 G Street, NW, 10th Floor
Washington, DC 20005
Tel: 1-800-891-0590
Charles Rutkowski x719 or Kelly Shawn x718
Fax: 202-737-9197
Website: <http://www.ctaa.org>

This program is funded by the Rural Business Cooperative Service of the United States Department of Agriculture (USDA), and is designed to help Native American Tribes enhance economic growth and development by improving transportation services. Technical assistance is limited to planning and may support transit service improvements and expansion, system start-up, facility development, development of marketing plans and materials, transportation coordination, training and other public transit problem-solving activities. Applications for Short Term Technical Assistance for Tribal Passenger Transportation are accepted on a continuing basis.

Hā Kūpuna, National Resource Center for Native Hawaiian Elders

University of Hawaii
School of Social Work
1800 East-West Road
Honolulu, HI 96822
Tel: 808-956-7009
Fax: 808-956-5964
Website: <http://manoa.hawaii.edu/hakupuna/index.html>
Email: hakupuna@hawaii.edu

Hā Kūpuna is supported by the Administration on Aging and focuses its work on improving the well-being, health and access to long-term care for Native Hawaiian elders, offering training and technical assistance to help both elders and caregivers.

Inter-Tribal Transportation Association

c/o C. John Healy, Sr.
102 Tribal Way R.R. #1
Box 66
Harlem, MT 59526
Tel: 406-353-8469
Fax: 406-353-8434
Website: <http://www2.ewu.edu/x25312.xml>
Email: c_johnhealy_sr@live.com

The mission of the Inter-Tribal Transportation Association, located at Eastern Washington University, is to “help Tribal Elected Leadership address Tribal transportation concerns, issues, needs, program, and policies to assist Tribes and Tribal communities in the evolution of their transportation systems and programs.”

National Center on Senior Transportation

1425 K Street NW
Suite 200
Washington, DC 20005
Tel: 866-528-NCST (voice) or
202-347-7385 (TDD)
Fax: 202-737-7914
Website: www.seniortransportation.net
Email: ncst@easterseals.com

Based in Washington, DC, the **National Center on Senior Transportation (NCST)** is administered by Easter Seals, Inc. in partnership with the National Association of Area Agencies on Aging (n4a) through a cooperative agreement with the U.S. Department of Transportation, Federal Transit Administration, and with guidance from the U.S. Department of Health and Human Services, Administration on Aging. NCST offers technical assistance on elder transportation to Title VI and Tribal Transit Programs.

National Indian Council on Aging (NICOA)

10501 Montgomery Blvd. NE, Suite 210
Albuquerque, NM 87111
Tel: 505-292-2001
Fax: 505-292-1922
info@nicoa.org
<http://www.nicoa.org/>

The National Indian Council on Aging is a non-profit organization advocating for health and social services for American Indian and Alaska Native Elders. NICOA oversees several grants from the U.S. Department of Health and Human Services and is a National Sponsor of the Federal Senior Community Service Employment Program (SCSEP).

National Resource Center on Native American Aging (NRCNAA)

Center for Rural Health
University of North Dakota
School of Medicine and Health Sciences,
Room 4535
501 North Columbia Road Mail Stop 9037
Grand Forks, ND 58202
Tel: 1-800-896-7628 or 701-777-6780
Fax: (701) 777-6779
Website: <http://www.nrcnaa.org>

The Resource Center is supported by the Administration on Aging, with a mission to “identify and increase awareness of evolving Native elder health and social issues.” The Center works closely with local American Indian elder service providers to assess and develop strategies to address needs.

National Resource Center for American Indian, Alaska Native & Native Hawaiian Elders (NRC)

University of Alaska Anchorage
3211 Providence Drive
CHSW, Suite 205
Anchorage, AK 99508
Tel: 907-786-4303
Fax: 907-786-4440
Website: <http://elders.uaa.alaska.edu/>
Email: afjwl@uaa.alaska.edu

The National Resource Center at the University of Alaska Anchorage, supported by the Administration on Aging, provides technical assistance collaboratively with Ha Kapuna and the NRCNAA. NRC’s area of focus is elder health, long-term healthcare systems and elder abuse prevention.

National Rural Transit Assistance Program

5 Wheeling Avenue, Unit B
Woburn, MA 01801
Tel: 888-589-6821
Website: www.NationalRTAP.org

NRTAP provides free training, education and technical assistance to small urban, rural and Tribal communities, offering products and services tailored to assist in developing, maintaining and improving local Tribal transit systems. NRTAP's Tribal technical assistance has included personalized site visits; assistance with community planning for transit needs; and Tribal conference panels, presentations and grant writing workshops.

National Society for American Indian Elderly (NSAIE)

200 East Fillmore Street #151
Phoenix, AZ 85004
Phone: 602-424-0542
Email: info@nsaie.org

An AmeriCorps VISTA partner, NSAIE is a 501(c)(3) organization promoting improvement in the "quality of life for on-reservation and rural American Indian senior citizens by supporting a network of Tribally established and administered services," to ensure that elders have access to services to allow them to remain in their homes and communities.

National Tribal Transit Association

Richard Thompson, President
Tech Services Manager
Shoshone-Bannock Tribe's Department of Transportation
PO Box 306
Fort Hall, ID 83203
Tel: 208-237-1954
Email: rthompson@sbtribes.com

Tribes from across the country met at the Annual Tribal Transit Conference in November 2010 to form an organization designed to meet the needs of Tribal Transit systems. This newly formed organization endeavors to provide information and education to Congressional staff on Tribal Transit issues, and training and networking opportunities to Tribes. They will host an Annual National Tribal Transit Association Conference.

Tribal Transit Assistance Programs (TTAP)

The Tribal Technical Assistance Program (TTAP) provides training and technical assistance resources for Native American Tribes and is funded by the Federal Highway Administration (FHWA) and the Bureau of Indian Affairs. TTAPs in seven regions provide hands-on assistance to Tribal Transit Programs, including local implementation of new transportation technology and solutions for staff development:

- Alaska Tribal Technical Assistance Program (Alaska)
- National Indian Justice Center (California, Nevada)
- Tribal Technical Assistance Program at Colorado State University (Arizona, Colorado, New Mexico, Utah)
- Tribal Technical Assistance Program at Michigan Tech (Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania)
- Northern Plains Tribal Technical Assistance Program (Montana (Eastern), Nebraska (Northern), North Dakota, South Dakota, Wyoming)
- Northwest Tribal Technical Assistance Program (Idaho, Montana (Western), Oregon, Washington)
- Tribal Technical Assistance Program at Oklahoma State University (Kansas, Nebraska (Southern), Oklahoma, Texas)

Interactive map to locate your TTAP program:
<http://www.ltapt2.org/about/ttap.php>

Contact list of TTAP programs:
<http://www.ltapt2.org/downloads/LTAPTTAPFall2008ContactList.pdf>

Programs Referenced in this Document:

California Indian Manpower Consortium

Charmaine Mix, Title VI Director
738 North Market Blvd
Sacramento, CA 95834
Phone: 916-920-0285
Email: charmainem@cimcinc.com

Cherokee Transit

Kathy Littlejohn, Transit Manager
Cherokee Trails-Eastern Band Public Transit
PO Box 455
Cherokee, NC 28719
Tel: 828-497-7494 & 866-388-6071 TDD: 711
Email: kathlitt@nc-chokeee.com

Chickasaw Nation Title VI Program

Karen Cook, Title VI Director
karen.cook@chickasaw.net
212 W. Lillie Boulevard
Madill, OK 73446

Choctaw Nation Transit

Johnny James, Director
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Email: jjames@choctawnation.com

Choctaw Nation of Oklahoma, Aging Services Dept.

Oneida Winship, Title VI Director
P.O. Box 1210
Durant, OK 74701
Tel: 580-924-8280

Citizen Potawatomi Nation of Oklahoma

Denise Smith, Title VI & Tribal Transit Director
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Tel: 405-878-4833
Email: dsmith@potawatomi.org

Confederated Tribes of Warm Springs, OR

1233 Veterans St.
Warm Springs, OR 97761
Tel: 541-553-3313

Grand Portage Band of Lake Superior Chippewa

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Laguna Rainbow Corporation

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Laguna Pueblo Community Health Representative

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Menominee Aging Services

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Menominee Regional Public Transit

Shawn Klemens
Director of Transit Services
M.I.T.W. - Department of Transit Services
P.O. Box 910, W2727 Our Children's Road
Keshena, WI 54135
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Email: sklemens@mitw.org

Mescalero Apache Elderly Program

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Email: ahidley@matisp.net

Omaha Tribe of Nebraska Title VI Program

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100 Senior Circle
Macy, NE 68039
Tel: 402-837-5639
Email: Sydneybird940@hotmail.com

Pelivan Transit

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Email: pelivandir@grandgateway.org

Southeast Senior Services

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Juneau AK 99801
Email: marianne.mills@ccsjuneau.org

Tohono O'odham Nation Title VI Program

PO Box 810
Sells, AZ 85634
Tel: 520-383-6075

Turtle Mountain Band of Chippewa Indians

Turtle Mountain Tribe
4180 Highway 281
Belcourt, ND, 58316
Tel: 701-477-260

Winnebago Senior Center

Terri Picotte, Title VI Director
PO Box 687
Winnebago, NE 68071
Tel: 402-878-2487
Email: srcitizen@huntel.net

Appendix A: Glossary of Transit Terms

From the FTA Funding Definitions:

http://www.fta.dot.gov/funding/grants/grants_financing_7707.html

Apportionment - Funding amounts for FTA programs published each Federal fiscal year in a Federal Register Notice.

Competitive Program - Eligible entities request FTA funding and are evaluated and rated based on grant program criteria.

Contract - A written or oral agreement between two parties for purchase/lease of goods or services (including construction).

Direct Recipient/Grantee - An eligible entity that applies to FTA for funding and executes the grant agreement. The terms direct recipient and applicant mean the same as direct grantee.

Discretionary Program - Transit projects that are reviewed and evaluated based on grant program criteria.

Farebox Revenue - The cash collected in fares on transit revenue trips. Transfers, tokens, passes and other non-currency forms of payment should not be counted as farebox revenue.

Formula Program - Funds are made available through statutory formula as follows: Section 5310, Elderly & Persons with Disabilities is based on the number of elderly persons and persons with disabilities in each State according to the latest available U.S. Census data (2000); Section 5311, Nonurbanized Formula Program is based on the ratio of the non-urbanized population of each State to the nonurbanized population of all the states, according to the latest available U.S. Census data; and Section 5307, Urbanized Area Formula Program for areas under 200,000 population is based on population and population density for each urbanized area.

In-Kind Contribution - The value of non-cash contributions, such as, real property, equipment, supplies and other expendable property. The value of these goods and services must directly benefit and relate to the project or program.

Procurement - Acquisition process leading up to the purchase of goods or services.

Public Transportation - Mass transportation by bus, rail, or other conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter or sightseeing transportation.

Recipient - Any entity that receives FTA financial assistance either directly or through a state agency as a subrecipient.

State Management Plan - A document that describes the state's policies and procedures for administering the Section 5310 and Section 5311 programs.

Subrecipient - Any entity that receives Federal assistance awarded by a FTA Recipient, rather than FTA directly. The term "subrecipient" also includes the term "subgrantee," but does not include "third party contractor" or "third party subcontractor."

Third Party Contract - A contract or purchase order awarded by the recipient or sub-recipient to a vendor or contractor, financed in whole or in part with FTA funds.

Endnotes

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- 12 "Commentary: Cultivating Tribal Transit," CTA. Community Transportation (Summer 2009): <http://www.ctaa.org/webmodules/webarticles/articlefiles/cultivating_Tribal_trans.pdf>
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- 16 Bureau of Indian Affairs: <<http://www.bia.gov/FAQs/index.htm>>
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- 28 Navajo Nation Transit website: < <http://www.navajotransit.com/> >; Tribal Transportation Long Term Planning, FHWA: <<http://www.fhwa.dot.gov/Tribal/lrtpmod.htm>>
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- 30 RTC Rural, "Tribal Transportation: Barriers and Solutions" (Brief 5) (December 2002). <<http://rtc.ruralinstitute.umt.edu/Indian/Factsheets/transportation.htm>>
- 31 The thrift store donation partnership pursued by the Grand Portage Band of Lake Superior Chippewa is just one example of leveraging funds from unlikely sources beyond the local community. Several websites exist to fund community projects through online donation, opening up possibilities for attracting a considerable number of small donations from a "crowd" of individual donors:
<http://www.kapipal.com/>
<http://www.createafund.com/>
<http://www.ulule.com/>
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Photo: The Klamath Tribes, "Blue Lake," by Curtis Raines

The contents of this publication are solely the responsibility of the authors and do not necessarily represent the official views of the Federal Transit Administration.

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A program of the U.S. Department of Transportation, Federal Transit Administration administered by Easter Seals in partnership with the National Association of Area Agencies on Aging.



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A program of the Federal Transit Administration administered by the Neponset Valley Transportation Management Association.



U.S. Department of Transportation
Federal Transit Administration

“...highlighting the importance of transportation for American Indian elders and identifying innovative approaches and resources for improving transportation services for elders living on reservations or other Indian lands throughout the United States...”