



**Standing Rock Public Transit Coordinated
Human Services Transportation Plan
2025-2030**

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Transportation Plan
2025-2030**

FORMAL APPROVAL OF POLICY -

Board Chairperson, Sitting Bull College
Standing Rock Public Transportation

Date of Approval

ORGANIZATION AND ACKNOWLEDGEMENT

The Standing Rock Public Transit Coordinated Human Services Transportation Plan was adopted by the Sitting Bull College Board of Trustees on December 3, 2025. The following people played a critical role and were instrumental in completing the process, report, and approval.

Sitting Bull College Board of Trustees

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Linda Antell, Dispatcher

Standing Rock Public Transit Advisory Group

Char White Mountain, SRST	Tonisha Alkire, SRCHR Program
Duanna Red Elk, SD Elderly Protection	Petra Reyna, SR Nutrition for the Elderly
Natalia Montclair, SR Tribal Health Admin.	Stacy Dole, Corson County Social Services
Brittany Schneider, Corson County SS	Chenoa Gipp, HIS Contract Health
Dennis Meier, Three Rivers HS Zone	Alvonne Penola, SR Treatment Program
Carmine Goodhouse, SR Treatment Prog.	Claudette Stricker, SR Veterans Depart.
Ben Wolf Necklace, SR Voc. Rehab.	Nikki Keller, Walworth County SS
Ashley Striebel, Community Options	Brandon Mauai, SR Diabetes Program
Jackie Schmidt, Bridges Against DV	Mindy Looking Back, Bridges Against DV
Anna Cotanny, SRST TERO	Harold Tiger, SRST Rock Emer. Mgmt.
Larissa Young, SRST Transp. Program	Brittany Keller, West River Health Clinic
Cheryl Keepseagle, SRST Workforce Serv.	John Ayoub, Mobridge Regional Hospital
Sami Claymore-Gates, SBCC	Rudy Arpan, McLaughlin IHS Health Ctr.
Joe McNeil, SAGE Development	Ken Grey Cloud, Prairie Knights Casino
Sidney Bailey, SRST	Kerry Libby, SRST
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TABLE OF CONTENTS

	<u>Page</u>
I. Introduction	
A. Background	7
B. Services	8
C. Plan Goals	8
D. Plan Process	9
E. Study Area.....	12
II. Organizational Structure	
A. Background.....	13
B. Board of Trustees	14
C. Management & Staff.....	16
D. Tribal Government.....	16
E. Standing Rock Public Transit Advisory Group.....	17
F. Organizational Chart	19
III. Demographics	
A. Community Description.....	22
B. Senior Population	23
C. Poverty Rate	24
D. Unemployed Population	25
E. Population with Disabilities	25
IV. Inventory of Transportation Services	
A. Regular-Route Public Transit	26
B. Private Transportation Providers	33
V. Goals and Objectives	
A. Survey Results	35
B. Goals and Objectives	44
C. Recommendations	46
VI. Funding Strategies	
A. Capital and Operating Budget	48
B. Funding Resources	53
VII. Appendices	
A. Public Meetings	56
B. Survey	62
C. Specific categories that appeared in Question 10,	65

List of Tables

<u>Table</u>	<u>Page</u>
1. Standing Rock Public Transit Coordinated Human Services Transportation Work Plan.....	11
2. Standing Rock Public Transit Advisory Group	17
3. Standing Rock Reservation District Populations	23
4. Families in Poverty on Standing Rock Reservation	25
5. Population with Disabilities	26
6. Inter-city Coordinated Services.....	30
7. Rider Type.....	30
8. Trip Purpose	31
9. Response to Specific Routes	44
10. Goals and Objectives Public Transit	45

List of Figures

<u>Figures</u>	<u>Page</u>
1. Framework for Action: Building the Fully Coordinated Transportation System (FFA Facilitators Guide)	10
2. Study Area.....	13
3. Standing Rock Sioux Reservation map	13
4. Organizational Chart	21
5. Standing Rock Reservation Districts.....	22
6. Senior Population Percentages by Districts.....	24
7. Round-trip Demand Respond routes	27
8. Distances from Fort Yates	28
9. Standing Rock Public Transit Schedule at a Glance.....	29
10. Trip Purpose Fiscal Year 20.....	31
11. Trip Purpose Fiscal Year 21.....	32
12. Trip Purpose Fiscal Year 22.....	32
13. Trip Purpose Fiscal Year 23.....	33
14. Trip Purpose Fiscal Year 24	33
15. Question 1-Where do you live?.....	36
16. Question 2-What is your primary form of transportation?	37
17. Question 3-Which of the following describes you the best?	37
18. Question 4- Do you have children?.....	38
19. Question 5-What days of the week and times would you use public transportation?	39
20. Question 6- Do the current hours of service meet your needs?	39
21. Question 7- When using public transportation, for what purpose are you using the transportation system?.....	40
22. Question 8- Why would you use public transit?	41
23. Question 9-What would prevent you from riding public transit?	42
24. Question 10- Where would you most frequently travel to and from?.....	43
25. Standing Rock Public Transit Poster.....	49

I. INTRODUCTION

A. Background

VISION: “Providing and promoting safe, reliable, affordable, friendly, and non-discriminatory transportation services to the areas we serve.”

The Standing Rock Public Transit Program (hereafter referred to as Public Transit) was established in 1989 to serve communities in south-central and north-central North Dakota.



In 2000, SBC expanded the transit program from one round-trip route to four round-trip routes, ensuring that all communities on the Standing Rock Reservation had access to public transportation. For 35 years, SRPT has steadily increased its ridership and expanded its routes and partnerships. In 2004, SBC secured a congressional appropriation of \$1.2 million to construct a new transit center facility. In 2010, SBC secured additional funding through the American Recovery and Reinvestment Act (ARRA) to expand the transit facility, including constructing a 1,500-square-foot maintenance bay. In 2022, SBC constructed bus garages capable of sheltering 12 vehicles, thereby increasing the useful life of the transit fleet.

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and low-income individuals, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

The transportation system on the Standing Rock Reservation consists of paved highways, gravel roads, and dirt roads, which the state, County, or the Bureau of Indian Affairs manages. The reservation is conveniently located near several major highways in good condition. North Dakota Highways 6 and 24, and South Dakota Highways 63 and 65, provide north-south transportation to the cities of Bismarck-Mandan, Mobridge-Pierre, and Rapid City. Highway 1804, Lewis and Clark's historic route, borders the Missouri River's east bank as it flows north, across from the Standing Rock Reservation. Its counterpart, Highway 1806/24 (a National Scenic Byway), follows the Missouri River south through the Standing Rock Reservation and serves as the main transportation route for Cannonball and Long Soldier communities. The other main reservation communities are located some distance from major transportation networks. Residents rely heavily on privately owned vehicles or secure rides where available. The other main reservation communities are located some distance from major transportation networks. Residents rely heavily on privately owned vehicles or secure rides where available.

B. Services

Currently, SRPT offers various transportation services for Sioux, Morton, and Burleigh counties in North Dakota, Corson County, and Mobridge, South Dakota.

- Demand Response routes are offered for 12 communities and two casinos within the Standing Rock Reservation and five communities adjacent to the reservation.
- In partnership with other transit providers, inter-city services offer connecting services to major transportation hubs, including Bismarck Municipal Airport, charter bus connections in Mobridge, SD, and Bismarck, ND, and Amtrak in Minot, ND.
- Services are provided Monday through Friday. Operating hours vary from 6:00 a.m. to 6:00 p.m. for most routes. Intercity routes operate until 10:00 p.m. on Mondays and Thursdays.
- SRPT is a Medicaid provider for North Dakota and South Dakota.
- Seniors 60+ ride free based on income eligibility.



C. Plan Goals

The goals of public transit are to:

- Support economic vitality
- Increase safety and security
- Increase accessibility and mobility options
- Protect the environment/improve quality of life
- Enhance system integration and connectivity
- Promote efficient system management and operation
- Emphasize system preservation
- Increase visibility in the communities

The objectives for this plan are:

- Systematically review the Public Transit's current operations.
- Evaluate the personal mobility needs of area residents.
- Evaluate possible service and/or organization changes to achieve goals.

- Develop five-year capital and operating expense budgets and specific actions to guide Public Transit in making needed changes and obtaining funding to implement the transit plan.

D. Plan Process

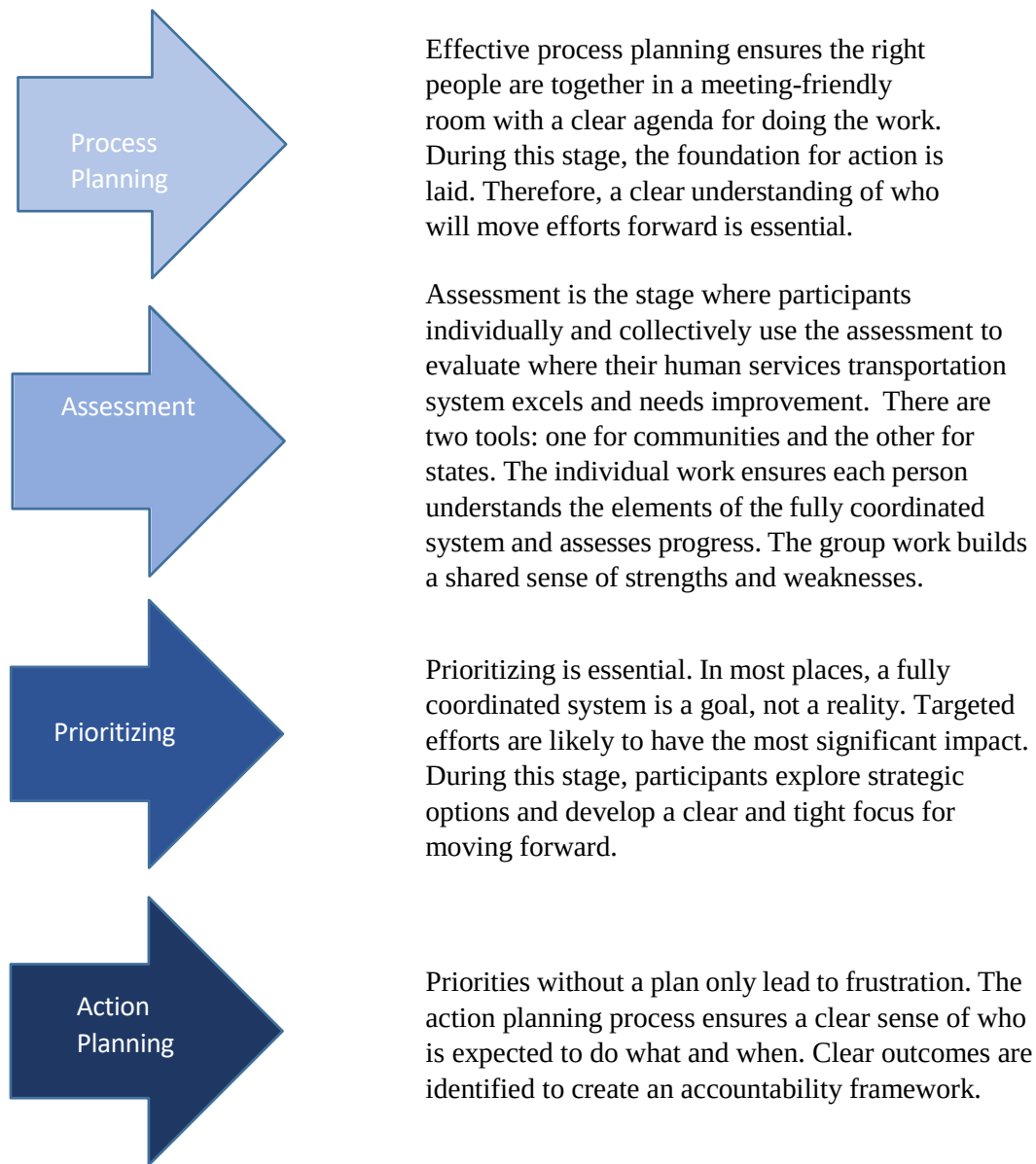
Transportation planning defines future policies, goals, investments, and designs to prepare for future needs in moving people and goods to destinations. Transportation planning plays a fundamental role in the state, region, or community's vision for its future. It includes a comprehensive consideration of possible strategies, an evaluation process encompassing diverse viewpoints, the collaborative participation of relevant transportation-related agencies and organizations, and open, timely, and meaningful public involvement. It is a cooperative process designed to foster the participation of all system users, including the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public.

Transportation plays a significant role in shaping an area's economic health and quality of life. The transportation system provides for the mobility of people and goods and influences growth patterns and economic activity by providing access to land. The system's performance impacts public policy concerns, including air quality, environmental resource consumption, social equity, land use, urban growth, economic development, safety, and security. Transportation planning acknowledges the vital connections between transportation and other societal objectives. The planning process is more than merely listing highway and transit capital projects. It requires developing strategies for operating, managing, maintaining, and financing the area's transportation system in a manner that advances the area's long-term goals.

Building a fully coordinated human services transportation system that solves access, quality, and cost issues is challenging. All human services programs funded through the Federal Transit Administration (FTA) that support transportation services for people with disabilities, older adults, and low-income people (e.g., Section 5310) have coordinated planning requirements.

The Framework for Action: Building a Fully Coordinated Transportation System, developed by the FTA, served as a guideline for the planning process. The Framework for Action helps stakeholders build a shared perspective and determine how they will move forward together. One of the tools used in the process was designed to help a community assess its progress in developing a coordinated transportation system and to create a plan for moving forward.

The Plan used a four-step model adopted from the Framework for Action: Building the Fully Coordinated Transportation System. It used a straightforward planning and action process (see figure 1).



These four steps lay the foundation for action and outline steps toward a more fully coordinated human services transportation system.

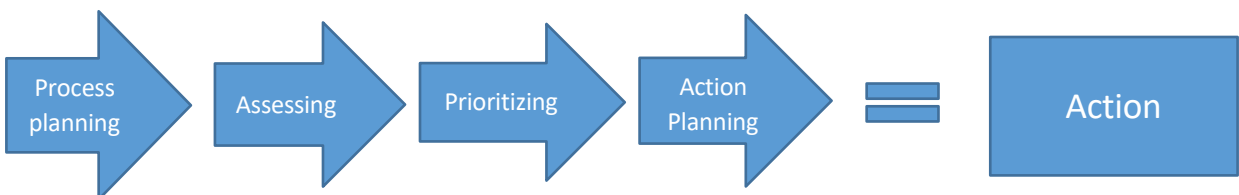


Figure 1. Framework for Action: Building the Fully Coordinated Transportation System (FFA Facilitators Guide)

A work plan was developed with the Standing Rock Public Transit (see table 1)

*It should be noted that the work plan was revised following consultation with the Advisory Group.

Table 1

Standing Rock Public Transit Coordinated Human Services Transportation Work Plan

Actions	Responsibility	Estimated Time/ Completion Date
Meet with Standing Rock Public Transit staff, finalize contract	Transit Staff/Transit Advisory Group Lead consultant	Nov. 2024
Review and confirm work plan Review current transit program operations	Transit Staff/Transit Advisory Group Lead consultant	Nov. 2024
Process planning (Schedule and conduct stakeholder meetings)	Lead consultant, Transit Staff/Transit Advisory Group	Nov.-March 2025
Assessing (Develop shared assessment)	Lead consultant, Transit Staff/Transit Advisory Group	Nov.-March 2025
Prioritizing (Identify priorities list)	Lead consultant Transit Staff/Transit Advisory Group	Nov.-March 2025
Action planning (Develop action plans from priorities list)	Lead consultant, Transit Staff/Transit Advisory Group	Nov.-March 2025
Submit draft transit plan to Advisory Group	Lead consultant	*March 2025
Submit final document to the Advisory Group	Lead consultant	*April, 2025
Present final document to Sitting Bull College Board of Trustees for approval	Lead consultant	*May 1, 2025

Inventory

Community demographic data, SR Transit ridership, and U.S. Census data were collected to develop a community profile. Later, a stakeholder assessment was conducted to gather relevant information on agencies involved in providing public transit or human services transportation. This information is the basis for a needs assessment and gap analysis (see figure 2).

Public Involvement

Public input is a primary focus of developing a coordinated transportation plan. The plan's primary objective is to foster coordination, providing agencies with opportunities to work interactively with one another and the public. Four participation meetings were attended by service providers, businesses, tribal members, and representatives from state, local, and tribal organizations. Additionally, an online and hard-copy survey yielded 241 responses that indicated the desires of potential and existing public transportation riders. The meetings and survey combined provided needed insight for developing this plan.

Needs Assessment and Gap Analysis

After the inventory was completed, the existing service was analyzed to assess needs, gaps, and redundancies. Needs come in areas needing transit service, better coordination, areas where redundancy can be eliminated, and other forms as established. The needs assessment is the primary tool for defining recommended strategies and actions toward better human services transportation. Needs were determined from demographic trends and existing survey data, and input from the review committee will be included when available. The needs are drawn from data contained in the inventory section.

Strategies and Actions

The needs assessment identifies areas poised for improvement and those where Federal funding could enhance transportation coordination. Strategies for addressing the region's needs were established by drawing on current needs, state practices, and best practices nationwide.

E. Study Area

The area covered by the plan includes the Standing Rock Reservation. Counties in North Dakota included Sioux County, Morton County, and Burleigh County. Counties in South Dakota included Walworth County and Corson County. Districts on the Standing Rock Reservation included Porcupine, Cannon Ball, and Long Soldier, all located in North Dakota. Running Antelope, Bear Soldier, Bullhead/Rock Creek, Kenel, and Wakpala in South Dakota. Communities located in North Dakota included Bismarck, Mandan, Ft Rice, Huff, Cannonball, Solen, Selfridge, Porcupine, and Ft. Yates. Communities located in South Dakota included Timber Lake, Eagle Butte, McLaughlin, Kenel, Wakpala, Bear Soldier, and Mobridge (see figure 2).

seventeenth century, when Europeans first encountered the Dakota in the Great Lakes area.

Note: Fort Yates is a misnomer. According to the census, Fort Yates consists only of the small western part of the peninsula, known as Fort Yates proper, and has a population of 210 people. This is why the community is named “Long Soldier”.

Sitting Bull College (SBC) originated as Standing Rock Community College (SRCC) on September 21, 1973, with its main campus in Fort Yates, North Dakota. On that date, the Standing Rock Sioux Tribal Council granted a charter to SRCC, authorizing it to operate as a post-secondary educational institution with the authority to award associate-level degrees. Recognizing the need for an institution of higher education that would provide opportunities for people in the immediate area, several movers and shakers on the Standing Rock reservation began establishing one of the nation’s first tribal colleges. In 1984, SRCC received full accreditation. On March 6, 1996, the Standing Rock Sioux Tribal Council voted to officially amend the charter, changing the college’s name to Sitting Bull College.

SBC established public transit in 1989 using North Dakota Department of Transportation (NDDOT) funds. In 2006, through resolution, the Standing Rock Sioux Tribe approved the pass-through of Federal Transit Administration (FTA) funds, for which the College applied. Presently, Standing Rock Public Transit receives federal Section 5311(c) Tribal Transit Program and 5311 funding administered by North Dakota and South Dakota. It also receives state funding from North Dakota and South Dakota for services provided in each state and Sitting Bull College (which provides the matching funds necessary to administer the grants).



Sitting Bull College Administration - Left to right: Lindsey Helm, Dean of Academics, Dr. Koreen Ressler, Vice President of Operations, Dr. Tomi Kay Phillips, President, Sami Claymore Gates, Dean of Student Services.

B. Board of Trustees

The SBC Board of Trustees (BOT) has final authority in all matters affecting the institution and programs and exercises jurisdiction over its financial, educational, and other policies and relationships with the state and federal governments. The BOT consists of eight persons, one elected from each of the eight districts of the Standing Rock Reservation. Each district holds an election

among the voters of that district per Tribal Election procedures. The organizational chart lists the chain of command (see figure 4).



Left to Right: Victoria Howard, Member, Kenel District Representative
Mary Kills in Water, Secretary, Running Antelope Representative, Sharon Two Bears, Vice
Chair, Cannonball District Representative, Avis Red Bear, Chair, Bear Soldier District
Representative, Back row: Jean Cadotte, Member, Wakpala District Representative.
Ron Brown Otter, Member, Rock Creek District Representative NOT PRESENT: Randal
White Sr., Member, Porcupine District Representative, Emma Jean Blue Earth, Member, Long
Soldier District Representative

C. Management & Staff



Left to Right: Pam Ternes, Transit Director, Randi Dogskin, Dispatcher, Sheri Harsche, Driver, Kateri Murphy, Operations Supervisor, Linda Antell, Dispatcher Back Row: Bill Harrison, Driver, Ted Ford, Driver, Dale Harrison, Mechanic, Sethan Brave Bull, Facilities and Fleet Coordinator NOT PRESENT: Bill Ridley, Driver, Dan Buresh, Driver, Delbert Cottonwood, Driver, Deanna Mentz, Dispatcher, Jonathan Sam, Driver

The Standing Rock Public Transit Program is located on the main campus of Sitting Bull College, north of Fort Yates, North Dakota. It operates under the authority of Sitting Bull College and employs approximately 16 people.

The Transit program office comprises a Director, Dispatchers, an Operations Manager, a Mechanic, a Facilities and Fleet Coordinator, and Bus Drivers. The staff is comprised of the following individuals: Pamela Ternes is the public transit director. She has held this position since 1997 and is responsible for the program's overall operation. Her primary duties include the daily management of the program as well as oversight and evaluation of all Transit program activities, programs, and services. Kateri Murphy, Operations Manager, supervises transit drivers, coordinates routes, and manages financial processes for transit and the service center business. Dale Harrison, Mechanic – responsible for maintaining the vehicles and the transit facility. Sethan Brave Bull, Facilities and Fleet Coordinator – responsible for assisting the Mechanic with vehicle maintenance, transit facility maintenance, and groundskeeping. Randi Dogskin and Linda Antell, Dispatchers, are responsible for scheduling, coordinating, and dispatching individual passenger needs and performing general clerical work. 7 full-time drivers & 2 part-time drivers – meet the mobility needs of passengers by providing safe, reliable, helpful, and flexible public transit services. 1 part-time janitor – responsible for cleaning the transit facility.

D. Tribal Government

The Standing Rock Sioux Tribe operates under a constitution approved by the Tribal Council of the Standing Rock Sioux Tribe on April 24, 1959. The Tribal Council consists of a Chairman, Vice-Chairman, a Secretary, and fourteen additional Councilmen, who the tribal members elect. The Tribal Council provides leadership and administrative direction to the tribe. The Tribal Council Chairman and Council serve a term of four years.



The current Standing Rock Sioux Tribal Administration is Janet Alkire, Chairwoman, Frank Jamerson, Vice Chairman, Susan Agard, Secretary, Representatives-At-Large: Nola Taken Alive, Charles Walker, Alice Bird Horse, Stephanie Yellow Hammer, Cyril Archambault, Richard Long Feather, District Representatives: John Pretty Bear, Joe White Mountain, Jr., Paul Archambault, Wilberta Red Tomahawk, Delray Demery, Susan Agard, Sidney Bailey, Jr., Jessica R. Porras, Jeff Cadotte, Sr.,

E. Standing Rock Public Transit Advisory Group

An Advisory Group provides input to the Standing Rock Public Transit Program. Members represent tribal programs and service providers located on and off the reservation. Programs represented include but are not limited to the Standing Rock Sioux Tribal Administration, Tribal Health Programs, Tribal Elder Programs, Tribal Work Experience Programs, County Social Services, Tribal Chemical Prevention Programs, Veterans' Programs, Tribal Vocational Programs, and Tribal Courts (see table 2).

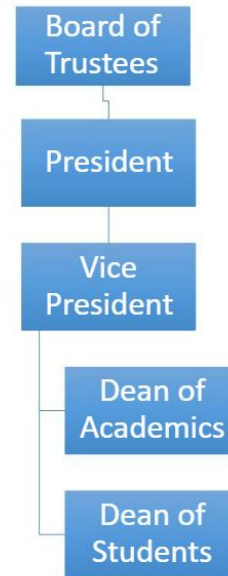
Table 2
Standing Rock Public Transit Advisory Group

Name	Program
Pamela Ternes	Standing Rock Public Transit
Char White Mountain	Standing Rock Sioux Tribe
Tonisha Alkire	Standing Rock CHR Program
Duanna Red Elk	South Dakota Elderly Protection
Petra Reyna	Standing Rock Nutrition for the Elderly
Natalia Montclair	Standing Rock Tribal Health Administration
Stacy Dole	Corson County Social Services
Brittany Schneider	Corson County Social Services
Chenoa Gipp	IHS Contract Health
Dennis Meier	Three Rivers Human Service Zone
Alvonne Penola	Standing Rock Treatment Program
Carmine Goodhouse	Standing Rock Treatment Program
Claudette Stricker	Standing Rock Veterans Department
Ben Wolf Necklace	Standing Rock Vocational Rehabilitation
Nikki Keller	Walworth County Social Services
Ashley Striebel	Community Options
Brandon Mauai	Standing Rock Diabetes Program

Jackie Schmidt	Bridges Against Domestic Violence
Mindy Looking Back	Bridges Against Domestic Violence
Lynn Cadotte	Pretty Bird Woman Shelter
Anna Cotanny	Standing Rock Sioux Tribe TERO
Larissa Young	Standing Rock Sioux Tribe Transportation Program
Cheryl Keepseagle	Standing Rock Sioux Tribe Workforce Services
Harold Tiger	Standing Rock Sioux Tribe Emergency Management
Brittney Keller	West River Health Clinic
John Ayoub	Mobridge Regional Hospital
Rudy Arpan	McLaughlin IHS Health Center
Sami Claymore-Gates	Sitting Bull Community College
Joe McNeil	SAGE Development
Ken Grey Cloud	Prairie Knights Casino
Sidney Bailey	Standing Rock Sioux Tribe
Kerry Libby	Standing Rock Sioux Tribe

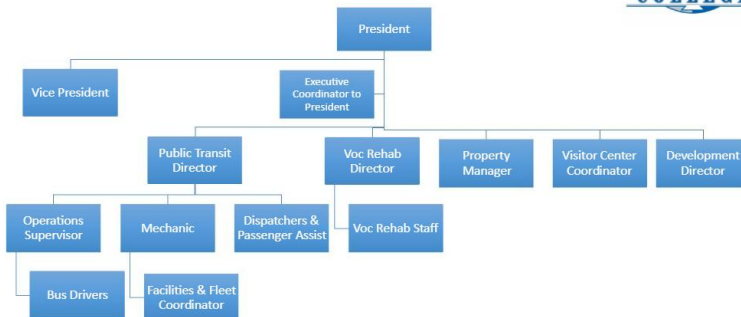
F. Organizational Chart

Governance Chart



Revised August 2024

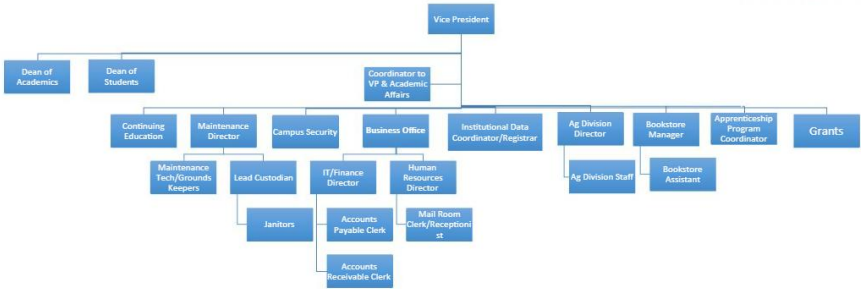
President Management Oversight Structure



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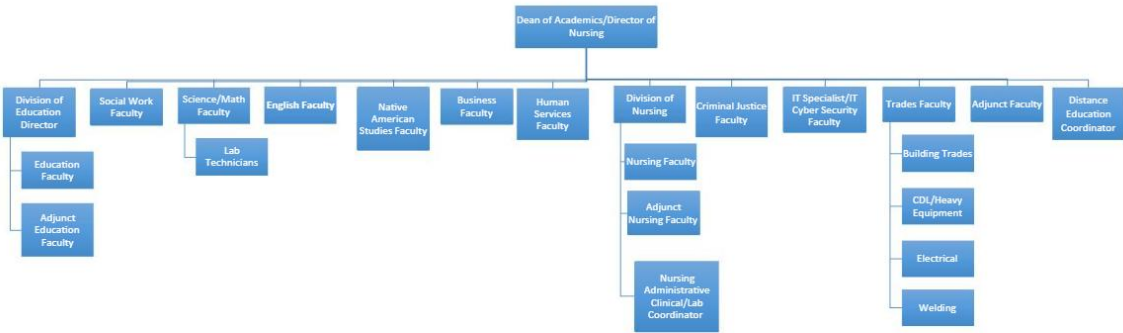
Vice President Management Oversight Structure



Revised August 2024

3

Dean of Academics Management Oversight Structure

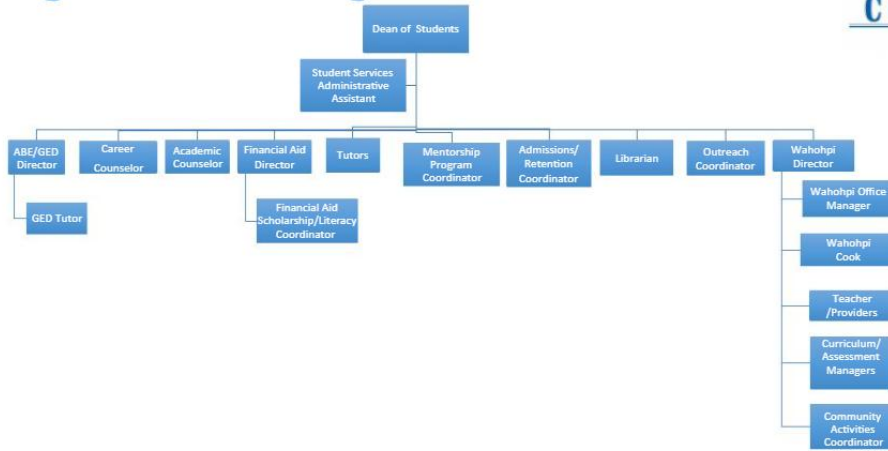


Revised August 2024

4

Dean of Students

Management Oversight Structure



Revised August 2024

5

Figure 4. Organizational chart (Sitting Bull College)

III. DEMOGRAPHICS

A. Community Description

The Standing Rock Reservation is on approximately 2.3 million acres of land, spanning the border between south-central North Dakota and north-central South Dakota. Rolling hills, woodland, river channels, and small lakes dominate the reservation. The Standing Rock Reservation borders are stated as follows: to the east is the Missouri River, and to the west are Adams County in North Dakota and Perkins County in South Dakota. The northern reservation border follows the Cannonball River and Cedar Creek to the northwest. The southern border connects with the north border of the Cheyenne River Reservation.

The counties of Sioux and Corson lie within the borders of the Standing Rock Reservation. Sioux County in North Dakota comprises the northern part of the reservation, while Corson County in South Dakota comprises the southern part. The Standing Rock Reservation is approximately 34 miles south of the Bismarck/Mandan, ND area, accessible via Highway 1806 from the North. Across the river in the southeastern part of the reservation lies the town of Mobridge, SD. Other areas covered in the Transit Plan include, but are not limited to, Fargo (Cass County), ND, Timber Lake (Dewey County), SD, and Eagle Butte (Dewey and Ziebach Counties), SD.

The Standing Rock Reservation is split into eight districts. There are three districts in Sioux County, North Dakota, and five in Corson County, South Dakota (see figure 5). In Sioux County, North Dakota, with a district population of 2,381, the Long Soldier district is the tribal headquarters for the Standing Rock Sioux Tribe. Fort Yates is the county seat of Sioux County in North Dakota. The Kenel district is the least populated district of the Standing Rock Reservation, with 260 people accounted for. The Bear Soldier district is the second most populated district with 1,443 people.



Figure 5. Standing Rock tribal and county subdivision boundaries (Sitting Bull College)

Five of the eight Standing Rock Reservation districts are in Corson County, South Dakota. Kenel is the only district on the reservation that spans both states and has a population of 260. Wakpala is the most southeastern district with a population of 707. Running Antelope (Little Eagle) is home to district justice and has a population of 625. Bear Soldier (McLaughlin) is the most populous community in the South Dakota portion of the reservation, with a population of 1,443. Rock Creek (Bullhead) is the largest land area on the entire reservation, but only the fifth in population size, at 1,030. In all, the total population of on-reservation persons is 7,819 (see table 3)

Table 3
Standing Rock Reservation district populations

DISTRICT	POPULATION
Fort Yates	2,381
Porcupine	626
Kenel	260
Wakpala	571
Running Antelope	625
Bear Soldier	1,443
Rock Creek	1,030
Cannonball	883
Total Population	7,819

B. Senior Population

On the Standing Rock Reservation, the senior population (65+) is 11.1%, below the national average of 16.8% (U.S. Census 2020). In 2023, North Dakota and South Dakota's senior population was slightly above the national average at 17% and 18.4%, respectively (see figure 6).

Rock Creek and Porcupine districts had the highest percentage of elders at approximately 19 percent and 18 percent, respectively. Fort Yates district had the lowest rate of elders, with 8.2% of the district population. Bear Soldier, Little Eagle, Wakpala, Cannonball, and Kenel all had an elder population of 11 percent, 9.6 percent, 9.3 percent, 8.8 percent, and 8.55 percent, respectively.

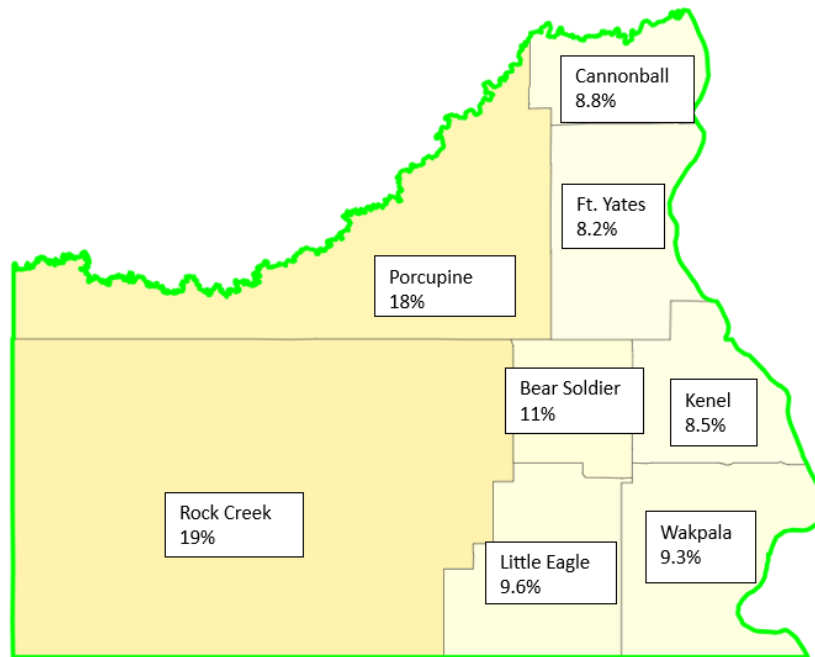


Figure 6. Senior Population Percentages by District

C. Poverty Rate

Poverty is a significant issue on the Standing Rock reservation, with a high percentage of families and individuals living below the poverty line. Poverty rates on the reservation are substantially higher than the national averages, and there are also significant disparities within the reservation's population, particularly among children. The U.S. Census Bureau (2023) estimates that 44 percent of the reservation's population lives below the poverty level, more than triple the rate in the United States: 12.4 percent.

In a 2019 testimony, Ira Taken Alive, Vice-Chairman for Standing Rock, testified before the House Committee on Appropriations that a substantial portion of the population lives in poverty. The high poverty rates on Standing Rock are linked to a variety of factors, including limited economic opportunities, high unemployment rates, and a lack of access to resources. Poverty on Standing Rock has a wide-ranging impact, including challenges related to housing, healthcare, education, and overall well-being.

In 2023, the U.S. Census Bureau reported an official poverty rate of 11.1% of the total U.S. population. That means the poverty threshold for a family of four was \$29,960, while for an individual, it was \$14,891.

Approximately 35 percent of families have been below the poverty line within the last 12 months (see Table 4). It should be noted that, in comparison to the previous plan, the number of families in poverty on the Standing Rock reservation increased substantially. Most notably, married couple families with related children of the household under 18 years increased from 29.6 percent to 37.5 percent, almost 8 percent.

Table 4

Families in poverty on the Standing Rock reservation

Families	With related children of household under 18 years	With related children of household under 5 years only
All Families (35%)	48.2%	48.2%
Married Couple Families (21.9%)	37.5%	51.1%
Female Householder, No husband present (50%)	57.9%	24.2%

D. Unemployed Population

The Standing Rock reservation has a significantly higher unemployment rate than the national average. While precise figures vary, estimates suggest it's around 60% to 79%, compared to the national rate of 6.7% (U.S. Department of Labor). This is substantially higher than the unemployment rates in North Dakota (4.5%) and South Dakota (3.5%). The high unemployment rate is a significant contributing factor to the high poverty rate and low per capita income on the reservation.

Business turnover rates are high on many reservations, and the Standing Rock reservation is no exception. Because of this, finding and keeping jobs can be very difficult for many individuals on and adjacent to the reservation. The Standing Rock reservation is provided with job opportunities at two reservation casinos – Prairie Knight Casino and Lodge north of Fort Yates, North Dakota and Grand River Casino to the west of Mobridge, South Dakota, many small gas stations, three campus locations of Sitting Bull College – Fort Yates, ND, McLaughlin, SD, and just to the west of Mobridge, SD, many tribal jobs, and a few small businesses. Many self-employed artists reside on the reservation, and the trade brings in a low and unsteady income.

The average time it takes for an individual to drive to or from work is approximately 18.3 minutes. Most working individuals drive alone in a car, truck, or van.

E. Population With Disabilities

The definition of disability is ‘a physical or mental condition that limits a person’s movements, senses, or activities.’ As of 2024, the national rate of persons with a disability is 13.4% (2024 Center for Research on Disability). According to the U.S. Census Bureau 2019- 2024 Population Estimates, the Standing Rock Reservation has a rate of 15.4% of persons with a disability compared to the total population. Approximately one-third of the population with disabilities is of the age 65 years or older (see Table 5).

Table 5

Population with disabilities

City or Town	Under 18 years	18 to 64 years	65 years and over	Total
Noninstitutionalized	2,679	4,090	846	7,615
With Disability	128	694	355	1,177
Percentage	4.7%	16.9%	41.9%	15.4%

IV. INVENTORY OF TRANSPORTATION SERVICES**A. Regular-Route Public Transit**

Standing Rock Public Transit offers direct services within Sioux, Morton, and Burleigh Counties in North Dakota and Corson and Walworth Counties in South Dakota. Transportation is provided to and from hub areas for employment, medical, educational, shopping, and personal reasons. The program operates 10 demand response routes and one intercity route.

Services of Standing Rock Public Transit (figure 7)

- Fort Yates and McLaughlin in-town service Monday-Friday
- Monday-Friday trips to and from Fort Yates, Bismarck, and Mandan:
 - Mobridge, SD
 - Bullhead, SD
 - Little Eagle, SD
 - Kenel, SD
 - Wakpala, SD
 - McLaughlin, SD
 - Morristown, SD
 - Watauga, SD
 - Cannonball, ND
 - Porcupine, ND
 - Selfridge, ND
 - Solen, ND
 - Prairie Knights Casino, ND
 - Fort Yates, ND
 - Breien, ND
 - Fort Rice, ND
 - Huff, ND
- Monday and Thursday trips to and from Bismarck, ND, Fort Yates, ND, McLaughlin, SD, and Mobridge, SD, with connecting services from other transit agencies for Eagle Butte, SD, Dupree, SD, Trail City, SD, Pierre, SD, Rapid City, SD, and Sioux Falls, SD

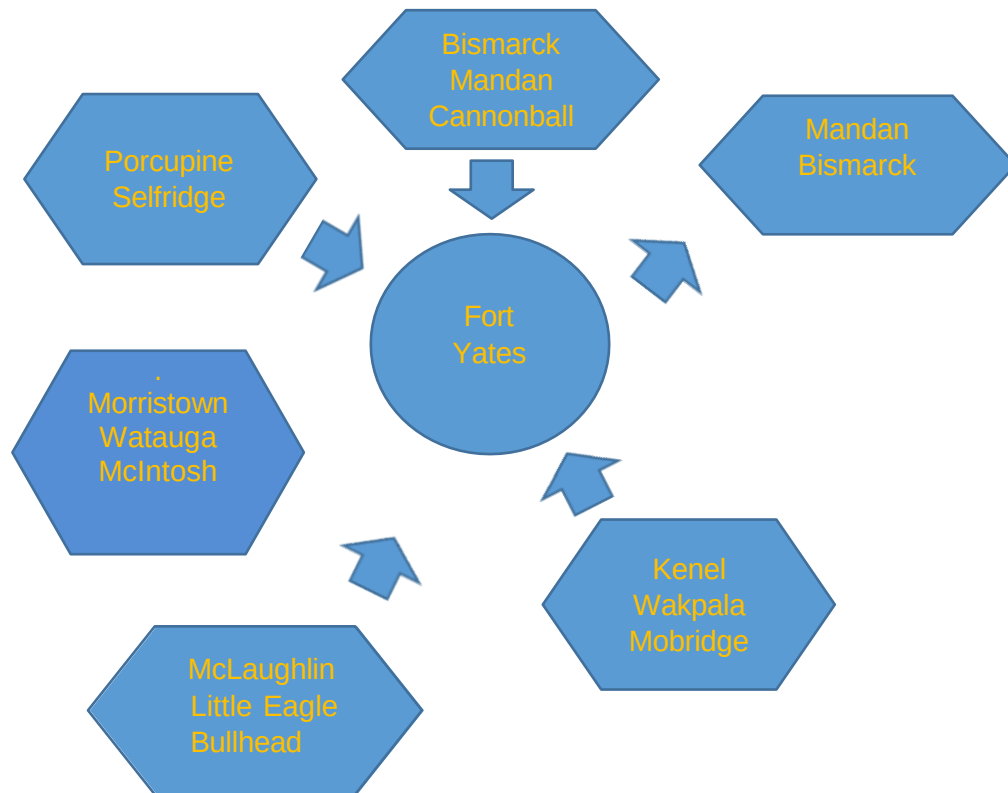


Figure 7. Round-trip Demand Response Routes

Long Soldier is the hub community of Standing Rock, home to the Tribal headquarters, Indian Health Services, Sitting Bull College, and various tribal, state, and county programs. Connecting services are provided for passengers from demand-response routes to Bismarck, North Dakota. Bismarck is approximately 70 miles from Fort Yates and is the closest urban area with primary medical services. Due to the tremendous demand for medical referral appointments, reservations on public transit are required.

Standing Rock Public Transit provides weekday demand-response service on the reservation and additional daily routes to and from Bismarck-Mandan and Mobridge, South Dakota (figure 8). Service is provided from early morning to late afternoon. A one-dollar (\$1.00) fare is charged for local, in-town one-way trips. The fare for a 136-mile round-trip from Fort Yates to Bismarck is \$10.00, or \$ 0.074 per mile.

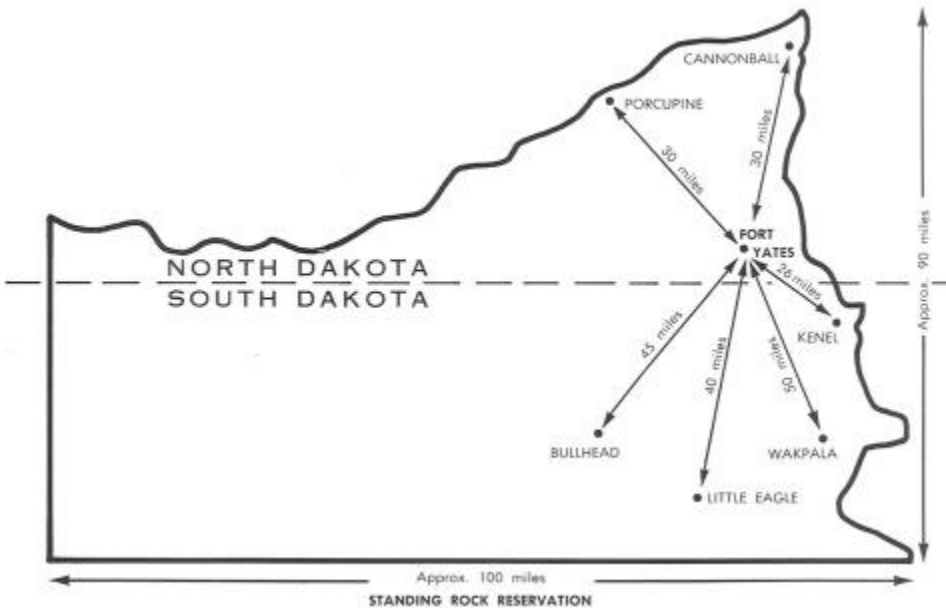


Figure 8. Distances from Fort Yates (Sitting Bull College)

The FTA defines intercity bus service as a regular, scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas that are not nearby. It can transport baggage carried by passengers and makes meaningful connections with scheduled intercity bus service to more distant points if such service is available. In rural states like North Dakota, intercity bus service is often used to connect rural areas with larger urban centers.

STANDING ROCK PUBLIC TRANSIT (ARRIVAL AND DEPARTURE TIMES ARE APPROXIMATE & SUBJECT TO CHANGE)									
RESERVATION REQUIRED CALL 854-8090					Connections to Eagle Butte Monday & Thursday				
Mobridge GR Casino Wakpala Kenel Fort Yates	Bullhead Little Eagle Bear Soldier McLaughlin Fort Yates	Porcupine Selfridge to Fort Yates	Mandan Huff Fort Rice Cannonball PK Casino Fort Yates	Fort Yates PK Casino Cannonball Solen Fort Rice Huff Mandan Bismarck	Bismarck Fort Yates McLaughlin Mobridge Pierre Sioux Falls Rapid City	Fort Yates Town	McLaughlin Town	Bullhead Little Eagle McLaughlin Wakpala GR Casino Mobridge	Morristown Watauga McIntosh McLaughlin Fort Yates PK Casino Bismarck
Route #1 M,T,W,Th,F	Route #2 M,T,W,Th,F	Route #3 M,T,W,Th,F	Route #4 M,T,W,Th,F	Route #5 M,T,W,Th,F	Route #6 M & Th	Route #7 M,T,W,Th,F	Route #8 M,T,W,Th,F	Route #9 M,T,W,Th,F	Route #10 M,T,W,Th,F
GR Casino Horseshoe Dep. 6:00 am Mobridge Dep. 6:20 am Wakpala C. Center Dep. 7:10 am Wakpala Dep. 7:40 am Kenel C. Center Dep. 7:05 am Fort Yates Arr. 7:50 am	Bullhead C. Center Dep. 6:30 am Little Eagle C. Center Dep. 7:00 am Bear Soldier Dep. 7:10 am McLaughlin SBC Campus C. Center Dep. 7:15 am Fort Yates Dep. 7:25 am Transit Co Arr. 7:50 am	Porcupine C. Center Dep. 7 am Selfridge Cenex Dep. 7:30 am Fort Yates Dep. 7:50 am	Mandan Don's Sport of Life Dep. 8:23 am Huff Dep. 8:45 am Fort Rice Dep. 8:55 am Cannonball Dep. 9:10 am PK Casino Dep. 9:25 am Fort Yates Arr. 9:45 am	Fort Yates Dep. 8:45 am PK Casino Guest Service Dep. 8:35 am Solen Dep. 8:55 am Cannonball Dep. 9:20 am Fort Rice Dep. 9:35 am Huff Dep. 9:45 am Mandan Arr. 10:05 am Bismarck Arr. 10:30 am	Bismarck Bus Depot Dep. 12:10 pm Fort Yates Dep. 4:30 pm Mobridge Dep. 6:20 pm	7:45 am To 4:00 pm	7:45 am To 4:00 pm	Bullhead Dep. 9:00 am Little Eagle Dep. 9:30 am McLaughlin Dep. 10:00 am GR Casino Arr. 10:35 am Mobridge Arr. 10:45 am	Morristown Dep. 8:45 am Watauga Dep. 9:00 am McIntosh Dep. 9:30 am McLaughlin Dep. 9:30 am Fort Yates Arr. 10:20 am
Bismarck (See Route #5)	Bismarck (See Route #5)	Bismarck (See Route #5)	Bismarck (See Route #5)	Bismarck (See Route #5)	Selby, Getchburg, Agn. Onda, Pierre, Rapid City, Sioux Falls (TBA) - Provided by River Cities Transit/Jefferson Lines	7:45 am To 4:00 pm	7:45 am To 4:00 pm	Wakpala Dep. 11:00 am Mobridge Arr. 11:30 am	Morristown Dep. 8:45 am Watauga Dep. 9:00 am McIntosh Dep. 9:30 am McLaughlin Dep. 9:30 am Fort Yates Arr. 10:20 am
Fort Yates Dep. 4:30 pm Kenel C. Center Dep. 5:00 pm Wakpala C. Center Dep. 5:20 pm GR Casino Horseshoe Dep. 5:30 pm Mobridge GR & Goodies Arr. 5:35 pm	Fort Yates Transit Center Dep. 4:30 pm McLaughlin Cenex SBC Campus Dep. 5:05 pm Bear Soldier Dep. 5:15 pm Little Eagle C. Center Dep. 5:30 pm Bullhead Arr. 5:55 pm	Percupine C. Center Dep. 4:50 pm C. Center Arr. 5:20 pm	Fort Yates Dep. 4:30 pm PK Casino Guest Service Dep. 4:50 pm Cannonball Dep. 5:15 pm Fort Rice Dep. 5:30 pm Huff Dep. 5:50 pm Mandan Sport of Life Arr. 6:15 pm	Bismarck Dep. 1:15 pm Mandan Dep. 2:35 pm Huff Dep. 2:50 pm Fort Rice Dep. 3:10 pm Cannonball Dep. 3:25 pm Solen Arr. 3:45 pm PK Casino Guest Service 4:00 pm Fort Yates Arr. 4:15 pm	Call toll free 1-877-587-5776 to book a ride or schedule online at https://www.jeffersonlines.com/	7:45 am To 4:00 pm	7:45 am To 4:00 pm	Wakpala Dep. 1:30 pm Mobridge Dep. 2:00 pm GR Casino Dep. 2:10 pm McLaughlin Dep. 3:00 pm Little Eagle Arr. 3:15 pm Bullhead Arr. 3:45 pm	Morristown Dep. 4:30 pm McLaughlin Dep. 5:05 pm McIntosh Dep. 5:35 pm Watauga Dep. 5:50 pm Morristown Arr. 6:15 pm
Fort Yates Dep. 4:30 pm Kenel C. Center Dep. 5:00 pm Wakpala C. Center Dep. 5:20 pm GR Casino Horseshoe Dep. 5:30 pm Mobridge GR & Goodies Arr. 5:35 pm	Fort Yates Transit Center Dep. 4:30 pm McLaughlin Cenex SBC Campus Dep. 5:05 pm Bear Soldier Dep. 5:15 pm Little Eagle C. Center Dep. 5:30 pm Bullhead Arr. 5:55 pm	Percupine C. Center Dep. 4:50 pm C. Center Arr. 5:20 pm	Fort Yates Dep. 4:30 pm PK Casino Guest Service Dep. 4:50 pm Cannonball Dep. 5:15 pm Fort Rice Dep. 5:30 pm Huff Dep. 5:50 pm Mandan Sport of Life Arr. 6:15 pm	Bismarck Dep. 1:15 pm Mandan Dep. 2:35 pm Huff Dep. 2:50 pm Fort Rice Dep. 3:10 pm Cannonball Dep. 3:25 pm Solen Arr. 3:45 pm PK Casino Guest Service 4:00 pm Fort Yates Arr. 4:15 pm	Call toll free 1-877-587-5776 to book a ride or schedule online at https://www.jeffersonlines.com/	7:45 am To 4:00 pm	7:45 am To 4:00 pm	Wakpala Dep. 1:30 pm Mobridge Dep. 2:00 pm GR Casino Dep. 2:10 pm McLaughlin Dep. 3:00 pm Little Eagle Arr. 3:15 pm Bullhead Arr. 3:45 pm	Morristown Dep. 4:30 pm McLaughlin Dep. 5:05 pm McIntosh Dep. 5:35 pm Watauga Dep. 5:50 pm Morristown Arr. 6:15 pm

Figure 9. Standing Rock Public Transit Schedule at a Glance (Standing Rock Public Transit)

In conjunction with River Cities Public Transit of Pierre, SD, Public Transit also provides twice-weekly intercity bus service between Pierre, SD, Mobridge, SD, and Bismarck, ND. This service offers direct access to Jefferson Lines Charter Services in Bismarck, ND, Rapid City, and Sioux Falls, SD. In addition, the Public Transit coordinates twice-weekly services with the Cheyenne River Sioux Tribe to and from the Cheyenne River Reservation, Standing Rock Reservation, and Bismarck-Mandan, ND (see table 6).

Table 6

Inter-City Coordinated Services

Transportation Provider	Services Provided
Jefferson Lines, River City Transit	Bismarck, North Dakota to Pierre, South Dakota with connections to Pierre, Rapid City and Sioux Falls, SD
Bismarck CAT, Jefferson Lines	Intercity connection to the Bismarck metro area and interliner buses
Bismarck Airport	Connections to and from Bismarck Municipal Airport
Cheyenne River Sioux Transit	Cheyenne River Sioux Tribe to Mobridge, connects with SR Public Transit to McLaughlin, SD, and Fort Yates and Bismarck, ND
Souris Basin Public Transit	Connections to and from Minot, ND, and the Amtrak station

Standing Rock Public Transit operates sixteen vehicles, ranging from five to twenty-six passengers. All 16 vehicles are wheelchair accessible with ramps or lifts.

The Public Transit program retained Ridership statistics for fiscal years 20, 21, 22, 23, and 24. Statistics were collected on the type of rider and the purpose of the trip by those who utilized public transit. It should be noted that ridership decreased significantly in FY 20 and FY 21 due to the COVID pandemic. Ridership decreased among the general public during this time but increased considerably in FY 22, 23, and 24. A significant increase was observed among



the elderly and disabled (see table 7).

Table 7

Rider Type

	Elderly & Disabled	General Public	Total Rider Type
FY20	2589	7089	9678
FY21	2650	7282	9932
FY22	3904	12630	16534
FY23	4417	11494	15911
FY24	5995	11440	17435

Medical rides have remained consistent over the past four years, which indicates their importance due to referrals (see table 8). Sitting Bull College continues to contract with Public Transit to provide the students with “free” rides for educational purposes.

Table 8
Trip Purpose

	Employment	Education	Medical	Personal/ Other	Total Trip Purpose
FY20	3785	1947	1486	2460	9678
FY21	3118	1519	2811	2484	9932
FY22	5460	1613	5816	3645	16534
FY23	5127	2382	3212	5190	15911
FY24	7475	3052	2104	4804	17435

At the end of 2019 and throughout 2020, 39% of riders used transit for employment, while 15% rode for educational purposes (figure 10). Approximately 20% rode for medical purposes. At the beginning of 2020, the world experienced a global pandemic, COVID-19. Due to this, ridership fell to extreme lows during the third fiscal quarter and would take several fiscal quarters to recover.

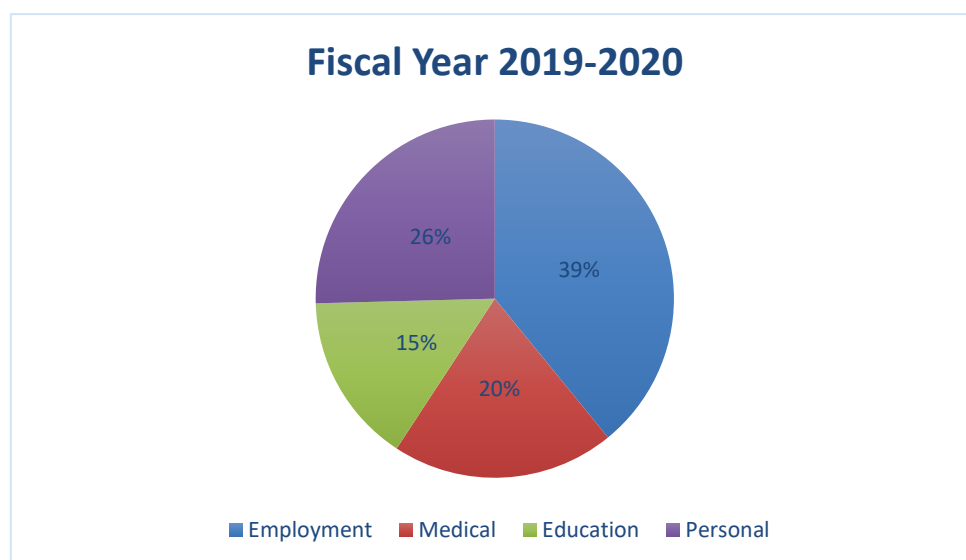


Figure 10. Trip Purpose-Fiscal Year 2019-2020

At the end of 2020 and through 2021, ridership was slightly decreased among those who rode the transit for employment purposes, at 32%, while an increase was observed among those who rode for educational purposes, at 28%. (figure 11). Data shows a decrease in ridership of 15% among those who rode for medical purposes.

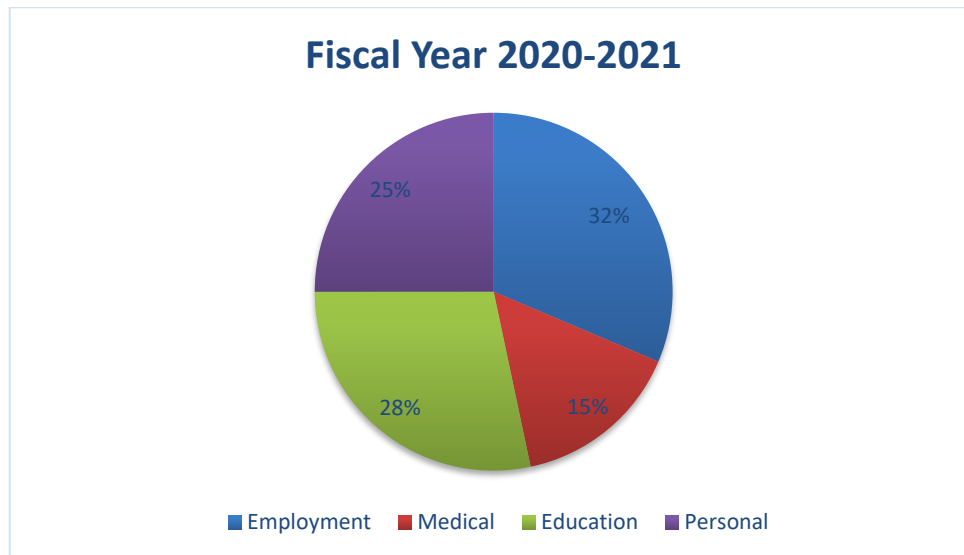


Figure 11. Trip Purpose-Fiscal Year 2020-2021

Overall, ridership returned to pre-pandemic levels during the 2021-2022 fiscal year. Most riders rode the transit for education 35% of the time, while 33% rode for employment (figure 12). Once again, the number of those who rode for medical purposes decreased to 10%.

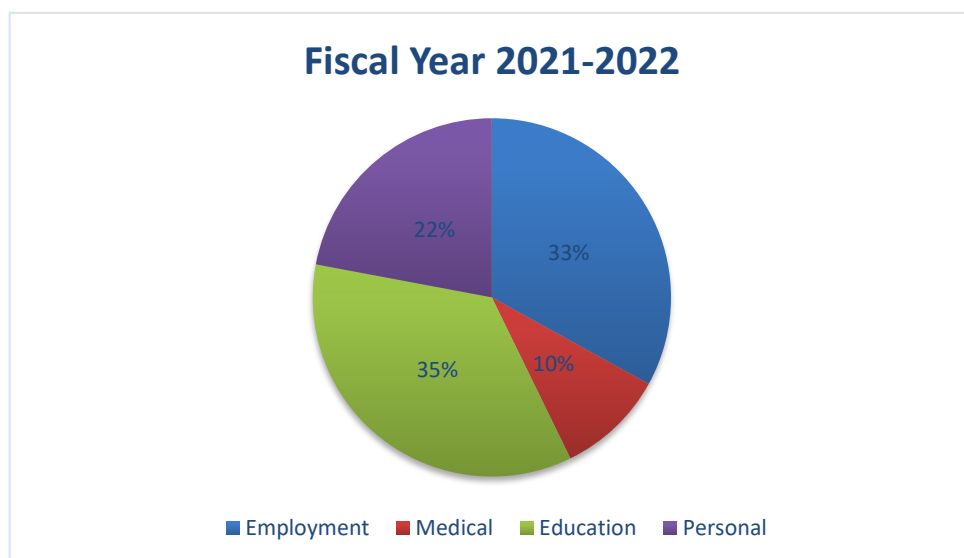


Figure 12. Trip Purpose-Fiscal Year 2021-2022

For the fiscal year 2022-2023, ridership for personal and other purposes increased to 33%, while ridership for employment purposes decreased slightly to 32%. Medical purpose riders stayed stable at 16%. While those riding for education purposes dropped to 20% (figure 13).

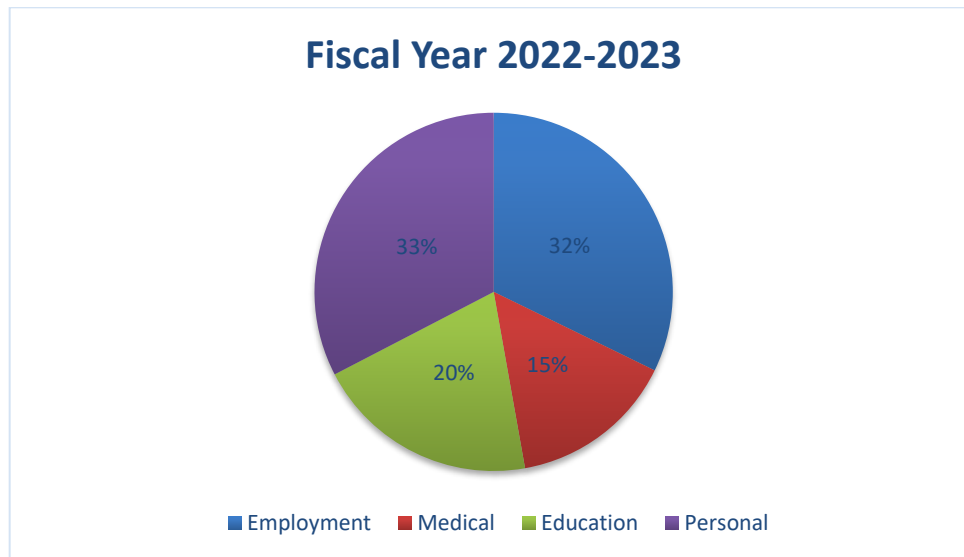


Figure 13. Trip Purpose-Fiscal Year 2022-2023

Between 2023 and 2024, ridership for employment increased to 43%, while ridership for educational purposes decreased to 12%. The proportion of individuals using transit for medical reasons increased slightly to 17% (figure 14).

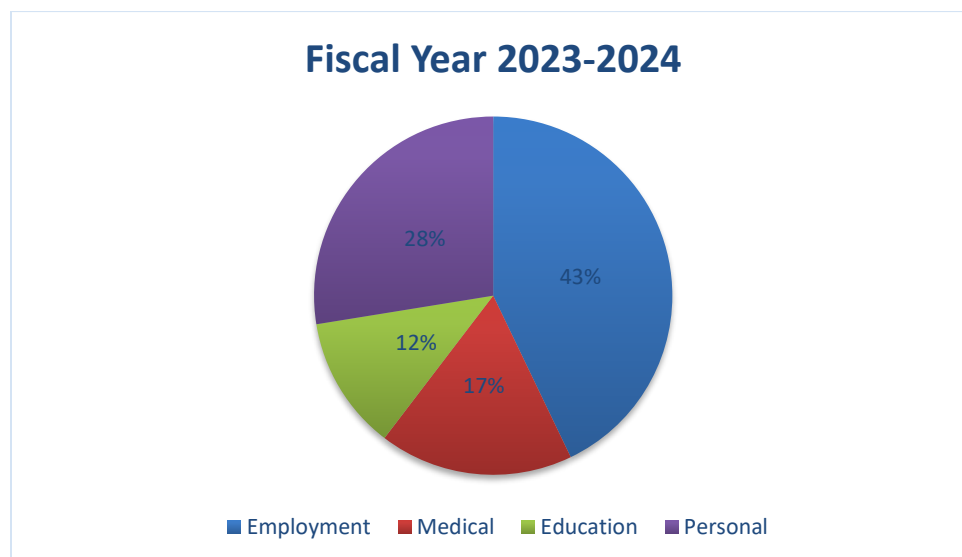


Figure 14. Trip Purpose-Fiscal Year 2023-2024

B. Private Transportation Providers

Those who utilize Standing Rock Public Transit have access to many other transportation resources throughout the state. Several major bus lines, airlines, and train services provide services close to the Standing Rock Reservation.

Amtrak

Amtrak is a national railroad passenger system located in Minot, North Dakota, approximately 207 miles from the Standing Rock Reservation. Amtrak said the Minot station had 29,829 boardings in 2016 (Amtrak Fact Sheet, Fiscal Year 2016). Amtrak serves North Dakota with one National Network train, the Empire Builder.



Bismarck International Airport



The Bismarck International Airport is approximately 72 miles from the Standing Rock Reservation. It is a vital air transportation center for the capital city of North Dakota and the state. Allegiant Air, American Airlines, Delta Air Lines, and United Airlines provide commercial airline service at the airport.

Greyhound

Greyhound is the only national operator of scheduled intercity coach services in North America, serving 48 U.S. states and 10 Canadian Provinces and Territories. Providing service to the residents of North Dakota, Greyhound enables individuals to travel the United States at their leisure.



Jefferson Lines

Founded in 1919, Jefferson Lines offers daily service to North Dakota. It is a member of the American Bus Association, the United Motor Coach Association, the National Tour Association, and numerous local visitor associations and chambers of commerce. With stops in Fargo, Grand Forks, Jamestown, Valley City, Bismarck, and Dickinson, riders can travel anywhere in the United States.

Bis-Man Transit/CAT

Bis-Man Transit serves the communities of Bismarck, Mandan, and Lincoln. It is partnered with Jefferson Lines to provide rides nationwide.

Other transportation services specific to the Standing Rock Reservation include those offered by the Fort Yates Indian Health Service (IHS). Although offered minimally, IHS operates a van to pick up dialysis patients who require care. IHS provides ambulatory transportation to Bismarck, North Dakota, for patients in need of acute care. This does pose a problem, though, as patients who are released from the hospital are responsible for their own transportation back to the reservation.

V. Goals and Objectives

A. Survey Results

The information below presents an analysis of the responses to the SRST Transit Survey, which was delivered face-to-face and online. The survey was constructed using questions developed in response to the SRST Transit Advisory Group focus group.

The survey results are based on the 241 surveys turned in. The survey return rate is 3.08%, calculated by dividing the number of surveys (241) by the total number of possible respondents (7,819). The number of respondents for this survey decreased slightly from the 3.2% return rate in 2019. Every attempt was made to distribute the study throughout the communities. The surveys were distributed in various settings, and an online option was available. The SR Transit Advisory Group was also given hard copies of the survey to distribute to constituents. Radio ads, posters, postcards with QR codes, and social media platforms were utilized to promote the study.

The following section is a breakdown of the survey and the results for each question.

Question 1: In which city do you live?

Out of the 241 respondents, 113 live in Fort Yates (46.89%), 20 live in Mobridge or McLaughlin each (8.3%), 15 live in Little Eagle or Cannonball each (6.22%), 11 live in Bismarck (4.56%), 10 in Porcupine (4.15%), 9 live in Mandan (3.73%), 8 live in Wakpala (3.32%), 6 live in Kenel (2.49%), 4 live in Bullhead (1.66%), 3 live in Bear Soldier South, Selfridge or Solen each (1.24%) and 1 lives in McIntosh. There were no selections for Watauga, Morristown, Fort Rice, or Huff. Below is a graphical representation of the above data (figure 15).

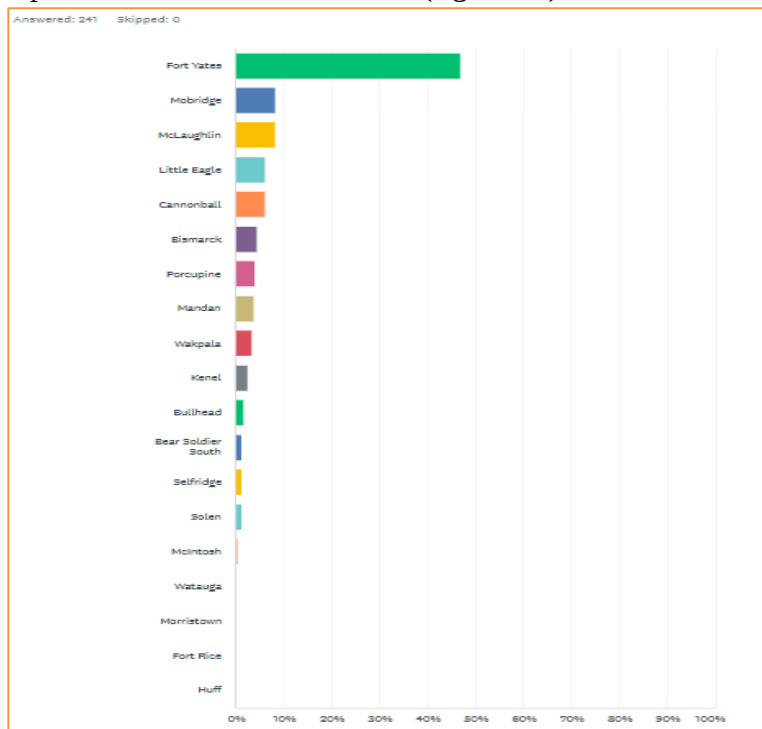


Figure 15. Question 1-In which city do you live?

Question 2: What is your primary form of transportation?

154 respondents (63.90%) own a car or truck as their primary means of transportation. 39 respondents (16.18%) walk, 26 respondents (10.79%) use the bus, 17 respondents (7.05%) use various means of transportation. They are listed as follows: (9) persons will either find family/friends or hire a ride, (3) persons use their own personal vehicle, (2) persons stated that hitchhiking is their primary form of transportation, and (3) chose to leave no answer. Finally, 5 people (2.07%) use bicycles as a means of transportation. (figure 16). The percentage of respondents with a truck or car as their primary means of transportation is approximately 18% lower than that reported in 2019. Usage of the Bus is up approximately 5.5% from respondents in 2019, from 5.06%.

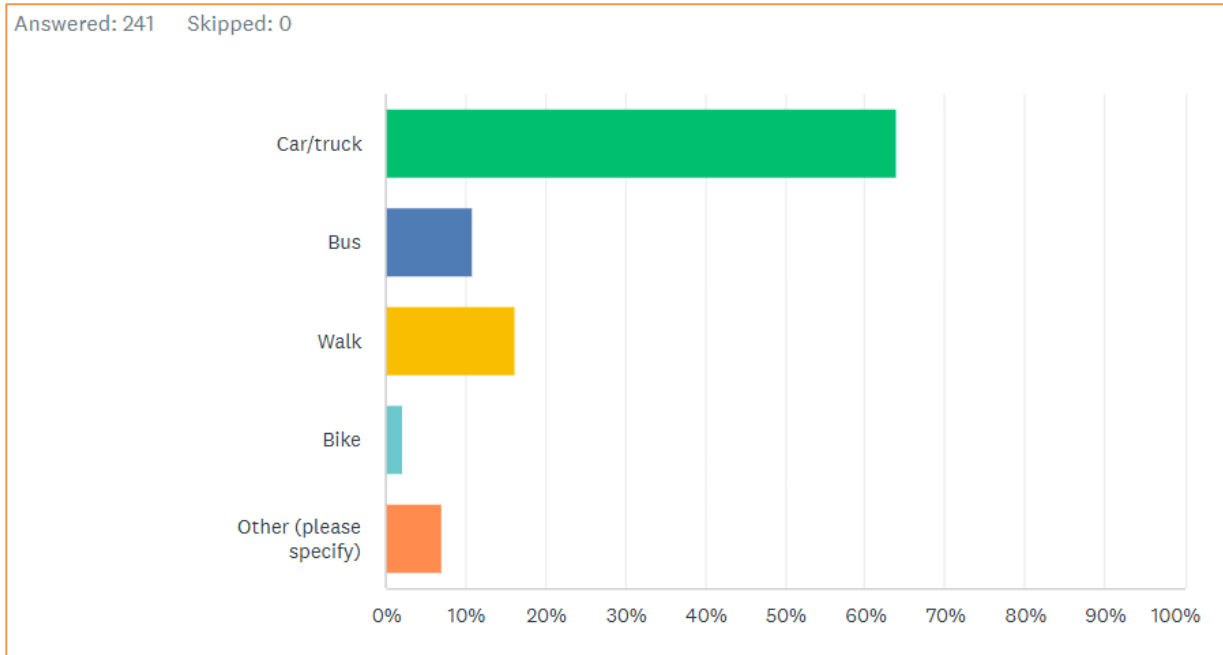


Figure 16. Question 2-What is your primary form of transportation?

Question 3: Which of the following describes you best? (Select all that apply)

90 of the respondents (37.34%) described themselves as Employees. The next largest segment was College Students at 78 responding (32.37%). 39 persons (16.18%) listed various answers ranging from Seeking Employment, Unemployed, Stay at Home Mom, or no answer given.

The next segment of respondents identified themselves as Elders (60+), comprising 34 respondents (14.11%). 26 (10.79%) of respondents reported being in a GED program. 19 respondents (7.88%) stated they were still in high school, 12 respondents (4.98%) reported as disabled.

The categories for this question were not mutually exclusive. Some respondents chose more than one description (figure 17).

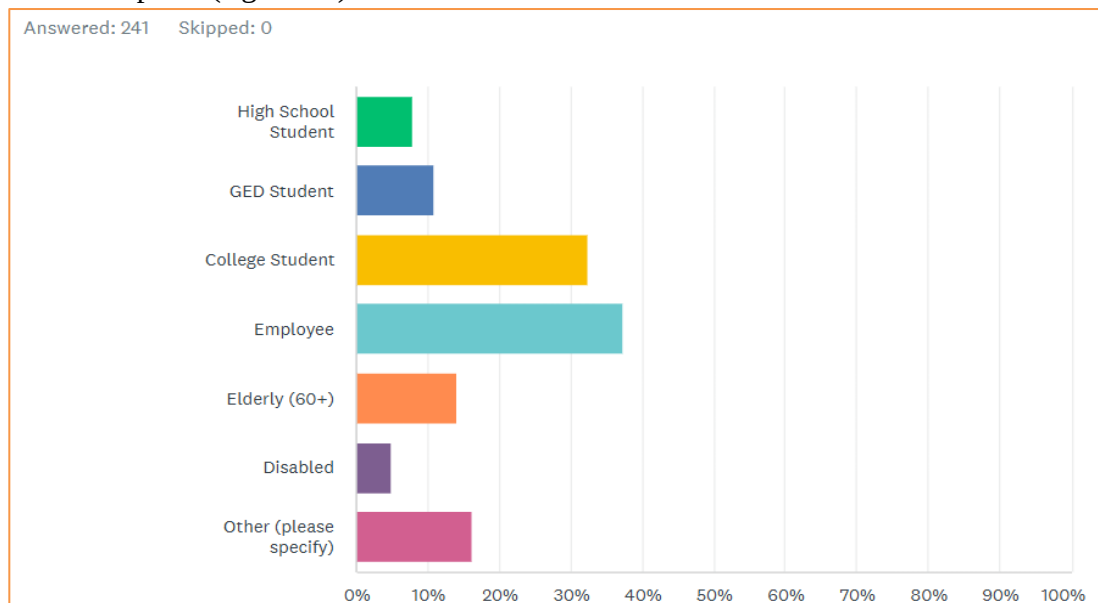


Figure 17. Question 3-Which of the following describes you best? (Select all that apply)

Question 4: Do you have children?

In answering question four, 115 respondents (47.72%) reported having children. The number of children for the respondents ranged from 1 to 8. The majority of the respondents with children reported having 2 children. (2) persons reported having grandchildren in their care as well. One hundred twenty-six respondents (52.28%) had no children. Below is the graph indicating the numbers for question 4 (figure 18).

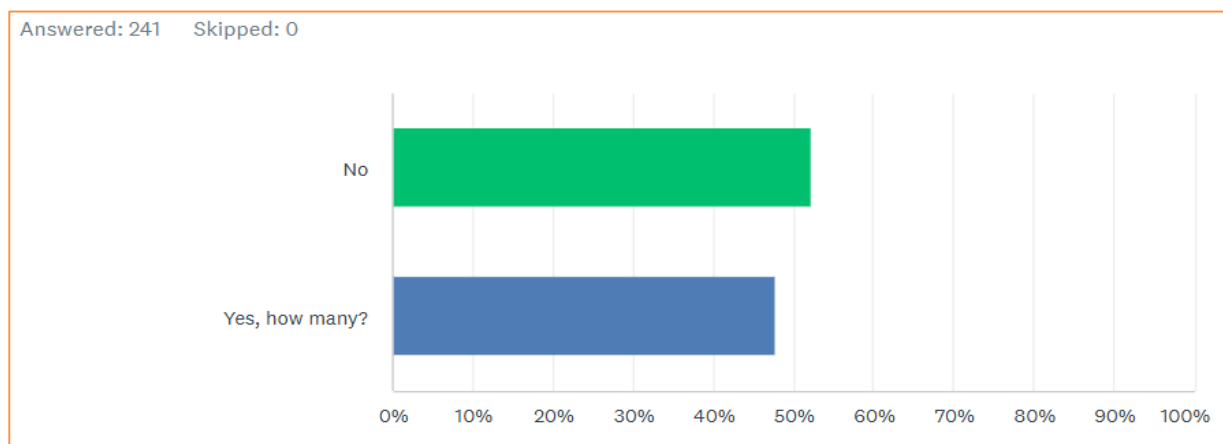


Figure 18. Question 4-Do you have children?

Question 5: What days of the week and times would you use public transportation?

This question was answered by 205 respondents (85.06%). 36 respondents (14.94%) did not answer this question. The answers listed below are based on the 205 people who answered the question. A deeper analysis reveals that more people use the transportation system in the morning than in the afternoon or evening. Additionally, a vast majority would utilize the system from Monday to Friday. A final consideration is that 35.12% of the respondents would utilize the transportation system from 6:00 pm to 10:00 pm. Another facet to consider is the respondents interested in weekend evening transit options (figure 19).

Answered: 205 Skipped: 36

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL RESPONDENTS
▼ Morning (6am - Noon)	86.19% 156	86.74% 157	85.08% 154	83.43% 151	75.69% 137	19.34% 35	15.47% 28	181
▼ Afternoon (Noon - 6pm)	79.61% 121	84.21% 128	79.61% 121	77.63% 118	76.97% 117	23.68% 36	19.08% 29	152
▼ Evening (6pm - 10pm)	62.50% 45	58.33% 42	61.11% 44	61.11% 44	72.22% 52	47.22% 34	34.72% 25	72
▼ Night (10pm- 6am)	51.16% 22	51.16% 22	53.49% 23	51.16% 22	74.42% 32	67.44% 29	53.49% 23	43

Figure 19. Question 5-What days of the week and times would you use public transportation

Question 6: Do the current hours of service meet your needs?

232 respondents answered question 6. Of the 217 responses, 183 (78.88%) respondents said the current hours meet their needs. However, 21.12% or 49 respondents said the hours did NOT meet their needs. Respondents suggested adding more evening runs after 4:00 pm, Monday through Friday, to meet the needs of college students and community members who want to pursue their education. Others mentioned earlier times or weekend runs as well (figure 20).

Answered: 232 Skipped: 9

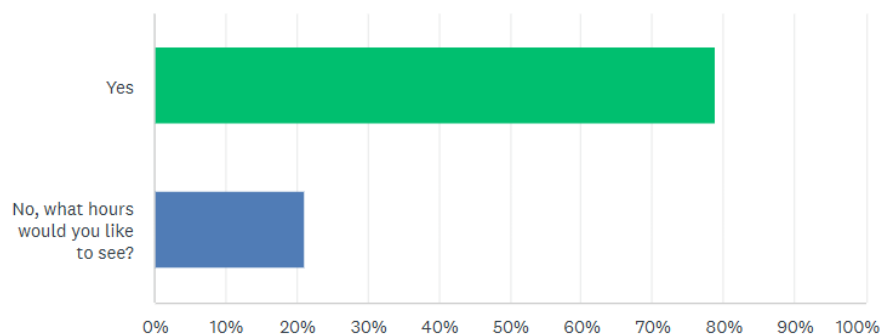


Figure 20. Question 6: Do the current hours of service meet your needs?

Question 7: When using public transportation, for what purpose are you using the transportation system? Select all that apply.

232 respondents completed the question, with 9 people choosing not to answer. The categories for this question are not mutually exclusive. The respondents were able to list multiple reasons for using the transit system. The most significant percentage of respondents indicated using the system for employment (45.26%). The next most significant percentage (38.79%) uses the system for medical purposes. The third-largest use of the system was for educational purposes, as indicated by 36.21% of the respondents. (24.57%) Use the system for shopping. (9.05%) Of the respondents, 50% use the system for food distribution. (8.19%) responded that Social Services was a reason to use the transit system. (5.60%) Use the system to attend addiction services. While 0.86% of respondents used senior meals, 21.98% listed personal or other reasons. These reasons ranged from personal transportation and shopping to meetings with elders and client use (figure 21).

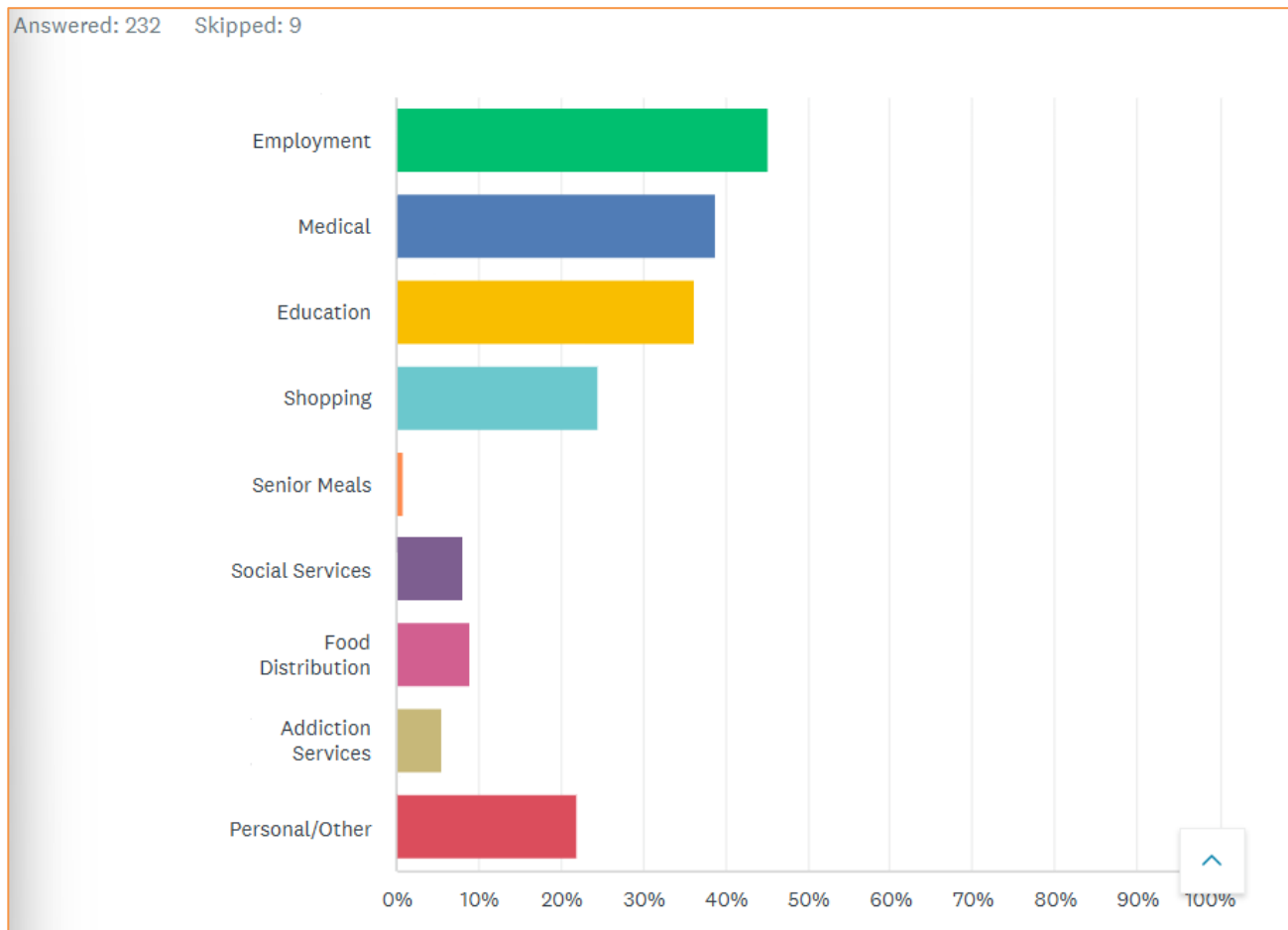


Figure 21. Question 7: When using public transportation, for what purpose are you using the transportation system? Select all that apply.

Question 8: Why would you use public transit? Select all that apply

235 people completed this question. 6 people chose not to answer. The categories for this question are not mutually exclusive. (63.83%) indicated that they used the transit because they had no car. (41.70%) indicated that convenience was the reason they would use public transit. (34.04%) indicated that gas prices are a reason they would use the transit system. (20.43%) indicated that they use the transit system due to a lack of a license or driving privileges. (11.06%) indicated that having a work benefit would give them reason to use the transit system. The final group uses the transit system due to a personal disability. This accounted for 6.38% of the respondents (figure 22).

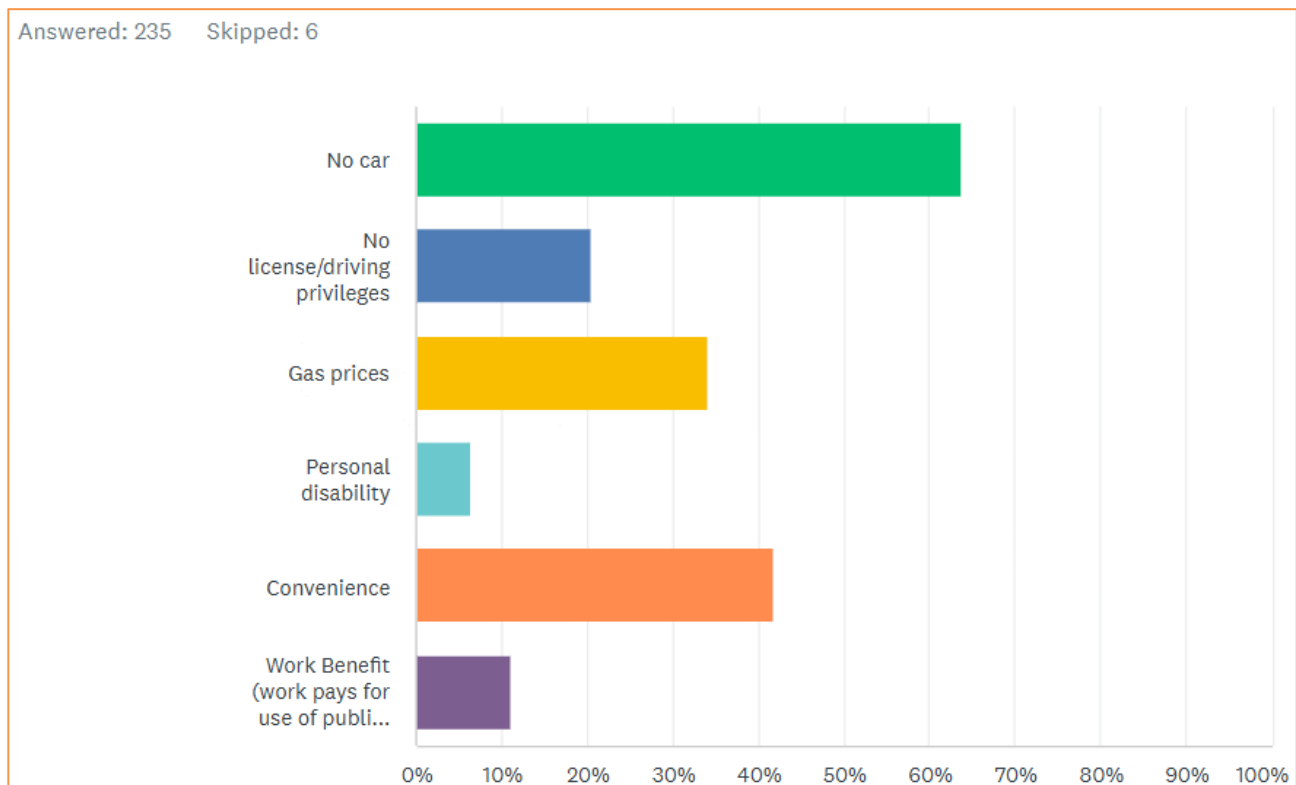


Figure 22. Question 8: Why would you use public transit? Select all that apply

Question 9: What would prevent you from riding public transit? Select all that apply

Two hundred twenty-five (225) people answered this question, and 16 chose not to respond. The most significant percentage (42.22%) indicated that the bus schedule would be the main reason they wouldn't use the system. The next largest group (34.67%) reported that the bus being too full was why they wouldn't use the system. (28.89%) indicated that pick-up/drop-off locations stopped them from utilizing the system. (23.11%) They listed that their lack of understanding of using the transit system stopped them from using it. (17.33%) listed that intoxicated riders hindered them from riding the transit. (12.89%) believe that the fare cost stops them from riding the transit. (10.22%) Other reasons they wouldn't use the transit system. Their reasons included: owning a car, having another ride, transit times, other health issues (i.e., COVID, flu, head lice), or inconsistent running times of the routes. (6.67%) indicated safety was a concern due to not riding the transit. (1.33%) reported that their disability would prevent them from using the transit system. Again, the categories in this question are not mutually exclusive (figure 23).

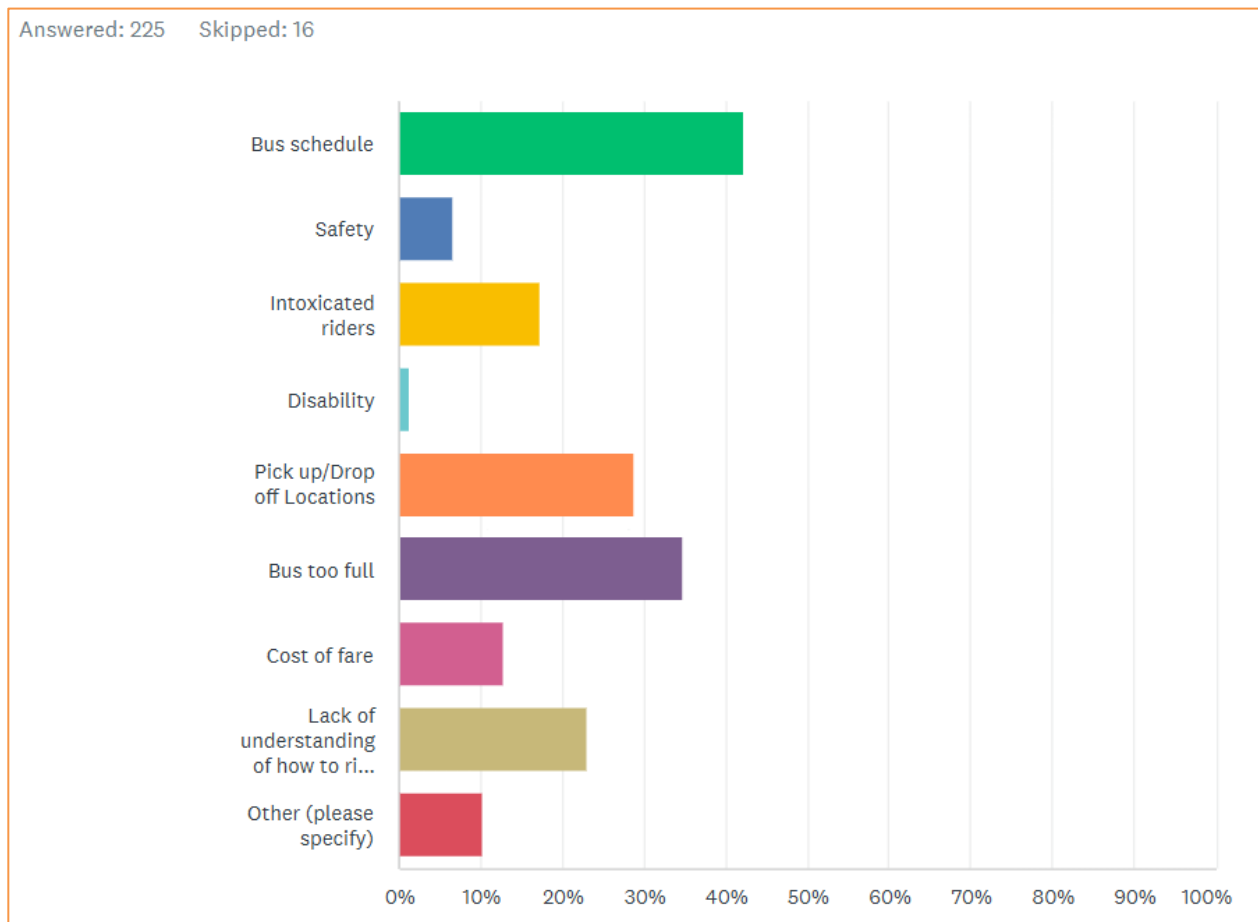


Figure 23. Question 9: What would prevent you from riding public transit? Select all that apply

Question 10: Where would you most frequently travel to and from?

Two hundred twelve (212) people answered this survey question, and 29 respondents skipped it. There was an open-text question that could garner many answers. Below is a chart showing the analysis for the respondents' responses, those entered more than ten times (figure 24). Towns could be mentioned several times within an answer. Fort Yates was mentioned the most, 101 times. Bismarck and Mobridge were the next to be mentioned, with 54 and 42 responses, respectively.

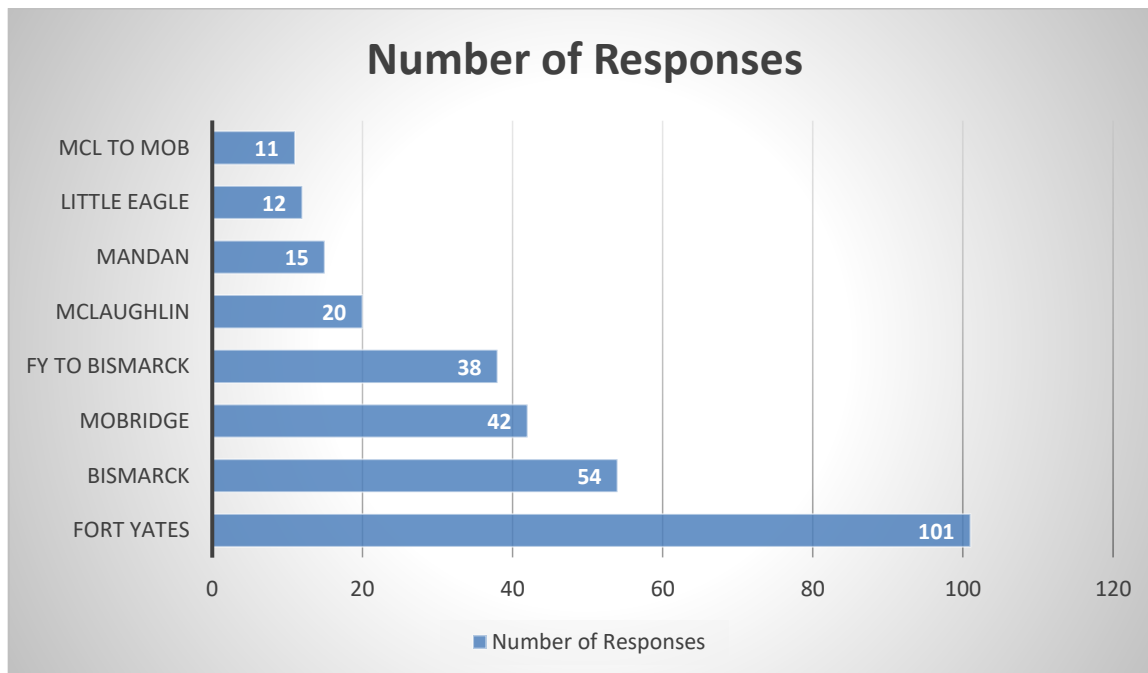


Figure 24. Question 10: Where would you most frequently travel to and from?

A deeper analysis of this question through coding indicated 96 custom categories listed by respondents. The information on those categories is listed on the next pages.

The responses were analyzed for patterns or trends. The chart below includes responses that garnered 4 or more responses (see table 9).

Table 9

Responses to specific routes

Route	Number of Responses	Percentage
Fort Yates-Bismarck	39	18.39%
Fort Yates	22	10.37%
Bismarck	20	9.43%
Mobridge-Ft Yates	11	5.19%
Bismarck-Ft Yates	11	5.19%
McLaughlin-Mobridge	8	3.77%
McLaughlin-Ft Yates	7	3.30%
Porcupine-Ft Yates	7	3.30%
Mandan-Ft Yates	6	2.83%
Little Eagle-Ft Yates	6	2.83%
Mobridge-Bismarck	5	2.36%
Kenel-Bismarck	4	1.88%
Little Eagle-Bismarck	4	1.88%
Total Number of Responses & Percentages	150	70.72%

The remaining 62 responses had three or fewer requests per route, accounting for 29.28% of the responses. Analysis of these responses indicates that 50 of the categories had a reaction of one, which suggests that an on-demand vs. prescribed route delivery system may need to be considered if SRST Transit wants to meet the respondents' needs.

B. Goal and Objectives

The goals and objectives of this plan were developed in coordination with the Public Transit program staff and the Advisory Group (see table 10).

Through focus groups sessions, participants explored strategic options and developed clear goals and objectives that would effectively move the plan forward for the next five years.



Table 10

Goals and Objectives of Public Transit

Goals	Objectives	Outcomes
Improve communications internally and externally	• Revise job descriptions	Enhances organizational performance
Develop and empower Public Transit's most valuable asset, its employees.	• Attract and recruit quality employees • Empower and retain efficient, effective, and productive employees • Implement employee cost-sharing	Public Transit is satisfied with the quality of its workforce Public Transit employees are happy with their jobs and feel their work contributes to an improved quality of life
Establish a customer service culture and deliver services responsive to community needs.	• Create and implement a marketing plan • Hire additional drivers • Provide driver training and certifications • Procure new vehicles • Conduct a customer service survey to evaluate delivery services	More people have access to and regularly use public transportation products and services
Increase services for employment purposes on weekends and evenings.	• Optimize transportation by potentially integrating various modes of transportation with public transit, employers, and volunteers	Establish Interagency transit collaborations
Establish Safety, Security, and Emergency Program	• Update safety plan, policies, and procedures • Conduct ongoing employee orientation and safety training • Evaluate the effectiveness of employee training	Ensure the Public Transit employees' ability to respond to potential and actual disasters effectively
Improve financial and reporting processes	• Develop and implement a practical database for financial and passenger reporting purposes	Streamline the use of technology for passengers

Increase ridership	• Improve public awareness of Public Transit products and services • Conduct a customer service survey by 2028	People understand how to use Public Transit products and services and use them more often
Maintain the “Travel Training” program	• Hire passenger assistants • Recruit volunteers for the transit buddy system	Create a safe transportation service
Promote “Wisdom of Riding the Bus”	• Develop passenger testimonials and advertisements for radio and newspaper	People understand how to use Public Transit products and services and use them more often
Secure new mobile ad contracts	• Secure 2 new mobile ad contracts	Increased funding for Public Transit

C. Recommendations

The overall findings point to several recommendations for consideration. Based on the information gathered, most respondents who use or would use the transit system were from Sioux or Corson County. This suggests that more resources may need to be allocated to those two counties.

Most respondents had their own transportation as their primary form of transportation. Only 5.06% of the respondents currently utilize the transit system as their primary form of transportation. This suggests that continued efforts in marketing and education should be at the forefront of the Transit Board’s initiatives to increase ridership and service utilization.

47.72% of the respondents reported having children. Access to child seats and drop-off and pickup near daycare facilities may be a consideration for increasing ridership and accessibility.

Respondents indicated that they would be more likely to use the transportation system in the morning than in the afternoon or evening. Additionally, most respondents indicated they would utilize the system Monday through Friday. 78.88% of the respondents indicated that the current hours of operation meet their needs. For those who said the schedule didn’t meet their needs, a pattern of issues with the last bus leaving Fort Yates and a lack of access to evening runs seemed to emerge. Recommendations for the Board would be a closer look at increasing service for evening users and weekend accessibility.

Respondents indicated that education, employment, and medical issues were the main reasons people utilized the transit system. Recommendations would be to continue working with the various education entities, employers, and medical facilities to provide routes and times that assist riders in utilizing the SRST Transit System.

The top three responses regarding utilizing the transit system included not having a car, convenience, and high gas prices. To expand ridership on the routes suggested by the respondents, consider “on-demand” routes. Possible options may include running vans or smaller buses more frequently so riders do not have to wait for extended periods.

Respondents identified three barriers to using the transit system: schedule, drop-off/pick-up locations, and the bus being too full. Recommendations for schedule changes and drop-off/pickup locations have been discussed above. Adding additional drivers and operational funds would help alleviate these barriers. It should be noted that 23.11% of the respondents did not understand how to use the transit system. This barrier can be addressed within the marketing plan.

The data indicate that 241 respondents expressed interest in using the transit system. To increase ridership for the SRST Transit System, recommendations should be offered, in conjunction with other initiatives implemented, such as contracting services with employers to cover their employee rides.

VI. Funding Strategies

A. Capital and Operating Budget

Strategies were developed to address the transportation issues and gaps identified by the Advisory Group and through the survey results. Each strategy aims to improve transportation service coordination between the public transit system and human service agencies. Specific strategies were developed to address the following:

Marketing of services

It is recommended that the Public Transit continue with a public awareness campaign to inform residents about the public transportation services available within its area. It is proposed that a marketing plan be developed to include a traditional advertising campaign and items such as informational posters and brochures, news releases, public information meetings, and one-on-one visits with social, education, and employment agencies. Most of these marketing efforts are labor-intensive and cost little more than the staff's time. Non-labor costs associated with a marketing campaign would include the printing of informational posters and brochures, as well as the placement of promotional advertisements in the area's newspapers and radio. An effective marketing campaign is anticipated to cost between \$10,000 and \$20,000. Subsequent yearly costs could be substantially lower, ranging from \$2,000 to \$3,000 annually. The marketing budget has increased substantially over the previous years. Marketing tools currently utilized by the Public Transit include the development of a logo, website, music jingle, radio testimonials, two YouTube videos, posters (figure 25), and a Rider's Guide. YouTube videos, transit schedule, and the riders' guide can be found at the following links:

https://www.youtube.com/watch?v=aZ2s5_ubUa8&feature=youtu.be

<https://www.youtube.com/watch?v=fT8-jXSZzOc&feature=youtu.be>

<https://sittingbull.edu/sitting-bull-college/community/transport/>

<https://sittingbullcollege.files.wordpress.com/2014/09/riders-guide.pdf>



Figure 25. Standing Rock Public Transit Poster

Improve the efficiency of the service

Throughout the Plan development process, funds associated with the Public Transit program are limited. Given the program's nature, it makes sense to target the funds toward developing projects utilizing existing services, as these projects can generally be implemented with fewer dollars than new services. Several typical projects can be designed to increase the utilization of existing services, including purchasing services, enhancing information dissemination, and improving operational coordination.

As mentioned earlier, a primary focus of this plan is to develop programs that increase the utilization of existing services; however, there will be instances where a new service or more services may be the only solution to some issues. Notably, 42.22 percent of respondents stated that the current operating hours did not meet their needs. Respondents suggested adding more evening runs after 4:00 pm, Monday through Friday, to meet the needs of college students and community members who want to pursue their education. Others mentioned earlier times or weekend runs as well. It is recommended that requests for expanded services be explored further during evenings and weekends.

Access to jobs

To meet the community's needs, the Public Transit must establish a customer service culture and deliver services responsive to community needs. To do this, additional drivers will need to be hired. On the national average, bus drivers earn approximately \$19.81 per hour, or \$41,198 annually. Drivers must receive safety, security, and emergency operations training to continue enhancing customer service. Training in this area typically costs between \$2,500 and \$3,000. Drivers who receive training in these areas will improve the service provided by the Public Transit. Ridership will increase when riders know their drivers are well-trained to keep them safe.

Public transit agencies play a key role in coordinating transportation. Private or other non-profit organizations providing transportation services (like shuttles or ride-sharing) could be integrated into the coordinated network, expanding service options and coverage. Combining resources and services can significantly extend the ability to provide trips. Employers might involve incentives or partnerships to encourage the use of public transit.

Capital improvements

As with most transportation plans, capital improvements will require funding beyond that currently available. For this particular plan, one capital improvement is identified. The purchase of two additional vehicles to upgrade the existing fleet. Transportation vehicles, on average, can cost up to \$150,000. Typically, transit agencies pay the full cost of each bus upfront. The federal government covers a significant portion of bus purchase costs, with the transit system covering the remainder. Therefore, since there is rarely any debt service, the annual purchase cost of a bus is equal to the purchase price divided by the useful life of the bus, which is approximately seven years.

2024/2025**REVENUE**

	FTA	ND DOT	SD DOT	Total
Federal Grant Award	\$ 644,843.00	\$ 220,761.00	\$ 134,845.00	\$1,000,449.00
Federal Grant Award - Capital	\$ 237,706.00			\$ 237,706.00
RTAP Travel/Training Award		\$ 18,000.00		\$ 18,000.00
Sales		\$ 15,000.00	\$ 15,000.00	\$ 30,000.00
Medicaid & Contracts		\$ 7,000.00	\$ 3,000.00	\$ 10,000.00
State Transportation Funds (Match)		\$ 93,998.00	\$ 36,511.00	\$ 130,509.00
SBC Match		\$ 57,133.00	\$ 38,514.00	\$ 95,647.00
Tribal Funds				\$ -
Total Revenue	\$ 882,549.00	\$ 411,892.00	\$ 227,870.00	\$1,522,311.00

EXPENDITURES

Salary-Exempt	\$ 15,800.00	\$ 67,700.00	\$ 51,900.00	\$ 135,400.00
Salary/Hourly	\$ 270,200.00	\$ 114,000.00	\$ 80,308.00	\$ 464,508.00
Life & Disability	\$ 3,400.00	\$ 1,600.00	\$ 1,100.00	\$ 6,100.00
Retirement Contribution	\$ 13,246.00	\$ 8,900.00	\$ 6,495.00	\$ 28,641.00
Group Health Insurance	\$ 63,504.00	\$ 39,080.00	\$ 26,868.00	\$ 129,452.00
Suta Taxes	\$ 1,100.00	\$ 800.00	\$ 500.00	\$ 2,400.00
Worker's Compensation	\$ 1,150.00	\$ 400.00	\$ 275.00	\$ 1,825.00
FICA Taxes	\$ 23,122.00	\$ 14,901.00	\$ 9,937.00	\$ 47,960.00
Building Supplies & Maintenance	\$ 25,000.00	\$ 4,000.00	\$ 2,583.00	\$ 31,583.00
Vehicle Repairs & Maintenance	\$ 25,000.00	\$ 5,000.00	\$ 5,000.00	\$ 35,000.00
Gas, Diesel, Oil	\$ 35,000.00	\$ 45,000.00	\$ 23,000.00	\$ 103,000.00
Vehicle Insurance	\$ 22,000.00	\$ 6,000.00	\$ 3,800.00	\$ 31,800.00
Utilities	\$ 8,449.00	\$ 15,000.00	\$ 12,000.00	\$ 35,449.00
Training & Travel	\$ 10,000.00	\$ 18,000.00		\$ 28,000.00
Marketing	\$ 10,000.00	\$ 1,000.00		\$ 11,000.00
Office Supplies & Telephone	\$ 5,000.00	\$ 1,000.00	\$ 3,500.00	\$ 9,500.00
Fees & Dues	\$ 5,000.00	\$ 2,000.00	\$ 354.00	\$ 7,354.00
Drug Testing	\$ 1,500.00	\$ 500.00	\$ 250.00	\$ 2,250.00
Planning				\$ -
Vehicle Purchase	\$ 237,706.00			\$ 237,706.00
Indirect Costs	\$ 106,372.00	\$ 67,011.00		\$ 173,383.00
Total Expenditures	\$ 882,549.00	\$ 411,892.00	\$ 227,870.00	\$1,522,311.00

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030
REVENUE					
Federal Grant Award - Operating	\$1,030,462.00	\$1,031,375.00	\$1,063,216.00	\$1,095,112.00	\$1,127,965.00
Federal Grant Award - Capital		\$ 120,000.00			\$ 104,000.00
RTAP Travel/Training Award	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00
Sales	\$ 30,000.00	\$ 31,000.00	\$ 32,000.00	\$ 33,000.00	\$ 34,000.00
Medicaid & Contracts	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
State Transportation Funds (Match)	\$ 130,000.00	\$ 130,000.00	\$ 130,000.00	\$ 130,000.00	\$ 130,000.00
SBC Capital Match					\$ 26,000.00
SBC Match	\$ 110,957.89	\$ 139,520.89	\$ 138,699.79	\$ 139,515.66	\$ 166,784.49
Tribal Funds					
Total Revenue	\$1,329,419.89	\$1,479,895.89	\$1,391,915.79	\$1,425,627.66	\$1,616,749.49
EXPENDITURES					
Salary-Exempt	\$ 139,462.00	\$ 146,645.00	\$ 147,954.00	\$ 152,392.00	\$ 156,963.00
Salary/Hourly	\$ 478,443.00	\$ 492,796.00	\$ 507,579.00	\$ 522,806.00	\$ 538,490.00
Life & Disability	\$ 6,100.00	\$ 6,100.00	\$ 6,100.00	\$ 6,100.00	\$ 6,100.00
Retirement Contribution	\$ 30,073.00	\$ 31,576.00	\$ 33,154.00	\$ 34,811.00	\$ 36,551.00
Group Health Insurance	\$ 156,320.00	\$ 156,320.00	\$ 161,009.00	\$ 161,009.00	\$ 161,009.00
Suta Taxes	\$ 3,200.00	\$ 3,200.00	\$ 3,200.00	\$ 3,200.00	\$ 3,200.00
Worker's Compensation	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,500.00	\$ 2,500.00
FICA Taxes	\$ 36,600.89	\$ 37,698.89	\$ 38,829.79	\$ 39,994.66	\$ 41,194.49
Building Supplies & Maintenance	\$ 31,583.00	\$ 31,583.00	\$ 31,583.00	\$ 31,583.00	\$ 31,583.00
Vehicle Repairs & Maintenance	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 38,000.00	\$ 38,000.00
Gas, Diesel, Oil	\$ 103,000.00	\$ 103,000.00	\$ 105,000.00	\$ 105,000.00	\$ 106,000.00
Vehicle Insurance	\$ 32,754.00	\$ 33,736.00	\$ 34,748.00	\$ 35,790.00	\$ 36,863.00
Utilities	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	\$ 37,000.00	\$ 37,000.00
Training & Travel	\$ 28,000.00	\$ 28,000.00	\$ 28,000.00	\$ 28,000.00	\$ 28,000.00
Marketing	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
Office Supplies & Telephone	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Fees & Dues	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00
Drug Testing	\$ 2,300.00	\$ 2,300.00	\$ 2,300.00	\$ 2,300.00	\$ 2,300.00
Planning					\$ 30,000.00
Vehicle Purchase		\$ 120,000.00			\$ 130,000.00
Indirect Costs	\$ 178,584.00	\$ 183,941.00	\$ 189,459.00	\$ 195,142.00	\$ 200,996.00
Total Expenditures	\$1,329,419.89	\$1,479,895.89	\$1,391,915.79	\$1,425,627.66	\$1,616,749.49

B. Funding Resources

Almost all human service transportation improvements require additional funds. Agencies providing transportation services receive funds from various sources.

Some agencies fund their services entirely with donated funds. Others use a mix of federal, state, or local funding to operate their services. FTA offers specific grant programs to fund transportation for various purposes. For instance, if 80 percent of a capital improvement project that allowed people with disabilities to access work was financed with an FTA grant, the other 20 percent could come from a Community Development Block Grant (CDBG). This enables even greater coordination of federal resources while reducing duplication of services, as the two grants would have otherwise funded two separate capital projects.

Other federal funding sources to consider for match include:

- Medicaid
- Temporary Assistance for Needy Families (TANF)
- JOBS (transportation allowance for TANF recipients)
- Older Americans Act
- Senior Community Service Employment Program (Title V)
- Welfare to Work
- Vocational Rehabilitation
- Workforce Investment Act
- Community Development Block Grants
- Community Service Block Grants

The Medicaid and TANF funds are federal sources that would be eligible matches to the FTA grants. Private donations can also be used to match funds.

Elderly & Disabled (FTA Section 5310)

This program intends to support the acquisition of vehicles for non-profit organizations, enabling them to meet the transportation needs of the elderly and people with disabilities. It is a capital-only program with a 20/80 match. Each state receives funding based on its population. North Dakota only distributes these funds in rural areas. Most funds are used to purchase vehicles, but acquiring transportation services under contract, lease, or other arrangements is also eligible. Eligible: Capital projects.

Rural Areas (FTA Section 5311)

A formula grant program for transportation services in the rural areas (population under 50,000). Specific FTA goals of the program include enhancing access for rural residents to services, assisting in the maintenance, development, and improvement of transportation, encouraging the efficient use of Federal funds, supporting intercity bus transportation, and

using private transportation providers to the maximum extent feasible. The FTA explicitly cites the use of coordination to optimize the use of federal funds. The match is 80/20 for capital

projects and 50/50 for operating expenses. Eligible expenses include capital, operating, and administrative expenses.

Intercity Bus Program (FTA Section 5311(f))

FTA provides funding to support and promote connections between rural areas and the national intercity bus system. The objective of the funding is to support the connection between non-urbanized areas and the larger regional or national system of intercity bus service, supporting the intercity travel needs of residents in non-urbanized areas. The match is set at 50/50 for operating expenses.

FTA Funding Opportunities for Tribal Governments

Federally recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the U.S. Department of the Interior (DOI) Bureau of Indian Affairs (BIA) are eligible direct recipients and subrecipients for numerous FTA programs. Typically, tribal governments working with FTA receive FTA's Tribal Transit Program (TTP) funds. The TTP program provides two different types of funding: formula program funds and competitive program funds.

Tribal Transit Formula Program, 49 U.S.C. 5311(c)(1)(B): This program provides funds directly to tribal governments for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities.

Tribal Transit Competitive Program, 49 U.S.C. § 5311(c)(1)(A): To access TTP competitive program funds, prospective recipients may respond to a published NOFO and compete for planning, capital, or operating funds for transit projects. Tribal governments not operating public transportation services may apply to the Tribal Transit competitive program for planning projects or start-up costs.

Resources

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VII. Appendices

Appendix A – Public Meetings

Standing Rock Transit Planning Meeting SBC Science and Technology Center Fort Yates, ND

October 24, 2024

- 1:00 p.m. Introductions/Welcome
Overview of the 2018- 2023 Transportation Plan
Expectations of the 2025-2030 Transportation Plan
➤ Timeline
- 2:00 p.m. Next Steps

In Attendance:

Pam Ternes, Director-SR Public Transit
Kateri Murphy-SR Public Transit
Cheryl Keepseagle, SRST Workforce Services
Chenoa Gipp, IHS Contract Health
Haden Merkel, Mobridge Regional Hospital & Clinics
Petra Harmon One Hawk, SRST TACSA
Tonisha Alkire, SRST CHR program
Chelsey Lee, SRST CHR Program
Joseph McNeil, Sage Development
Alvonne Penola, SR Treatment Program

Discussion:

The approved 2018-2023 Transportation Plan was shared with the Advisory Group.
What the committee liked about the current plan and what they didn't like about the approved 2018-2023 Transportation Plan - Everyone agreed that the 2018-2023 Transportation Plan was very well done, and there were no changes to it as presented.
Expectations for the 2025-2030 Transportation Plan: What changes would they like to see in the proposed Transportation Plan?
A timeline was established to complete the SR Transportation Plan.

**Standing Rock Transit Planning Meeting
SBC Entrepreneurial Center
Fort Yates, ND**

November 14, 2024

- | | |
|------------------|---|
| 1:00 p.m. | Introductions/Welcome |
| 1:15 p.m. | Overview/objectives of meeting <ul style="list-style-type: none">➤ Timeline |
| 1:00 – 1:30 p.m. | Outcomes of the current transit plan (2018-2023) <ul style="list-style-type: none">➤ What they liked about the current plan/what they didn't like |
| 1:30 – 2:00 p.m. | Survey Review |
| 2:00 – 2:15 p.m. | Brainstorming Events |
| 2:15 – 2:30 p.m. | Identification of key stakeholders <ul style="list-style-type: none">➤ Whose present/who needs to be invited |
| 2:30 – 3:00 p.m. | Next Steps |

In Attendance:

Pam Ternes, Director-SR Public Transit
Alvonne Penola, Standing Rock Treatment Program
Karey High Cat, Standing Rock Sioux Tribe
Louisa Sosa, Standing Rock Sioux Tribe
Vincent Gillette, Director of Three Rivers Human Services
Tiffany Baker-Ramsey-Sitting Bull Community College
Joe McNeil, Sage Development

Discussion items:

Reiterated review of the 2018-2023 Transportation Plan to identify specific changes.
Survey Review - An in-depth review of the existing survey and the proposed implementation changes. Discussion: Less is better, with a maximum of 10 questions. If possible, it should take less than 10 minutes to complete.

The Advisory Group was provided a copy of the existing survey. Each question was thoroughly reviewed with suggested changes.

The following changes were requested for the existing survey.

Question 1: Where do you live (select one)

*change to Which community do you live in?

*add: list of communities on the transit route

Question 2: What is your primary form of transportation? (select one)

*There were no suggested changes to this question.

Question 3: Which is the following best describes you (select all that apply)

*Changes to add under Student, HeadStart, elementary, Middle School, high school

Question 4: Do you have children? If yes, how many?

*There were no suggested changes to this question.

Question 5: What days of the week and times would you use public transportation? (select all that apply)

*add: “listed below” after “times”

Question 6: Do the current hours of service meet your needs?

*request to add the route schedule

*add: 6:00 a.m.-start, 10:00 p.m.-end

*add: “at a glance schedule”

Question 7: When using public transportation, what is the primary purpose for using the transportation system? (select all that apply)

*add: shopping, senior meals, social services, food distribution

Question 8: Why do you use public transit? (select all that apply)

*add: addiction services

Question 9: What would prevent you from riding public transit? (select all that apply)

*add: bus too full, lack of understanding of how to ride the transit, cost of fares

Question 10: Where would you most frequently travel to and from?

*add: examples, Kenel to Bismark, Bullhead to Fort Yates

Discussion: Brainstorming Events to attend to distribute the survey

➤ It should be noted that many of the events could not be attended due to the delay in getting IRB approval for the survey.

*Employee appreciation bingo

*Turkey Trot and Walk

*Thrift Stores

*Sitting Bull Community College registration

*Grocery Stores

*Sitting Bull Community College Employees

*Sitting Bull Community College Thanksgiving

*Prairie Knights Casino Winter Powwow

*Standing Rock Sioux Tribe Employee Christmas

*Standing Rock Treatment program clients

*Standing Rock Sioux Tribe council meetings

*Standing Rock Sioux Tribe local district meetings

*Sitting Bull Community College Christmas Bazaar

*SR Transit drivers to distribute the survey to riders

*Advertise on radio-Dakota radio, KLND

*Sage Coulee.com

*Native Inc.com

*Sacred Pipe Resources

Discussion: Collection sites identified

- Local district meetings
- Commodity warehouse
- SurveyMonkey
- Passengers
- Social Services Agencies – clients did a survey
- Elder nutrition program
- Sr. Centers
- Advisory Group
- SBC Reg.
- Powwows

**Standing Rock Transit Planning Meeting
SBC Entrepreneurial Center
Fort Yates, ND**

February 25, 2025

1:00 p.m.	Welcome
1:00 – 1:15 p.m.	Update on Survey response
1:15 – 1:30 p.m.	Update of Transportation Plan
1:30 – 1:45 p.m.	Timeline for completion of Transportation Plan ➤ Survey deadline-March 7 ➤ Survey drawing for March 7 ➤ SR Transit Advisory Group Meeting-March 26th (tentative) Will go over the results of the Survey and possibly review the 1st draft of the Plan.
1:45-2:00 p.m.	Discussion

In Attendance:

Pam Ternes, SR Transit
Kateri Murphy, SR Transit
Hayden Merkel, Mobridge Hospital
Erika Taken Alive, Mobridge Hospital
Alvonne Penola, SR Treatment
Cheryl Keepseagle, Standing Rock Sioux Tribe
Tiffany Baker-Ramsey-Sitting Bull College

Discussion items:

- The SR Transit Advisory Group requested that the Survey deadline be extended to March 10th.
- Cheryl Keepseagle requested 50 hard copies of the survey-Pam to get hard copies to Cheryl
- Pam and Barbara briefly updated the meeting held with Prairie Knights Casino. Wes Longfeather, PKC; Ken Grey Cloud, PKC; Pam Ternes, SR Transit; and Barbara Schmitt, Consultant, met to discuss the Surveys to be given out at PKC. Ken offered to distribute the survey to the PKC and Grand River Casino employees.
- Please request that Ken be added to the SR Transit Advisory Group. Barbara will add him to the email list.
- Timeline for Survey
 - Survey deadline: March 10th at 5:00 p.m.
 - Survey drawing: March 14th, 2:00 p.m.
- The next SR Advisory Group meeting will be on March 26th at 1:00 p.m.
 - Items for discussion: Will go over the results of the Survey

**Standing Rock Transit Planning Meeting
SBCC Entrepreneurial Center
Fort Yates, ND**

March 26, 2025

1:00 p.m.	Welcome
1:00 – 1:30 p.m.	Update of Transportation Plan
1:30 – 2:30 p.m.	Review of Survey Responses Discussion
2:30 – 3:00 p.m.	Timeline for completion of Transportation Plan ➤ Draft Transportation Plan for review on April 3rd. ➤ Final SR Transportation Plan to the SBCC Board of Trustees week of April 7th.

In attendance:

Pam Ternes, SR Transit
Kateri Murphy, SR Transit
Ben Wolf Necklace, SBC Voc. Rehab.
Tomi Kay Phillips, SBC
Joseph McNeil, SAGE

Discussion:

- Reviewed the Draft SR Transit Plan.
- *It should be noted that, due to the limited number of Advisory Group members present, a full meeting was not held. The Transit Plan was reviewed in detail, and those in attendance provided feedback.
- The Draft SR Transit Plan will be presented to the Advisory Group on April 22, 2025.
- Pam will present the final SR Transit Plan to the Board of Trustees on May 1st.

Appendix B – Survey

Standing Rock Public Transit System Survey

Standing Rock Public Transit is updating their Public Transit Coordinated Human Services Transportation Plan and would like your assistance by filling out the following Survey.

Your response to the questions are very important in identifying and improving the transportation needs on the Standing Rock reservation.

1. In which city do you live (select one)?

- | | | |
|---|-------------------------------------|-------------------------------------|
| ☐ Mobridge | ☐ McLaughlin | ☐ Cannonball |
| ☐ Fort Yates | ☐ McIntosh | ☐ Solen |
| ☐ Wakpala | ☐ Watauga | ☐ Huff |
| ☐ Kenel | ☐ Morristown | ☐ Mandan |
| ☐ Bullhead | ☐ Porcupine | ☐ Bismarck |
| ☐ Little Eagle | ☐ Selfridge | |
| ☐ Bear Soldier South | ☐ Fort Rice | |

2. What is your primary form of transportation? (select one)

- | | |
|------------------------------------|--------------------------------------|
| ☐ Car/Truck | ☐ Bike |
| ☐ Bus | ☐ Other _____ |
| ☐ Walk | |

3. Which of the following best describes you? (select all that apply)

- | | |
|--|--|
| ☐ High School Student | ☐ Elderly (60+) |
| ☐ GED Student | ☐ Disabled |
| ☐ College Student | ☐ Other |
| ☐ Employee | |

4. Do you have children under the age of 18? If yes, how many?

- ☐ Yes, _____
- ☐ No

5. What days of the week and times, listed below, would you use public transportation? (select all that apply)

	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
Morning (6am – Noon)							
Afternoon (Noon – 6 pm)							
Evening (6 pm – 10 pm)							
Night (10 pm – 6 am)							

6. Do the current hours of service meet your needs? (Depending on route - current hours: 6 am – 10 pm)

- ☐ Yes
☐ No, what hours would you like to see? _____

7. When using public transportation, for what purpose are you using the transportation system? (select all that apply)

- | | |
|---------------------------------------|---|
| ☐ Employment | ☐ Social Services |
| ☐ Medical | ☐ Food Distribution |
| ☐ Education | ☐ Addiction Services |
| ☐ Shopping | ☐ Personal/Other _____ |
| ☐ Senior Meals | |

8. Why would you use public transit? (select all that apply)

- | | |
|--|--|
| ☐ No car | ☐ Convenience |
| ☐ No license/driving privileges | ☐ Work benefit (work pays for me to use public transit) |
| ☐ Gas prices | |
| ☐ Personal disability | |

9. What would prevent you from riding public transit? (select all that apply)

- | | |
|---|---|
| ☐ Bus schedule | ☐ Lack of understanding of how to ride the transit |
| ☐ Safety | ☐ Other _____ |
| ☐ Intoxicated riders | |
| ☐ Disability | |
| ☐ Pick up/drop off locations | |
| ☐ Bus is too full | |
| ☐ Cost of fare | |

10. To which cities would you most frequently travel between if convenient rides were available through Standing Rock Transit? _____

(Examples: McLaughlin to Mobridge and return, Kenel to Bismarck, Bullhead to Fort Yates)

Appendix C

The consultants needed to use the following abbreviations for the routes to fit the categories into the software system. Below is an explanation of the abbreviations.

Bis/Biz-Bismarck

CB-Cannonball

FT/FY-Fort Yates

IHS-Indian Health Service

McL/MCL-McLaughlin

Lil Eagle/LEagle-Little Eagle

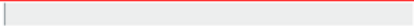
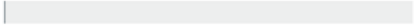
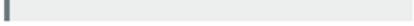
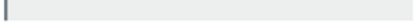
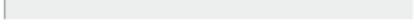
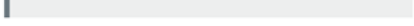
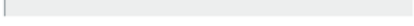
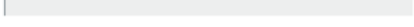
Sanf Biz-Sanford Hospital Bismarck

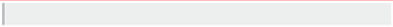
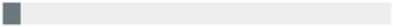
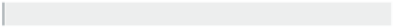
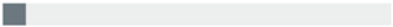
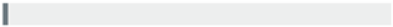
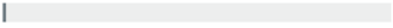
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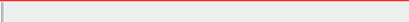
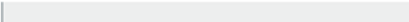
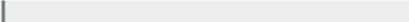
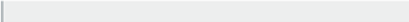
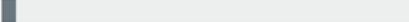
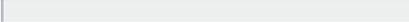
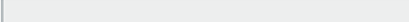
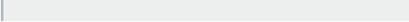
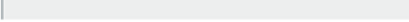
SBC-Sitting Bull College

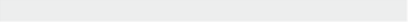
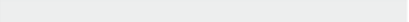
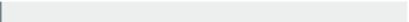
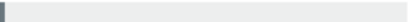
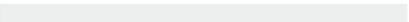
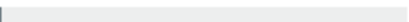
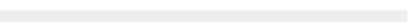
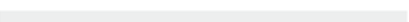
TC-Trail City

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?		0.46%	1
Bingo On-Off Rez		0.46%	1
Bis for WalMart		0.46%	1
Biz		4.59%	10
Biz-FY		2.75%	6
Biz-McLaughlin		0.46%	1
Biz-Mobridge		0.46%	1
Biz-Return		1.38%	3

Biz-SBC		0.46%	1
BIZ-Shopping-Medical		0.46%	1
Boothill-SBC		0.46%	1
Bullhead-FT-return		1.38%	3
Bullhead-FY		0.92%	2
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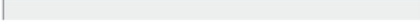
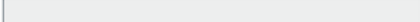
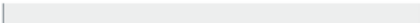
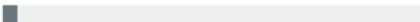
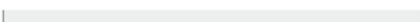
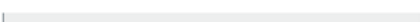
Country-FY		0.46%	1
Country-Town		0.46%	1
Dollar Store		0.46%	1
Downtown FY		0.46%	1
FY		4.59%	10
FY Golf Hill-Return		0.46%	1
FY-Biz		5.96%	13
FY-Biz-McL		0.46%	1
FY-Biz-return		1.38%	3
FY-Lil Eagle		0.92%	2

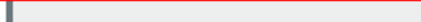
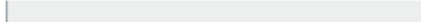
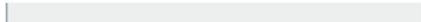
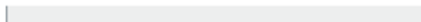
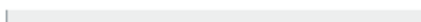
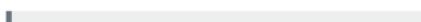
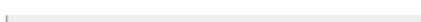
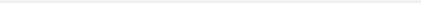
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FY-Mobridge		0.46%	1
FY-Mobridge-return		0.46%	1
FY-Porcupine		0.92%	2
FY-Return		0.46%	1
FY-SBC		3.67%	8
FY-Sioux Village		0.46%	1
Home-FY		0.46%	1
Home-School		0.46%	1
IHS,Granford		0.46%	1

Isabel-McL-return		0.46%	1
Java-Mobridge		0.46%	1
Kenel-FT-return		0.92%	2
Kenel-FY		1.83%	4
Kenel-Mobridge		0.46%	1
LEagle-FY		0.92%	2
LEagle-FY-return		0.92%	2
Little Eagle-Biz		0.46%	1
Little Eagle-McL		0.46%	1
Mandan		0.46%	1

Mandan-Ft Yates		4.13%	9
Mandan-FY-Return		1.83%	4
Mandan-SBC-Return		0.46%	1
McIntosh-FY		0.46%	1
McL		0.92%	2
McL Clinic		0.46%	1
McL-		0.46%	1
McL-Biz		2.29%	5
McL-FY		4.13%	9
McL-FY&McL-SanF Biz		0.92%	2

McL-FY-McL-Mobridge		0.46%	1
MCL-FY-Return		4.13%	9
MCL-Mobridge		0.46%	1
McL-Mobridge-Return		0.46%	1
Mobridge		2.75%	6
Mobridge-Biz		0.92%	2
Mobridge-FT		4.13%	9
Mobridge-FY-Biz		0.46%	1
Mobridge-FY-return		4.13%	9
Mobridge-McL		0.46%	1

Mobridge-McL-FY		0.46%	1
Mobridge-Return		0.46%	1
Mobridge-SBC		0.46%	1
Porcupine-FY		3.67%	8
Rock Creek-FY		0.46%	1
Rural FY-Biz/Mandan		0.46%	1
SBC		0.92%	2
SBC Bus vs SR Transit		0.46%	1
SBC Housing		0.46%	1
SBC-Biz-Mall		0.46%	1

SBC-FY		1.83%	4
SBC-FY-Return		0.46%	1
SBC-Return		0.46%	1
School-Home		0.46%	1
Selby-Mobridge		0.46%	1
Selfridge-Biz		1.38%	3
Selfridge-FY		0.46%	1
Selfridge-FY-Return		0.46%	1
Sioux Co-Biz		0.46%	1
SiouxVillage-Town-Return		0.46%	1

TC-McL-Mobridge-FY-Biz		0.46%	1
Unknown		0.92%	2
Wakpala -Ft. Yates RT		0.92%	2
Wakpala-Biz		0.46%	1
Wakpala-FY		0.92%	2
Wakpala-McL-Return		0.46%	1
Wakpala-Mobridge-Return		0.92%	2
Work		0.46%	1
Uncategorized		0.46%	1