

LAKE, MINERAL AND SANDERS COUNTIES COORDINATION PROJECT

by

David Kack

Program Manager: Mobility & Public Transportation

&

Jaydeep Chaudhari, AICP

Research Scientist: Mobility & Public Transportation

Of The

Western Transportation Institute

College of Engineering

Montana State University

A Report Prepared For:

Montana Department of Transportation

Transit Section

2960 Prospect Avenue

Helena, MT 59620-1001

December 31, 2013

DISCLAIMER

The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Montana Department of Transportation.

ACKNOWLEDGEMENT

The authors thank the Montana Department of Transportation (MDT) for the opportunity to work on this project, and Steven Potuzak from MDT for his contributions to the project. The authors also thank all of the individuals who participated in the meetings and visits to discuss transportation services the potential options for creating a public transportation service in the area.

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1. INTRODUCTION

Rural and frontier areas of Montana face many challenges, including transportation within and to small communities (towns), as well as transportation to larger communities. People living and traveling in rural areas need reliable transportation for a variety of purposes, including employment and educational opportunities, as well as medical, recreation, and other “life” purposes. Lake, Mineral, and Sanders Counties generally fit into the definition of a rural area and have similar transportation issues. The goal of this technical assistance project, which was conducted by the Western Transportation Institute in cooperation with the Montana Department of Transportation and other stakeholders, was to assess public transportation (transit) providers and specialized transportation providers’ cooperation, coordination, and cooperation efforts in these counties.

The purpose of the assessment was to determine if there were any opportunities to increase the efficiency of the services through coordination so that more rides could be provided. Given the importance of transportation services and a general limit of resources, it is important to periodically review the various services in a community, county, and/or region to see if efficiencies can be achieved.

For this project, the tasks were as follows:

1. Data Collection and Analysis; and
2. Recommendations.

From July 1, 2013 to November 30, 2013, the WTI technical assistance team collected and analyzed necessary information so that coordination alternatives could be developed and considered. This included interviewing stakeholders and reviewing data, and preparing the various recommendations stated in this report. The remaining chapters provide information on Data Collection and Analysis (Chapter 2); Recommendations (Chapter 3); and Summary and Conclusions (Chapter 4). Appendix A provides schedule information for those systems that have scheduled services, and Appendix B provides information on the budgets (expenses), ridership and mileage for some of the systems.

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2. DATA COLLECTION AND ANALYSIS

This chapter provides information about the main transportation entities in Lake, Mineral, and Sanders counties, which are located on the western edge of Montana (Figure 1).

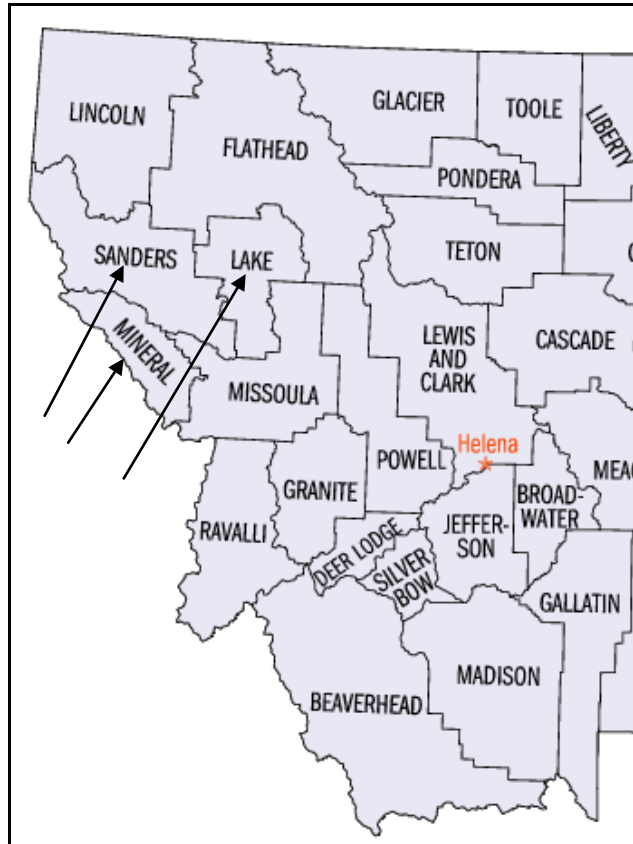


Figure 1: Location of Lake, Mineral and Sanders Counties

Population and other information on the three counties are included in Table 1.

Table 1: Demographic Information of Lake, Mineral and Sanders Counties

County	Lake	Mineral	Sanders
Item			
Population	28,746	4,223	11,413
Size (sq. mi.)	1,490.15	1,219.44	2,760.52
Population Density	19.3	3.5	4.1
Largest City	Polson*	Superior*	Thompson Falls*
Population of Largest City	4,488	812	1,313

*County Seat

Also of note is that approximately 75-80 percent of Lake County includes the Flathead Indian Reservation that is home to the Confederated Salish Kootenai Tribe. The Flathead Indian Reservation also includes 20-25 percent of Sanders County, and 5 percent or so of Missoula County.

The population across the counties is widely dispersed, as the three most populated cities in Mineral County account for 36.7 percent of the County’s population, with the three most populated cities in Lake and Sanders Counties accounting for 30 percent and 25.5 percent of their County’s population, respectively. The distribution of population is a transportation issue as vehicles typically have to travel farther to pick up and drop off riders. As shown in Figure 2, these counties contain a few of the State’s key roadways, including I-90 (Mineral County) and US 93 (Lake County). As can also be seen in Figure 2, the largest (most populated) cities close to the three counties are Kalispell and Missoula.



Figure 2: Roads in Lake, Mineral and Sanders Counties

Source: MDT 2013-14 Highway Map

There are four entities providing transportation services in Lake County, two in Mineral County and one in Sanders County. The following descriptions provide information regarding service areas, service population, budget, and operating organization. Schedules for the transportation

providers who have scheduled services are included in Appendix A, while expense, ridership and mileage information for the various provides is included in Appendix B.

2.1. Confederated Salish Kootenai Tribes (CSKT)

The public transportation services offered by the Confederated Salish Kootenai Tribe's (CSKT) Department of Human Resource Development include both fixed route and demand response services. CSKT is the largest transportation provider in the three-county area, based on vehicles, budget, mileage and ridership. Specific schedule information is provided in Appendix A.

Ridership on CSKT's services is approximately 60% tribal members and 40% non-tribal members. In addition to the majority of vehicles that are based in Pablo, CSKT has two vehicles in Hot Springs and two in Arlee for people who come to Pablo and Ronan for work and to attend the Tribal College. CSKT's transportation services employ sixteen drivers and four administration professionals. CSKT has started using RouteMatch software for assisting in scheduling rides, and the Tribe also received a recent grant from the U.S. Department of Transportation to train drivers so they can obtain Commercial Drivers Licenses (CDLs).

Salish Kootenai College, located in Pablo, MT, currently has approximately 1,200 students and has its own transportation system for the students. CSKT used to operate buses for the college, and is currently in talks with the College to perhaps again resume providing transportation for the college students. A majority of students are coming from Ronan and Polson (and other communities located on US Hwy 93). Currently, the college transportation system has one route in the morning and one in the evening.

CSKT currently coordinates with the Lake County Council on Aging and the Sanders County Council on Aging for vehicle maintenance and some rides. CSKT has unmet demands for evening and weekend service, as well as to provide service related to people who are on probation. Further, a Super Walmart is scheduled to open in Polson, and is expected to increase the demand for rides primarily by new employees. CKST expects issues in finding enough local match funds by fiscal year 2015-16. With Rimrock Stages going out of business, CSKT has applied to provide intercity bus services from Missoula to Whitefish, which would expand the current service area of the CSKT services.

2.2. Lake County Council on Aging (LCCOA)

Lake County Council on Aging provides demand-response (door to door) public transportation services. While the majority of service is within Lake County, trips to Missoula and Kalispell (mainly for medical purposes) are also available five days a week (with these trips also scheduled in advance). LCCOA also provides services to Helena (Ft. Harrison); however these trips are rare. All drivers are pre-screened volunteers, and often these volunteers act as aides for the riders. LCCOA offers its transportation services Monday through Friday between 8:00AM and 4:30PM. The Council has four vehicles located in Ronan and one in Polson (the St. Luke hospital/clinic in Ronan has a vehicle, as well). The Council raises local match through an Area VI Agency on Aging grant, Medicaid, donations, and the Council's general budget. Unmet public transportation demand pertains to dialysis and field trips. Dialysis trips would be to Kalispell or Missoula. The Council coordinates with CSKT for vehicle maintenance and some trips, and contracts with the Polson Senior Center for some transportation services. LCCOA is interested in exploring vehicle sharing arrangements.

2.3. Polson Senior Center

The Polson Senior Center is located in Polson, Montana. The center has a 13 passenger bus (including 2 wheelchair positions) and a four-door sedan (car) that are used for local transportation in Polson and within seven miles of the Polson city limits. The car is also used for delivering meals. The transportation services are operated from 9:00AM to 4:00PM, Monday through Friday. On average, the Senior Center provides 150 to 200 rides per month. The vehicles are insured through a private provider, and not the County. The Polson Senior Center has an agreement with the Lake County Council on Aging, which allows it to receive some of LCCOA's grant funding from Montana Department of Transportation (MDT).

The Senior Center coordinates with LCCOA and CSKT for trips to Kalispell and Missoula (for dialysis and other needs), and vehicle maintenance. Unmet needs include dialysis rides and Sunday service. The local match for the transit service is raised through donations and the Center's general budget. The staff said that it would be a struggle to operate the service without the FTA/MDT funding.

2.4. Mission Mountain Enterprises (MME)

Mission Mountain Enterprises, Inc. is a private, non-profit corporation in Lake County, Montana established in 1975 to provide high quality, community-based services to individuals with intellectual disabilities. MME runs two group homes located in Ronan, two thrift stores located in Ronan and Polson, and one work site in Ronan. MME provides services to individuals in their own homes (in Polson) or that reside in one of MME's group homes (two each in Polson and Ronan). MME currently has 70 individuals with disabilities as clients, and has a staff of 125 (of which about 50 can drive). MME has a fleet of 17 vehicles including 4 accessible vans/buses. MME's transportation services include taking its clients from their housing to work sites, the sheltered workshop, medical appointments and other travel needs as may be necessary.

MME notes that it coordinates well with the Lake County Council on Aging and CSKT for maintenance and some trips. MME indicated that its budget is stretched to provide all of the transportation services necessary, and that it is a struggle to procure vehicles to meet their needs. MME noted that its newest vehicle was a 2007 Ford Fusion. MME noted that there are unmet needs for trips (at least weekly, if not more frequent), to Kalispell and Missoula for medical appointments and other needs.

2.5. Mineral County Pioneer Council, Inc.

Mineral County Pioneer Council, Inc. is a registered 501(c)(3) organization located in St Regis, Montana. The Council has a nine passenger accessible vehicle that is used for the public transportation purposes. The Council mainly provides service to Superior and Missoula, with service to other nearby destinations, including Kellogg, Idaho, as well (see Appendix A). The Council regularly coordinates with the Department of Veterans Affairs (DVA) vehicle in Mineral County for trips to Missoula and/or Helena (Ft. Harrison). The Council has identified the need for a better marketing plan, as well as transportation service to Plains.

2.6. Mineral Community Hospital/Mineral Regional Health Center

Mineral Community Hospital had a bus that provided public transportation services in Mineral County (Appendix A). This service was being provided under the community outreach program of the hospital. Due to changes in the hospital's administration and other considerations, it was decided that the Community Outreach bus was to be returned to MDT in November 2013 and that the public transportation services were to be discontinued.

2.7. Sanders County Council on Aging

The Sanders County Council on Aging provides public transportation services in Sanders County and to several locations outside the County as well. The demand response service is administered from Hot Springs, Montana and operates from 8:00AM to 4:00PM, Monday to Friday. The service has a total of eight vehicles which are located throughout the County, including: Hot Springs (2 Buses), Plains (a Bus and a Van), Thompson Falls (2 Buses and Van), and Trout Creek (1 Van). The Council's vehicles, which are located in Plains, are operated by the Plains Hospital. The hospital pays for 50 percent of the maintenance cost of the vehicles. The Council has 15-20 drivers including paid and volunteer drivers. Trips are scheduled within Sanders County and to cities in Flathead, Lake, Lincoln, Mineral, and Missoula Counties and Sandpoint, Idaho (Appendix A). However, the majority of trips outside of the county are to the City of Missoula for medical appointments, including dialysis treatments.

The Council coordinates with the DVA vehicles located in Sanders County for trips and with CSKT for vehicle maintenance. The DVA vehicles can be used as spare vehicles in an emergency situation. The Council has funding from MDT and a local match from the County. The County insures the vehicles which results in savings of approximately \$15,000 per year. The geographical distances and population density are the biggest challenges for the Council. The Council believes that their largest unmet need is for more transportation services to Missoula.

2.8. Summary of Available Services

A summary of the information on the various services is provided in Table 2.

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Table 2: Summary of Transportation Services in Lake, Mineral and Sanders Counties

<i>Agency Name</i>	<i>Days and Hours of Service</i>	<i>Vehicle Type</i>	<i>Accessible or Non Accessible</i>	<i>Type of Service Provided</i>	<i>Out of Town Trips</i>	<i>Riders</i>	<i>Unmet Need</i>	<i>Fares</i>
CSKT Transportation Program	5:20A to 7:00P (Monday-Friday)	13 Standard Vans & 9-15 passenger buses	Accessible vehicles	Fixed Route and Demand Response	In/out town/region trips for work, medical, college and nutrition. Some out of town trips to Missoula and Kalispell for medical appointments	General public	Weekend and evening services	\$2.00 each way (unless medically related or under a specific program)
Lake County Council on Aging	Monday thru Friday 8:00A to 4:30P	5 Vehicles including Vans and Buses	Accessible vehicles	Based on client needs; no restrictions on purpose of trip.	Trips to St. Ignatius, Kalispell, Missoula, and Helena (Ft. Harrison)	General public (mostly senior citizens, however)	Dialysis and field trips (tours) and vehicles.	Suggested Donation (based on distance)
Polson Senior Center	Monday through Friday 9:00A to 4:00P	1 Car and one 13 passenger van with 2 wheelchair spaces	Accessible	Shopping, Senior Activities, Community Events and Medical trips	None (coordinate with LCCOA or CSKT)	General public (mostly senior citizens, however)	Weekend service, work with assisted living facilities	Suggested Donation
Mission Mountain Enterprises	As needed by any clients.	17 vehicles (a mix of cars and vans)	Four accessible vehicles	Based on client needs; no restrictions on purpose of trip.	Trips to Polson, Ronan, Missoula, and Kalispell	Clients	Need access to newer, more reliable vehicles	None
Mineral County Pioneer Council, Inc.	Monday-Friday 8:00A to 5:00P	1 Vehicle (9-Passenger)	Accessible	Medical and Activities	Plains, Missoula and Kellogg, ID	General public (mostly senior citizens, however)	Marketing, expanded service (meeting most basic needs)	Varies based on origin and destination (\$4 to \$14)

Table 2: Continued

<i>Agency Name</i>	<i>Days and Hours of Service</i>	<i>Vehicle Type</i>	<i>Accessible or Non Accessible</i>	<i>Type of Service Provided</i>	<i>Out of Town Trips</i>	<i>Riders</i>	<i>Unmet Need</i>	<i>Fares</i>
Mineral Community Hospital	Tues, Wed, and Thurs 9:00A to 3:00P	12 Pass Bus with 1 Wheelchair Station	Accessible	Shopping, Senior Activities, Community Events and Medical Trips	Bus travels within County	General public	Service discontinued in November 2013	None
Sanders County Council on Aging	Monday through Friday 8:00A to 4:00P	8 vehicles Including buses and vans	Accessible	Shopping, Senior Activities, Community Events and Medical trips	Countywide services and out of county trips to Missoula and Sandpoint, ID	General public	Unmet needs for medical related trips to Missoula (on Tuesdays)	Varies based on origin and destination (avg \$9 roundtrip)

Notes: CSKT may provide intercity transportation services between Missoula and Kalispell/Whitefish in the future.

2.9. Challenges

The transportation systems in Lake, Mineral, and Sanders Counties face several challenges, including dispersed populations and long travel distances to the larger communities of Helena, Kalispell, and Missoula (Table 3). The trips to Kalispell and Missoula are frequently for medical purposes (dialysis treatment), and medical trips to Helena (Ft. Harrison) are primarily to the Veteran's Affairs hospital.

Table 3: One-Way Distances to Key Cities from Lake, Mineral and Sanders Counties

From \ To	Helena	Kalispell	Missoula
Lake County			
Pablo	175	61	61
Polson	183	52	69
Ronan	169	66	56
Mineral County			
Saltese	207	136	96
St. Regis	184	113	73
Superior	171	127	59
Sanders County			
Hot Springs	190	66	77
Plains	189	83	76
Thompson Falls	215	108	101

Source: Google Maps. Distances in miles

2.10. Conclusions

In the Lake, Mineral, and Sanders Counties, there were seven different transportation services (now six with the Mineral County Hospital ending its service). These services are operated by various organizations and supported by various funding agencies such as county governments, not for profit foundations, the Montana Department of Health and Human Services, the Montana Department of Transportation, and other entities. These transportation services cater to the needs of various segments of the general public, including seniors, individuals with disabilities, and individuals with needs for frequent or specialized medical services. A significant portion of trips are provided to people who have medical appointments both in the three counties, as well as out of these counties (primarily to Kalispell or Missoula).

The transportation providers in Lake, Mineral, and Sanders Counties have developed their own coordination mechanisms to deal with the various challenges that they face. As shown in Figure 3, the transportation services regularly cooperate with each other to utilize their resources as best as they can, given their administrative (financial), political, and geographical limitations.

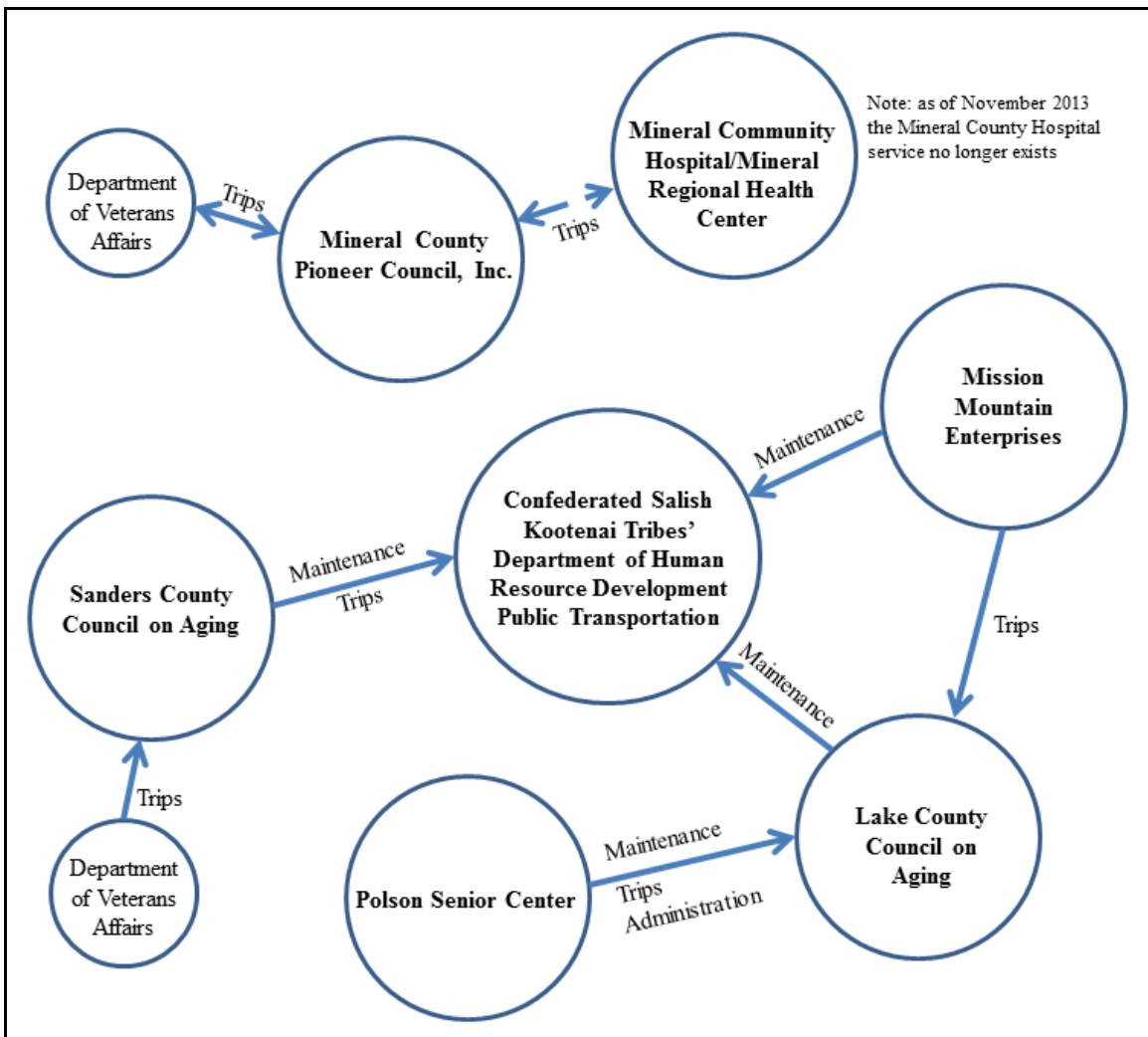


Figure 3: Existing Coordination Efforts in Lake, Mineral and Sanders Counties

3. RECOMMENDATIONS

This section provides information on the various alternatives that were discussed and recommended to improve transportation services during the technical assistance team's visit with the various transportation providers in Lake, Mineral, and Sanders Counties. The various alternatives include communication, cooperation, consolidation, status quo, and supplemental grants. As discussed in the previous section, communication and cooperation exist among the transportation providers at various degrees in a very effective way. Thus, the following discussion focuses on the remaining options.

3.1. Consolidation

Consolidation occurs when the transportation services of multiple agencies/organizations are organized under a single agency. The single agency then provides transportation services for a multitude of agencies/programs/purposes. Consolidation can often help in streamlining administrative costs, increase the leveraging of local funds, and reduce overlapping services.

Consolidation would allow the various providers in Lake and Mineral counties to pool their funds and leverage them to likely create a more robust public transportation system. It should be noted that all systems have minimal administrative costs, so there would not be a significant gain simply by consolidating the administrative functions of the various programs. Consolidation is typically easier when the multiple agencies are in the same community, region, and/or county.

Under this proposed alternative, two consolidated services would have been created: (1) Mineral County Public Transportation; and (2) Lake County Public Transportation. In Mineral County, the Mineral County Pioneer Council, Inc. and Mineral Community Hospital/Mineral Regional Health Center explored the option consolidation option and initiated the dialogue among the stakeholders of these two systems. However, the hospital decided to close its transportation service, leaving the Pioneer Council as the remaining provider in Mineral County.

In regards to consolidation in Lake County, there are several factors to consider. First is that that the four transportation entities in Lake County do not spend a significant amount of funding on administrative costs, so there is little money to be saved by consolidation from an administrative standpoint. Second, the various transportation providers primarily serve different customers, so there isn't a significant amount of duplicative services. If the transportation services were to be consolidated, it is logical that CSKT be the lead agency, since it is currently the largest transportation provider in Lake County. The political reality of consolidating all the transportation services is also a consideration.

In August or September, it was discussed that the Community Transportation Association of America (CTAA) was asked to provide technical assistance in Lake County in regards to the transportation services in the region. Based on that information, the Western Transportation Institute curtailed its activities in Lake County.

3.2. Status Quo

In Lake, Mineral, and Sanders Counties, stakeholders are generally satisfied with the level of services being provided in their communities, recognizing the unmet needs that exist, and are a function of both the distances traveled, and the level of funding for public transportation services. From administrative and geographical perspectives, the public transportation services in these three counties are in better position than some of the services in other parts of Montana.

With a very limited local government funds as a match, and the changing nature of administrative process and operation of the individual transit systems, the options are very limited to explore. In all cases, the status quo is deemed an option by default.

3.3. Supplemental Grants

The public transportation systems in Lake, Mineral and Sanders Counties have identified unmet needs for additional transportation services (trips). The current transportation services are relatively efficient, so to address these unmet needs, it is likely that additional funds will be required. Given the status of the Federal Surface Transportation Bill (e.g., the “highway bill”), it is unknown if additional funding will be available through MDT in Fiscal Year 2015 or beyond. The transportation providers may need to look to other agencies to help support their efforts, agencies such as the Montana Department of Public Health and Human Services (DPHHS), local non-profits, or large non-profits such as the Northwest Area Foundation.

4. SUMMARY AND CONCLUSIONS

As is the case in other rural areas (with small populations and significant geographical distances between destinations), it is challenging to provide cost-effective alternatives to private automobile travel in Lake, Mineral, and Sanders Counties. As of this report, there are currently six organizations in these three counties that provide transportation services. The current transportation providers and other regional stakeholders have a strong interest in providing quality public transportation services. The Western Transportation Institute (WTI) identified and analyzed alternatives related to improved coordination of transportation among the current providers. WTI also facilitated meetings among stakeholders to discuss potential implementation of these alternatives. This project yielded numerous benefits:

- Identification of existing resources available for transportation services, including vehicles, staff, and funding.
- Identification of viable alternatives to enhance transportation coordination in three categories: communication, cooperation, and consolidation. The alternatives require varying levels of time, complexity, and resources, ranging from initiatives as simple as email notifications of scheduled trips to more comprehensive initiatives such as consolidated services.
- Creation of a forum for coordination. The meetings brought together regional stakeholders to identify needs, discuss available resources, and evaluate alternatives. The meetings helped establish and/or strengthen working relationships among potential partners. The forum could serve as the structural basis for ongoing interagency collaboration and coordination.
- Development of a Memorandum Of Understanding (MOU): Initially, Mineral County Pioneer Council, Inc. and Mineral County Hospital and Regional Medical Center agreed to sign an MOU for consolidating transportation services. However, the hospital decided to opt out of the public transportation business. Thus, the MOU development process did not moved forward.

With the decision of Mineral County Hospital to end its public transportation services, there is only one transportation provider in Mineral County (and one in Sanders County). These two providers (the Pioneer Council and Sanders County Council on Aging) do communicate with one another, and occasionally are able to coordinate a trip. However, with only one provider in each county, there are few, if any, coordination options.

With the discussion that the Community Transportation Association of America was going to provide technical assistance in Lake County, WTI curtailed its activities in the county, and did not pursue further options. As noted herein, however, given that the services in Lake County service different clients, there is little overlap of services, and while there may be some gains from further coordination, even consolidation, in Lake County, the expected gains would likely not be significant.

While this project did not result in the implementation of any new transportation services, hopefully the dialogue started as a result of this project can continue, and the unmet needs expressed by the stakeholders can be addressed in the future.

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5. APPENDIX A

CSKT DHRD Transportation

PO Box 278
Pablo, MT 59855
(406) 675-2700 Ext. 1030

<u>PICK UP TIMES & LOCATIONS</u>	<u>MORNING ROUTES</u>	<u>ARRIVAL TIMES & LOCATIONS</u>
5:20 AM EXXON HOTSPRINGS		6:10 AM GREEN HALL ELMO
6:10 AM GREEN HALL ELMO		6:25 AM POLSON
6:25 AM POLSON		6:50 AM TRIBAL COMPLEX
7:05 AM GREEN HALL ELMO		7:35 AM POLSON (DROP OFFS)
7:50 AM PABLO		
5:40 AM ARLEE COMM. CENTER		5:55AM DIXON AGENCY
6:00 AM BURTCHESS DIXON		6:10 AM MISSION COMM. CENTER
6:15 AM MISSION COMM. CENTER		6:30 AM RONAN
6:35 AM RONAN		6:45 AM TRIBAL COMPLEX
6:40 AM ARLEE COMM. CENTER		6:50 AM NKWUSM ARLEE
6:55 AM NKWUSM ARLEE		7:30 AM PABLO
7:00 AM MISSION COMM. CENTER		7:20 AM RONAN
7:25 AM RONAN		7:35 AM TRIBAL COMPLEX
7:45 AM ST. JOE'S POLSON		8:00 AM POLSON
8:20 AM SKC		
6:20 AM WOODCOCK BUS SHELTER		6:30 AM RONAN
6:40 AM PABLO		
6:15 AM POLSON SENIOR CENTER		6:25 AM QUICKSILVER
6:40 AM DAIRY QUEEN RONAN		7:00 AM MISSION
7:25 AM ARLEE		7:35 AM ARLEE (NKWUSM)
8:15 AM MISSION		9:00 AM POLSON

**PLEASE CALL BEFORE 3PM TO SCHEDULE A RIDE FOR THE FOLLOWING DAY
OR 24 HOURS IN ADVANCE.**

**OFFICE HOURS:
MON.-THURS. 6AM TO 5:30PM
FRIDAY 8AM TO 4:30PM**

lblack@cskt.org
leandriad@cskt.org
cristyb@cskt.org
corkys@cskt.org

CSKT DHRD Transportation

PO Box 278
Pablo, MT 59855
(406) 675-2700 Ext. 1030

EVENING ROUTES

PICK UP TIMES & LOCATIONS

4:40 PM SKHA PABLO
4:50 PM QUICKSILVER PABLO
5:20 PM MISSION COMM. CENTER
5:40 PM NKWUSM ARLEE
5:50 PM ARLEE COMM. CENTER

4:35 PM SKC
4:45 PM POLSON
5:15 PM POST OFFICE BIG ARM
5:20 PM ELMO
6:00 PM HOT SPRINGS

5:30 PM COMPLEX PABLO
5:45 PM RONAN

5:30 PM COMPLEX PABLO
6:05 PM POST OFFICE BIG ARM
6:15 PM GREENHALL ELMO

5:30 PM QUICKSILVER PABLO

ARRIVAL TIMES & LOCATIONS

4:45 PM QUICKSILVER PABLO
5:15 PM MISSION COMM. CENTER
5:35 PM NKWUSM ARLEE
5:45 PM ARLEE COMM. CENTER

4:40 PM SKC/PABLO
5:00 PM POLSON
5:15 PM POST OFFICE BIG ARM
5:40 PM NIARADA

5:45 PM RONAN
6:00 PM MISSION COMM. CENTER

6:05 PM POST OFFICE BIG ARM
6:15 PM GREEN HALL ELMO
7:00 PM HOT SPRINGS

5:45 PM RONAN

**PLEASE CALL BEFORE 3PM TO SCHEDULE A RIDE FOR THE FOLLOWING DAY
OR 24 HOURS IN ADVANCE.**

**OFFICE HOURS:
MON.-THURS. 6AM TO 5:30PM
FRIDAY 8AM TO 4:30PM**



Community Outreach

Bus Schedule and Routes

Mineral Regional Health Center and Mineral Community Hospital provide comprehensive health care services, as well as supportive services – such as transportation – that promote access to health care.

TUESDAY: Alberton/Superior Loop

- 9:00 a.m. Alberton (Post Office/Alberton Feed/Alberton Antiques)
- 9:05 a.m. Senior Citizen Center/Bakery/Fat Belly Deli
- 9:45 a.m. Hospital/Health Center arrival
- 10:00 a.m. Bus starts the Superior Loop (SEE ACROSS)
- 3:00 p.m. Departs Hospital/Health Center

Return trip to Alberton departs Hospital/Health Center at 3 pm.
Estimated arrival time back in Alberton is 3:30 pm

WEDNESDAY: St. Regis/Superior

- 8:45 a.m. St. Regis (Stangs)
- 8:49 a.m. Subway/State Offices/Spangler Real Estate
- 8:52 a.m. OK Café/Joe Cantrell Outfitting
- 8:55 a.m. Jack Lincoln Memorial Clinic
- 9:00 a.m. Post Office
- 9:04 a.m. St. Regis Travel Plaza
- Arrive 9:30-45 a.m. Hospital/Health Center arrival
- 10:00 a.m. Bus starts the Superior Loop (SEE ACROSS)
- 3:00 p.m. Departs Hospital/Health Center

Return trip to St. Regis departs Hospital/Health Center at 3 pm.
Estimated arrival time back in St. Regis is 3:20 pm

THURSDAY: Saltese/Haugan/DeBorgia/ St. Regis/Superior

- 8:00 a.m. Saltese (Mangolds)
- 8:15 a.m. Haugan (Silver Dollar Inn)
- 8:20 a.m. DeBorgia (O-Aces)
- 8:45 a.m. St Regis stops/loop (SEE St. Regis/Superior Loop)
- Arrive 9:30-45 a.m. Arrive at Hospital/Health Center
- 10:00 a.m. Superior Loop (SEE ACROSS)
- 3:00 p.m. Departs Hospital/Health Center

Return trip to the west end departs Hospital/Health Center at 3 pm, making stops in St. Regis (Loop), DeBorgia, Haugan and then Saltese.

Estimated arrival time back in St. Regis is 3:20 pm (Loop).

Estimated arrival time back in DeBorgia is 4 pm.

Estimated arrival time back in Haugan is 4:10 pm.

Estimated arrival time back in Saltese is 4:25 pm

SUPERIOR LOOP: Tuesday, Wednesday and Thursday

* Depart MCH/MRHC at exactly the top of each hour. All stops are pick-up and drop-off.

Departing the Hospital/Health Center:

10:00	11:00	12:00	1:00	2:00
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Riverside Apartments:

10:02	11:02	12:02	1:02	2:02
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Choices for Change:

10:05	11:05	12:05	1:05	2:05
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Mineral County Museum/Library/ MSU Extension Office/Superior Commons:

10:08	11:08	12:08	1:08	2:08
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Mineral County Courthouse/Post Office/Mullan Trail Bank:

10:11	11:11	12:11	1:11	2:11
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Wells Fargo/Superior Lumber/Laundromat/ Superior Auto Parts/Rail Head Sporting:

10:15	11:15	12:15	1:15	2:15
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USFS/City Offices/Public Assistance/Edna Cottages:

10:21	11:21	12:21	1:21	2:21
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Castles/Energy Partners/ Mineral Pharmacy (30 minutes):

10:24	11:24	12:24	1:24	2:24
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Eagle Apartments:

10:54	11:54	12:54	1:54	2:54
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Mineral County Health Department/Western Montana Mental Health:

10:57	11:57	12:57	1:57	2:57
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The **Community Outreach Bus** is equipped with a wheelchair lift and has room for three wheelchair passengers, who are secured at all times. All seats have belts; four seats have built-in child seats/restraining systems. A bicycle rack is mounted on the bus' front grille for those who desire more mobility at their destinations.

For more information and hours,
visit www.mineralcommunityhospital.org

SANDERS COUNTY TRANSPORTATION
DISPATCH / GENERAL INFO 406-741-2346
OUT OF AREA IN MT 1-800-246-5899
www.sanderscountycouncilonaging.org

Hours of Operation: 8:00AM TO 4:00PM

TO SCHEDULE FOR MEDICAID WE NEED 48 HOURS NOTICE

Routes and Schedules:

HOT SPRINGS: THOMPSON FALLS 1ST WED EVERY MONTH AFTERNOON ONLY

POLSON 1ST AND 3RD MONDAYS EVERY MONTH

PLAINS: 2ND AND 4TH TUESDAY EVERY MONTH

KALISPELL 2ND AND 4TH FRIDAY EVERY MONTH

MISSOULA EVERY THURSDAY AND 1ST AND 3RD TUESDAY EVERY MONTH

PLAINS: MISSOULA EVERY THURSDAY AND 1ST AND 3RD MONDAY EVERY MONTH

TO SENIOR CENTER 10:30 AM WED AND 4:30 PM FRIDAY

SANDPOINT: 1ST AND 3RD WEDNESDAY EVERY MONTH ALSO 2ND AND 4TH TUESDAY

THOMPSON FALLS: MISSOULA 2ND AND 4TH MONDAY

SANDPOINT 1ST AND 3RD MONDAY

**LOCAL SHOPPING EVERY THURSDAY, TO SENIOR CENTER FOR MEALS
10AM TUESDAY AND 4PM THURSDAY**

**CLARK FORK VALLEY HOSPITAL: MISSOULA EVERY WEDNESDAY AND FRIDAY
BUS LEAVES HOSPITAL AT 8:30 AM RETURNS FROM
MISSOULA AT 4:30PM**

**AIRPORT/BUS/TRAIN: WE KNOW THESE CAN'T ALWAYS BE ON SCHEDULED
DAYS FOR EACH AREA SO THESE ARE EITHER HANDLED
BY DRIVER IN AREA AFTERHOURS, OR DISPATCH WILL
HANDLE**

Mineral County Transportation – Bus Schedules

MISSOULA: (1st & 3rd Thurs, 2nd Mon, 4th Wed of each month)

<u>City</u>	<u>Arrive</u>	<u>Depart</u>
West End	7:50 am	8:00 am
St. Regis	8:20 am	8:30 am
Superior	8:50 am	9:00 am
Alberton	9:40 am	9:50 am
Missoula	10:25 am	4:00 pm
Alberton	4:35 pm	4:45 pm
Superior	5:20 pm	5:30 pm
St. Regis	5:45 pm	5:50pm
West End	6:10 pm	

Cost Share: West End=\$14; St. Regis=\$12, Superior=\$10, Alberton=\$5

WEST END TO SUPERIOR: (2nd Friday of each month)

<u>City</u>	<u>Arrive</u>	<u>Depart</u>
Saltese	8:00 am	9:30 am
Haugan	9:55 am	10:00 am
De Borgia	10:10 am	10:15 am
St. Regis	10:30 am	10:35 am
Superior	10:50am	3:00 pm
St. Regis	3:15 pm	3:25 pm
De Borgia	3:40 pm	3:50 pm
Haugan	3:55 pm	4:00 pm
Saltese	4:15 pm	

Cost Share: Saltese=\$6; Haugan & De Borgia=\$5, St. Regis=\$4

PLAINS: (2nd Wednesday of each month)

<u>City</u>	<u>Arrive</u>	<u>Depart</u>
West End	7:40 am	7:45 am
Superior	8:20 am	8:30 am
St. Regis	8:50 am	9:00 am
Plains	9:40 am	3:00 pm
St. Regis	3:40 pm	3:50 pm
Superior	4:10 pm	4:20 pm
West End	4:45 pm	

Cost Share: West End & Superior=\$10, St. Regis = \$7

KELLOGG, ID: (2nd Thursday of each month)

<u>City</u>	<u>Arrive</u>	<u>Depart</u>
Superior	9:00 am	9:10 am
St. Regis	9:30 am	9:35 am
De Borgia	9:50 am	9:55 am
Haugan	10:00 am	10:05 am
Saltese	10:15 am	10:20 am
Kellogg, ID	11:05 am (Mtn.)	4:00 pm (Mtn.)

Cost Share: Superior=\$12, St. Regis=\$10, De Borgia=\$7
Haugan=\$7, Saltese=\$5

All Mineral County residents are eligible to ride the bus, as space permits. The bus has nine (9) seats available, seven (7) when a wheelchair is on the bus (the bus is wheelchair accessible). Call our Transportation Coordinator to schedule your ride at 406-678-4240, 406-214-5093, or 406-214-5041.

The transportation program is offered by the Mineral County Pioneer Council, Inc., which also offers a Respite Relief Program. Call 406-529-0128 for more information on the Respite Program.

The bus schedules are subject to change without notice.



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6. APPENDIX B

	FY10	FY11	FY12	FY13
Confederated Salish Kootenai Tribes				
Total Costs	\$524,127.03	\$520,142.39	\$815,789.19	\$718,754.78
Rides	43,651	59,862	66,742	74,324
Miles	669,013	777,853	774,632	767,543
Cost/Ride	\$12.01	\$8.69	\$12.22	\$9.67
Cost/Mile	\$0.78	\$0.67	\$1.05	\$0.94
Rides/Mile	0.07	0.08	0.09	0.10
Lake County Council on Aging				
Total Costs	\$102,668.33	\$74,235.22	\$82,640.89	\$76,287.63
Ride	12,160	7,527	9,105	4,205
Miles	116,858	83,297	88,842	68,580
Cost/Ride	\$8.44	\$9.86	\$9.08	\$18.14
Cost/Mile	\$0.88	\$0.89	\$0.93	\$1.11
Rides/Mile	0.10	0.09	0.10	0.06
Mineral County Pioneer Council				
Total Costs	\$1,742.83	\$2,800.95	\$6,098.14	\$5,465.96
Rides	394	991	916	466
Miles	4,481	7,591	8,579	10,004
Cost/Ride	\$4.42	\$2.83	\$6.66	\$11.73
Cost/Mile	\$0.39	\$0.37	\$0.71	\$0.55
Rides/Mile	0.09	0.13	0.11	0.05
Sanders County Council on Aging				
Total Costs	\$130,301.56	\$145,773.91	\$116,261.32	\$164,924.76
Rides	6,838	7,966	9,444	10,513
Miles	70,848	71,640	75,138	86,667
Cost/Ride	\$19.06	\$18.30	\$12.31	\$15.69
Cost/Mile	\$1.84	\$2.03	\$1.55	\$1.90
Rides/Mile	0.10	0.11	0.13	0.12

Source: Montana Department of Transportation

Notes:

Lake County Council on Aging information should include Polson Senior Center data, but does not include any other provider or service.

Confederated Salish Kootenai Tribe information may or may not include funding and other data tied to Tribal Transit funds received directly from the Federal Transit Administration.