

Executive Summary



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INTRODUCTION

The Community Transportation Association of America (CTAA), on behalf of the Quinault Indian Nation, contracted with LSC Transportation Consultants, Inc. to complete a Technical Assistance project. The plan specifically focuses on public transportation issues for tribal members and the general public. The plan examines the transit needs, alternatives, and programs for the community. Through coordination, the plan also creates links to communities in the region and along US Highway 101 and State Route (SR) 109. This report combines the previous work developed for the Quinault Indian Nation transit planning effort. The report focuses on transportation for the general public, elderly, disabled, and school children.

PURPOSE OF THE STUDY

The purpose of this study is to analyze and recommend strategies for the Quinault Indian Nation which will affect the delivery of public transportation services over the next five years. This document describes the existing conditions in the region related to public transit services, discusses transit service and other alternatives for meeting public transportation needs into the future, identifies the locally preferred set of alternatives, and presents an implementation plan for the next five years. This document includes transportation alternatives that focus on linking tribal members with employment and medical trips to and from the other communities in the region (Hoquiam, Aberdeen, and Ocean Shore). The last element of the study was to develop a marketing plan to aid in implementing the transit service.

STUDY AREA

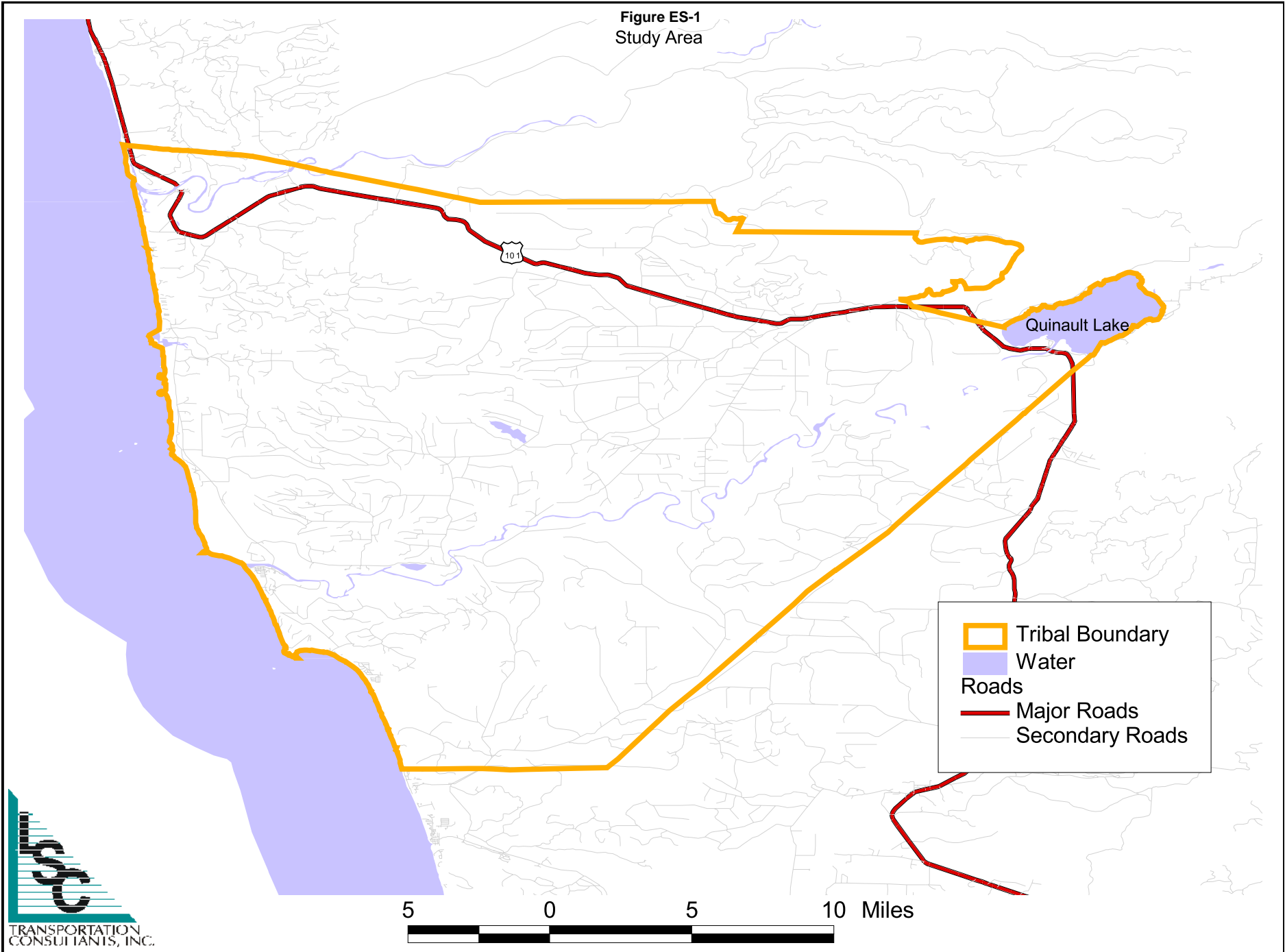
The Quinault Indian Reservation (QIR) is located on the Pacific coast of Washington, primarily in northwestern Grays Harbor County, with a small portion extend-






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ing north into southwestern Jefferson County. It has a land area of over 316 square miles. The Reservation study area is shown in Figure ES-1.

The Quinault Indian Nation (QIN) consists of the Quinault and Queets tribes and the descendants of the Quileute, Hoh, Chehalis, Chinook, and Cowlitz coastal tribes. The QIN has an approximate population of 1,370 people based on the 2000 US Census, of which over 77 percent are Native Americans alone. The rural character of the study area makes providing transportation services to residents very difficult. The overall population density for the Reservation study area is approximately 4.3 people per square mile.

Figure ES-1
Study Area



| | |
|---|-----------------|
|  | Tribal Boundary |
|  | Water |
|  | Roads |
|  | Major Roads |
|  | Secondary Roads |



TRANSIT NEEDS ASSESSMENT

Chapter VI provides the QIN transportation needs assessment. The transportation needs are significant, especially based on the unemployment data, below-poverty data, sparse rural geographic area, and limited job opportunities in the study area.

In order to estimate the QIN transportation needs, it is important to have a methodology that considers the local demographics, economics, and service characteristics. Chapter VI describes the transit demand model for the study area. The transit demand estimates were based on the available 2000 US Census data, as presented in Chapter IV. The baseline 2008 transit demand estimates and 2025 projected transit demand estimates were then generated.

The analysis procedure considers transit demand in two major categories—“*program demand*” which is generated by transit ridership to and from specific social service programs; and “*non-program demand*” generated by other mobility needs of the elderly, disabled, and general public (including youth). Examples of non-program trips may include shopping, employment, and medical trips.

As presented in Chapter VI, the model indicates that if a high level of public transit were available on the Quinault Indian Reservation (QIR) in the Village of Taholah, approximately 22,360 annual trips (non-program trips) will be provided. Therefore, the model shows the need for additional public transit services on the QIR.

When combining the program and non-program estimates, based upon the TCRP methodology, the total existing transit demand for the QIN is approximately 127,340 annual trips.

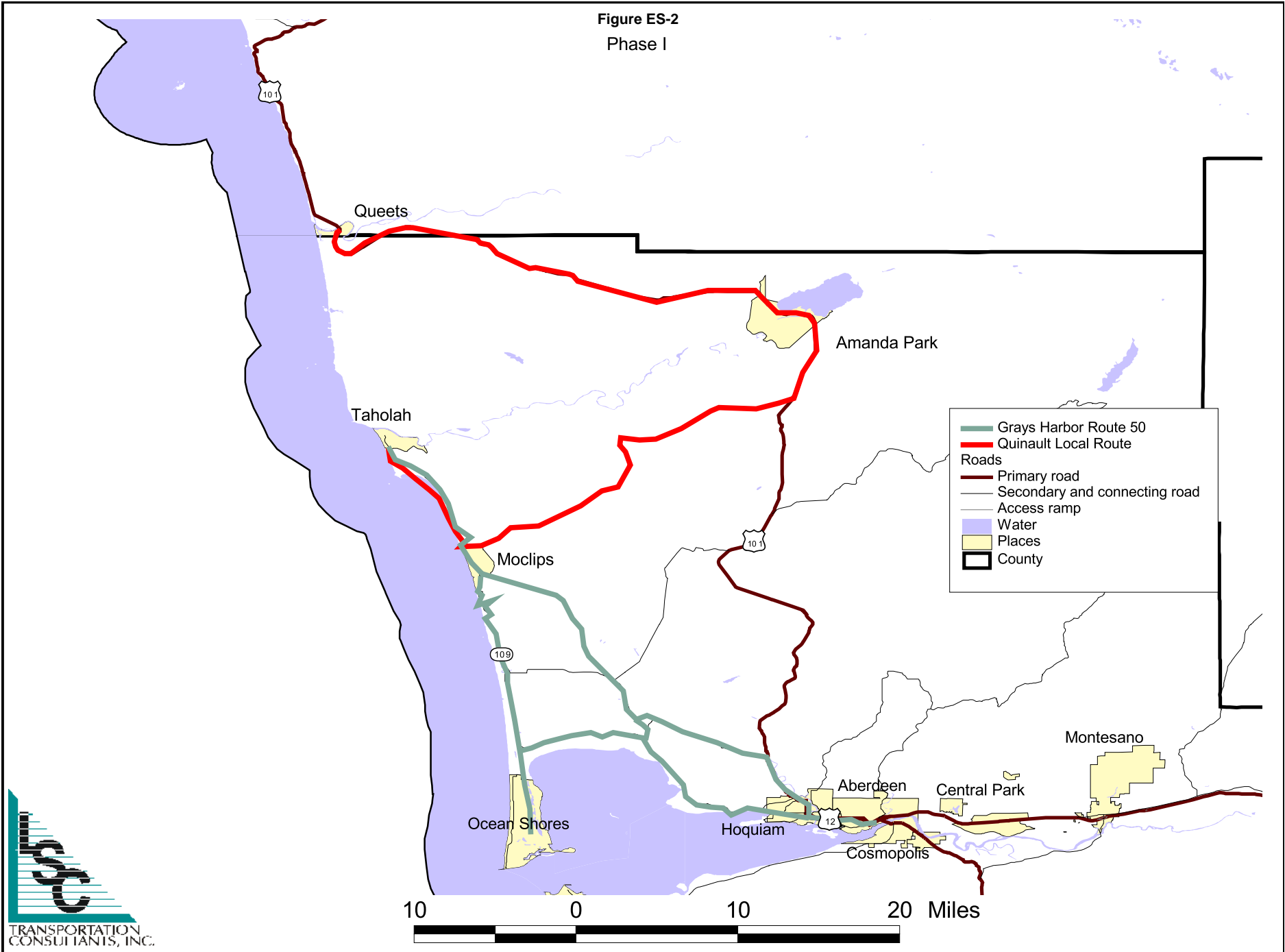
Assuming approximately 30,360 annual trips were provided, only 24 percent of the QIN’s transit need is being met. Therefore, there is a large need for improved transit services in order to meet the community’s needs.

PREFERRED TRANSIT SERVICE PLAN

Chapter XII reviews the details of the preferred transit service plan including the levels of service, route schedules, operational costs, capital needs, and capital costs. The preferred transit service plan was developed in three phases, each of which contains three transit service elements at increasing levels of service.

The Phase I route service is presented in Figure ES-2, and the Phase I level of service is shown in Table ES-1. Phase I will include one local flex route operating 11 daily revenue-hours for a total of 3,377 annual revenue-hours. A flex-route bus will operate from Queets to Moclips, serving Taholah and Amanda Park, from 4:30 a.m. to 7:00 p.m. six days a week with major breaks between 1:30 and 3:45 p.m. The route is designed to link to the Grays Harbor Transit Route 50 three times a day (once in Taholah and twice in Moclips).

Figure ES-2
Phase I



**Table ES-1
Level of Service - Phase I (2009-2010)**

| Options | | # of Veh. | Total Daily | | Total Annual | | Operating Days | Annual Ridership | Pass. per Hour | Operating Cost Annual | Cost per Passenger |
|------------------------------------|----------------------------|-----------|---------------|---------------|----------------|---------------|----------------|------------------|----------------|-----------------------|--------------------|
| | | | Vehicle-Miles | Vehicle-Hours | Vehicle-Miles | Vehicle-Hours | | | | | |
| Local Route Service on Reservation | 6:00 am to 7:00 pm (M-Sat) | 1 | 810 | 11 | 248,744 | 3,377 | 307 | 9,869 | 2.9 | \$270,160 | \$27.38 |
| Total/Average | | | 810 | 11 | 248,744 | 3,377 | | 9,869 | 2.92 | \$270,160 | \$27.38 |

Note: Costs based on LSC analysis, 2008.

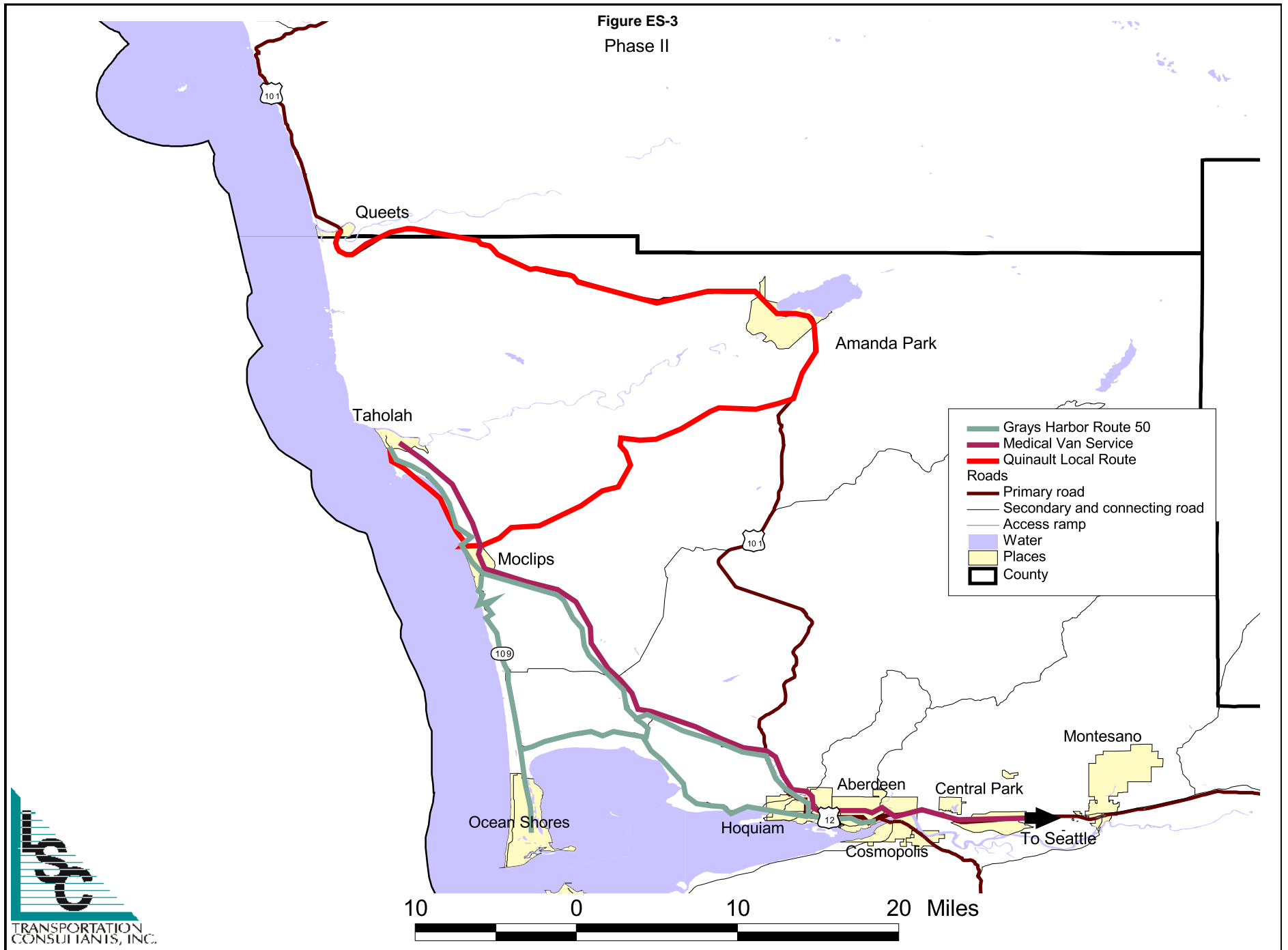
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The Phase II route service is presented in Figure ES-3, and the Phase II level of service is shown in Table ES-3. In Phase II, the level of service is increased from 3,377 annual revenue-hours to 5,041 annual revenue-hours. Phase II adds several services to the route service presented in Phase I. These additional services will be contracted out to transportation providers in the region.

Medical van service will operate one van three days a week (with one round-trip on each day of operation) from the Quinault Indian Reservation (QIR) to the hospitals in Aberdeen, Olympia, Tacoma, and Seattle.

A weekend vanpool program will operate one van on either Saturday or Sunday to provide trips off the QIR for employment, shopping, and other purposes. The weekend vanpool program will share vehicles with the medical van service.

Figure ES-3
Phase II



**Table ES-2
Level of Service - Phase II (2011-2012)**

| Options | | # of Veh. | Total Daily | | Total Annual | | Operating Days | Annual Ridership | Pass. per Hour | Operating Cost Annual | Cost per Passenger |
|------------------------------------|----------------------------|-----------|---------------|---------------|----------------|---------------|----------------|------------------|----------------|-----------------------|--------------------|
| | | | Vehicle-Miles | Vehicle-Hours | Vehicle-Miles | Vehicle-Hours | | | | | |
| Local Route Service on Reservation | 6:00 am to 7:00 pm (M-Sat) | 1 | 810 | 11 | 248,744 | 3,377 | 307 | 9,869 | 2.9 | \$270,160 | \$27.38 |
| Weekend Vanpool | Varies | 2 | 152 | 4 | 15,779 | 416 | 104 | 1,040 | 2.5 | \$8,521 | \$8.19 |
| Medical Vans Service | M-W-F | 1 | 288 | 8 | 44,903 | 1,248 | 156 | 3,699 | 3.0 | \$99,840 | \$26.99 |
| Total/Average | | 4 | 1,250 | 23 | 309,426 | 5,041 | | 14,608 | 2.9 | \$378,521 | \$25.91 |

Note: Costs based on LSC analysis, 2008.

The Phase III route service is presented in Figure ES-4, and the Phase III level of service is shown in Table ES-3. In Phase III, the level of service is increased from 5,041 annual revenue-hours to 7,140 annual revenue-hours. Phase III adds several services to the transit services presented in Phase II. These additional services could be contracted out to transportation providers in the region, if the Tribe decides that contracting the serve would be in the best interest of the transit service and tribal members.

The Aberdeen commuter route will operate one bus from Taholah to Aberdeen (stopping at key locations along the route) during the morning, midday, and afternoon peak times five days a week, with an estimated 1,020 annual revenue-hours.

The South Commuter Route will operate one bus from Taholah to the Casino and Ocean Shores (stopping at key locations along the route) during the morning, midday, and afternoon peak times five days a week, with an estimated 765 annual revenue-hours.

The North Regional Route will operate one van (shared with the medical van service) once a week with round-trip service to the Hoh Reservation.

Figure ES-4
Phase III

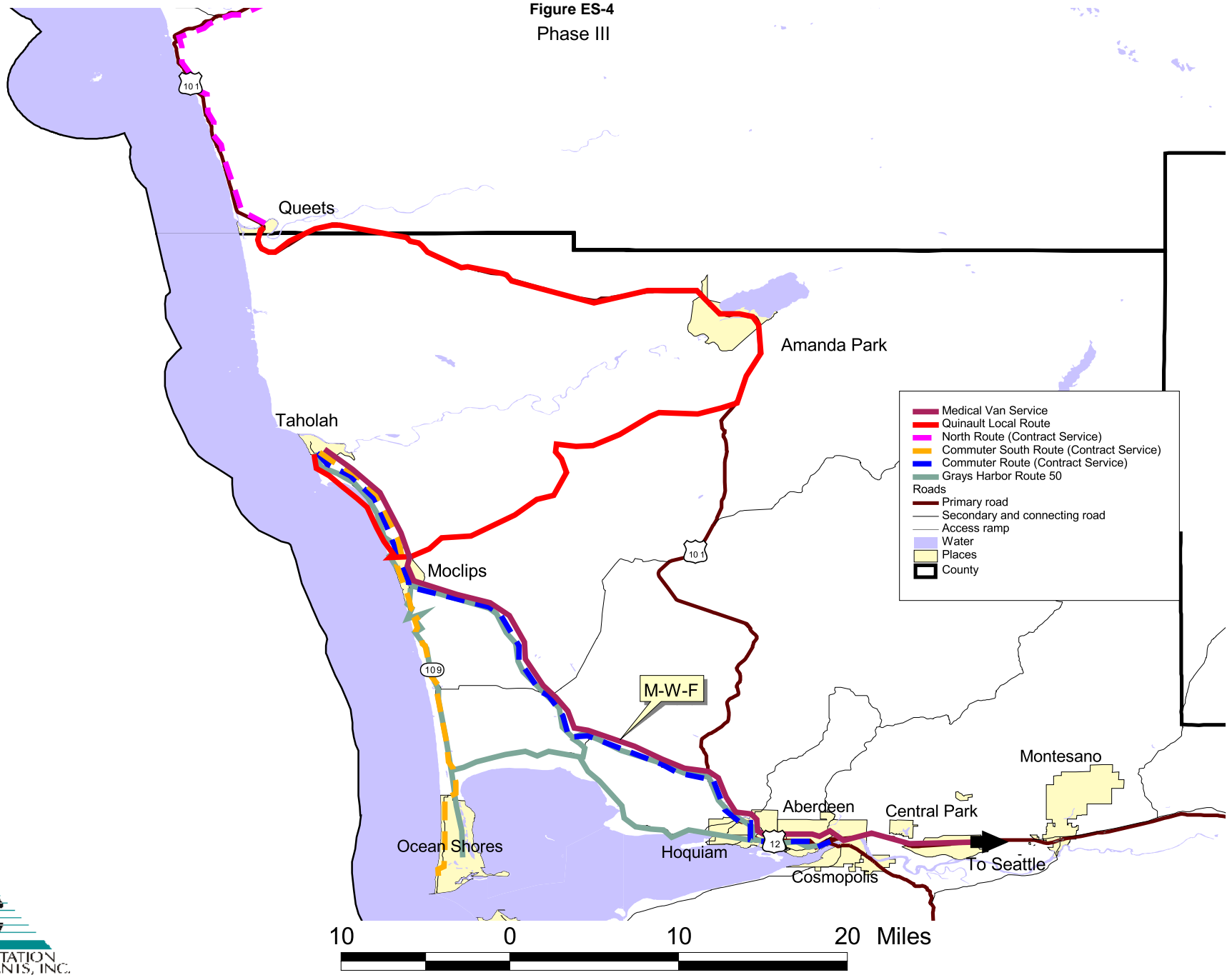
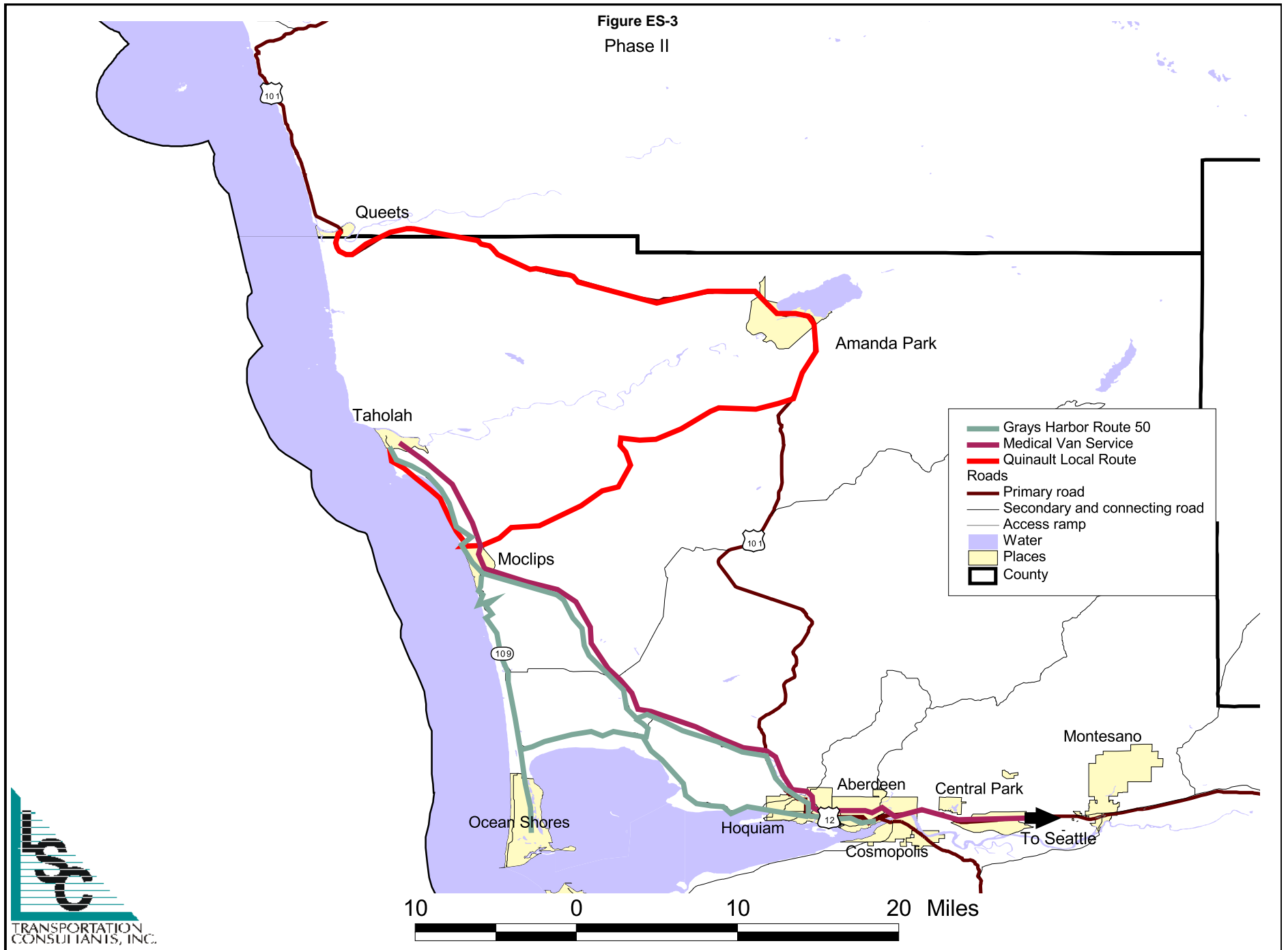


Figure ES-3
Phase II



IMPLEMENTATION PLAN

Details on the preferred transit service plan were presented in Chapter XII. The preferred transit service plan includes the creation of local route service, medical van service, and limited service routes to Aberdeen, Forks, and Ocean Shores. The financial costs of these services are detailed in Table ES-4.

**Table ES-4
Transit Plan, 2009-2014 (assumed 5% inflation)**

| | Phase I | | Phase II | | Phase III | | Total |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | |
| EXPENSES | | | | | | | |
| OPERATING | | | | | | | |
| Local Flex Route | \$297,851 | \$312,744 | \$328,381 | \$344,800 | \$362,040 | \$380,142 | \$2,025,959 |
| Medical Van Service | | | \$121,356 | \$127,424 | \$133,795 | \$140,485 | \$523,060 |
| Weekend Vanpool Program | | | \$10,357 | \$10,875 | \$11,419 | \$11,990 | \$44,641 |
| Aberdeen Commuter Route | | | | | \$109,352 | \$114,819 | \$224,171 |
| South Route Commuter Service | | | | | \$82,014 | \$86,115 | \$168,128 |
| North Route Service | | | | | | | |
| Marketing Program | \$2,500 | \$2,625 | \$2,756 | \$2,894 | \$3,039 | \$3,191 | \$17,005 |
| Subtotal | \$300,351 | \$315,369 | \$462,851 | \$485,993 | \$701,659 | \$736,742 | \$3,002,965 |
| CAPITAL | | | | | | | |
| Transit Buses (Minivans) | \$38,588 | \$0 | \$85,085 | \$0 | \$0 | \$0 | \$123,673 |
| Transit Buses (Body-on-Chassis) | \$71,663 | \$0 | \$0 | \$0 | \$130,000 | \$0 | \$201,663 |
| Office / Administration / Maintenance Eq./Radios | \$5,000 | \$5,250 | \$5,513 | \$5,788 | \$6,078 | \$6,381 | \$34,010 |
| Subtotal | \$115,250 | \$5,250 | \$90,598 | \$5,788 | \$136,078 | \$6,381 | \$359,345 |
| TOTAL EXPENSES | \$415,601 | \$320,619 | \$553,449 | \$491,782 | \$837,736 | \$743,123 | \$3,362,310 |

Source: LSC, 2008.

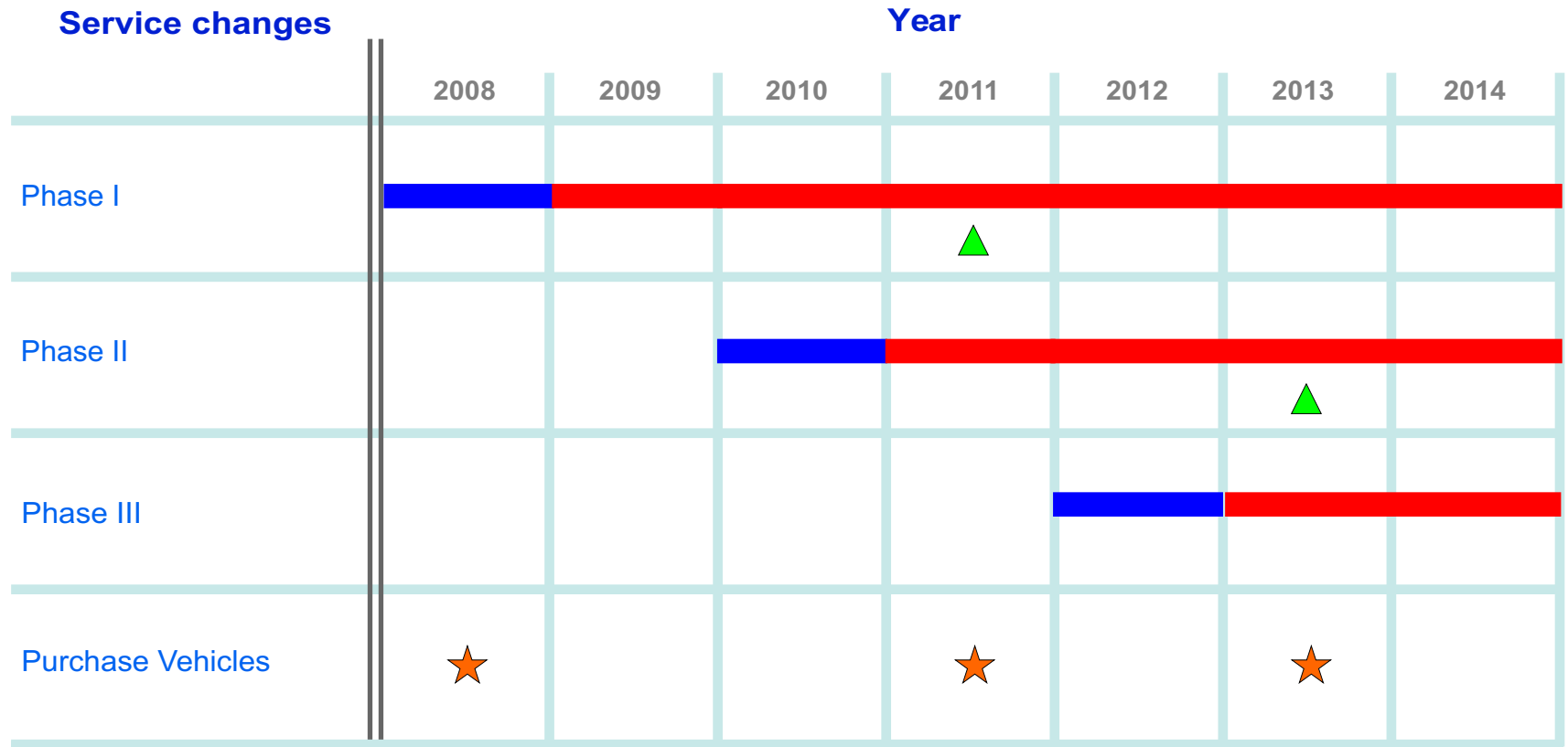
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Following is a list of activities that need to be completed in order to implement the preferred transit service plan, which will be developed in three phases. Phase I (2009 through 2010) has an estimated annual operational cost of \$302,850 with inflation. Phase I costs include local route services. Phase II (2011 through 2012) increases the estimated annual operational cost to \$465,607 with inflation. Phase III (2013 through 2014) increases the estimated annual operational cost to \$704,700 with inflation.

Figure ES-5 presents a time line of the information from Table ES-4. Also included is the planning phase for each recommended project and program in order to aid in the development of the preferred transit service plan. The planning phase is conducted the year before implementation. It is recommended that TTP and the QIN tribal government evaluate each phase prior to implementation of the next phase based on the benchmarks detailed in Chapter XIII of this report.

In the time line, the LSC team recommends the planning and implementation of Phase I by 2009. Phase II should be planned in 2011 and implemented by 2013. Phase III should be planned in 2012 and implemented in 2013. The time line is designed to implement the preferred transit service plan over the next five to six years. This time frame allows the QIN tribal government and programs to determine what planning and coordination activities need to be conducted during each year.

Figure ES-5 Short-Term Plan Timeline



LEGEND

- Planning Phase / Contract Development
- Contract Services
- Service Review