

COQUILLE INDIAN TRIBE COORDINATED HUMAN SERVICES PUBLIC TRANSPORTATION PLAN

Approved January 12, 2017



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1. INTRODUCTION

The Oregon Department of Transportation (ODOT) Public Transit Division has undertaken an update to all Coordinated Plans in the state, including the June 2007 Coquille Indian Tribe Transit Plan.

Coordinated Plans are intended to engage public transportation and human health service providers in collaboratively identifying and responding to the public transportation needs of special needs populations -- older adults, persons with disabilities, low-income persons, veterans, and minority populations. Coordination means the efficient and effective use of public transportation resources for getting people to important destinations, such as jobs and medical appointments. Public transportation means all forms of public transportation, including transit, taxis, technology service companies such as Uber, shuttles, private bus lines such as Greyhound, Amtrak, etc.

The Federal Transit Administration (FTA) and ODOT require recipients of FTA Section 5310 program funds and State Special Transportation Funds (STF) to engage in a coordinated planning process. The goal is to broaden the dialogue and support coordination among public transportation providers and human and health service providers to ensure that appropriate public transportation services support special needs populations. FTA Section 5310 and STF funds provide operating assistance to transportation providers and programs that serve these targeted populations. Projects submitted for FTA and STF funding must be included in the Coordinated Plan. Coordinated Plans are updated every five years.

The Coordinated Plan is intended to focus resources on strategies with the greatest benefit to the target populations and transportation service providers. Identifying critical needs, available resources, and strategies are all steps intended to create efficiencies, reduce redundancy and continue to enable high- quality public transportation services. Funds are relatively limited for public transportation in general, particularly to the Section 5310 target populations. Therefore, it is always important for public transit providers and their partners to make strategic, targeted investments that address critical needs.

The Coordinated Plan includes an Existing Conditions component that details current demographics and existing public transportation services. This component defines the service markets and helps inform the identification of needs of public transportation users within these markets. It includes descriptions of existing Tribal and regional transportation services, highlighting any gaps in transportation service and identifying the transportation needs of target populations. In response to these needs, the Coordinated Plan provides strategies to meet these needs; and prioritizes transportation services, projects, investments, and/or other strategies. It addresses short-, mid-, and long-term strategies. The Coordinated Plan also supports ongoing coordination among transportation providers by documenting a clear and open planning process, identifying funding priorities, and identifying opportunities for ongoing and future partnerships.

The planning process is also an opportunity to engage and educate stakeholders and the public. Outreach to stakeholders is key to identifying gaps in service and developing coordination strategies to address these gaps.

The intent of the Coordinated Plan is to be a “living” document identifying needs and investment priorities. The Coquille Indian Tribe will use the plan to allocate funding, and along with local partners will use the plan to develop and enhance transit services. Since the plan must be updated every five years; it should be written in a way that can incorporate ongoing updates and revisions.

THE COQUILLE INDIAN TRIBE

Vision (from Strategic Plan 2014-2017)

The Coquille Tribe is a sovereign Nation whose binding thread is the Coquille people; where Tribal sovereignty, culture, social and economic welfare and common resources are protected and advanced.

Sovereignty is the key to understanding the Tribe as the embodiment of a common culture and heritage and the inherent right of self-government that have been enjoyed by the Coquille people from time immemorial.

It is what separates the Tribe from any other political or social organization. It defines the Tribe’s relationship with all other governments and establishes it as a true government-to-government relationship. It allows the Tribe to fulfill its most important duty –to pursue and protect the common good, the health and well-being, of its members.

Mission

Provide dynamic programs and services through sustainable economic development that promote and support Tribal members’ equal access and opportunity for achieving their full potential.

Tribal members expect their Tribal government to provide a selection of services and pursue economic development that promotes their flourishing as individuals and as a Tribe. During the strategic planning process Tribal members also expressed their expectation that Tribal government will ensure equal access to programs and economic opportunities for all Tribal members. Stating this expectation as part of the Tribe’s mission reflects the high level of importance placed on incorporating equal access in all Tribal programs and activities.

Constitutional Imperatives

In its preamble, the Constitution of the Coquille Indian Tribe states that the Tribe has always been a sovereign self-governing power dedicated to 1) Preservation of Coquille Indian Culture and Tribal Identity; 2) Promotion of social and economic welfare of Coquille Indians; 3) Enhancement of our common resources; 4) Maintenance of peace and order, and 5) Safeguarding individual rights of tribal members. The Constitution goes on to remind Tribal members of their sacred trust and obligation, passed on by their ancestors, “to maintain and safeguard these goals.”

2. EXISTING CONDITIONS

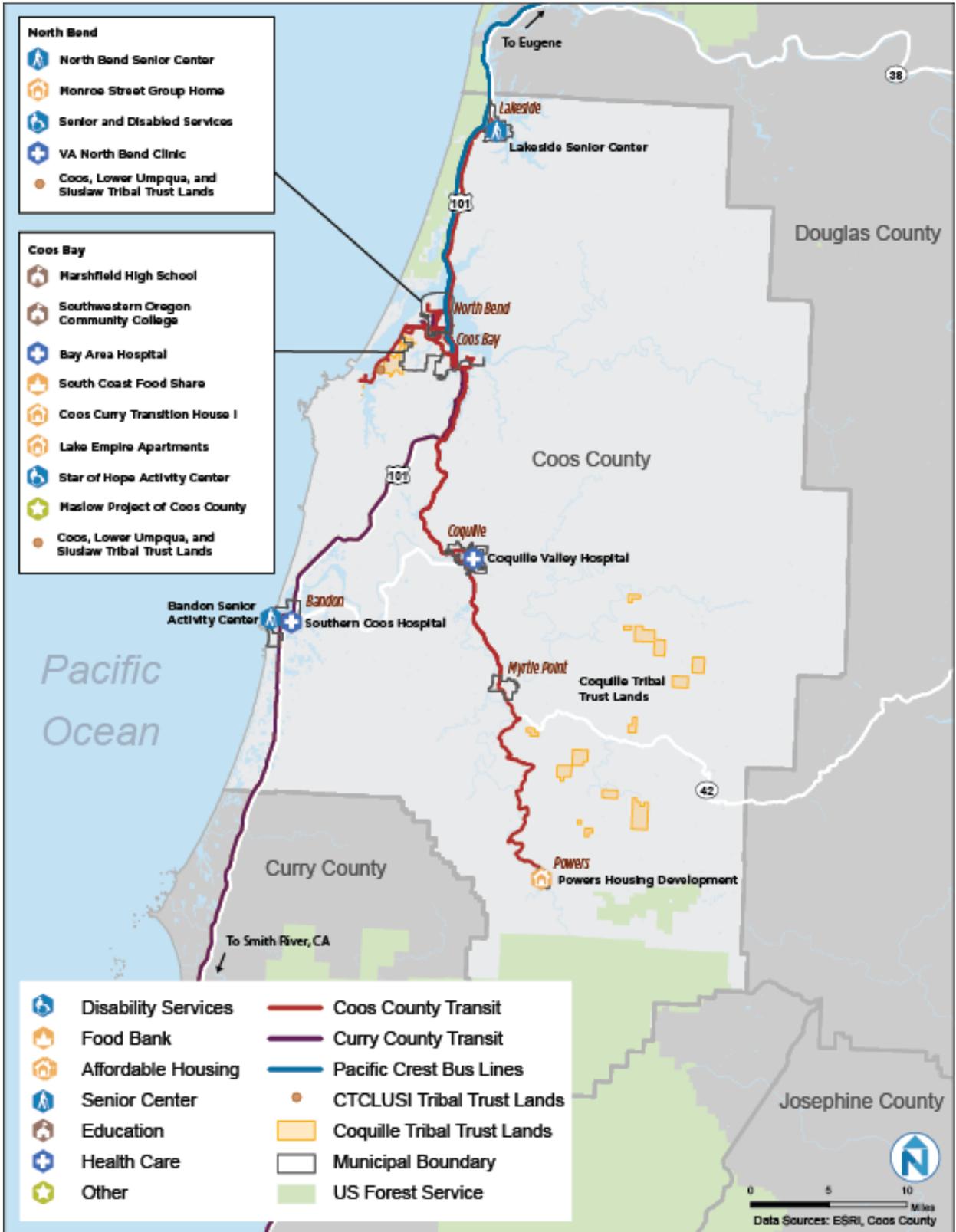
The Coordinated Plan includes demographic and socioeconomic analysis to inform the needs of public transportation users, or the services market. The Coordinated Plan includes descriptions of existing regional transportation services. This report will help highlight any gaps in transportation service and inform the needs of Tribal public transportation users.

AREA PROFILE

There are over 1000 members of the Coquille Indian Tribe and approximately 545 Coquille Tribal Members residing in the Coquille Tribal Service Area (ISA), which includes Coos, Lane, Curry, Jackson and Douglas Counties. It is the priority of Tribal Council that this Plan address all Tribal Members not just those living on the Kilkich Reservation. There are approximately, 282 people residing on Kilkich, 116 Coquille Tribal Members and 27 American Indian/Alaska Native (AI/AN) non-tribal members. Kilkich is located in Coos County in southwest Oregon. Additionally, Coquille Tribal Lands include non-contiguous trust land areas in south-central Coos County and west of Coos Bay as well as fee land in Medford, Oregon. Figure 2-1 shows the location of the Coquille tribal lands in Coos County along with existing public transportation services.

Coordinated Human Services Public Transportation Plan
Coquille Indian Tribe

Figure 2-1 Coquille Trust Lands and Coos County



TRANSIT-SUPPORTIVE DEMOGRAPHICS

Human services transportation focuses on older adults, persons with disabilities, and low-income populations because these are typically segments of the population that have lower rates of automobile access and use. These populations still require transportation to meet their everyday needs but may not have the means or the ability to drive an automobile.

5 County Service Area

Low income, elderly and mobility impaired residents make up a disproportionately large share of the five-county service area population. Figure 2-2 compares transit dependent populations across Oregon and in the five counties making up the service area. The table also highlights the number of Coquille Tribal members in each of the five counties. It's important to keep in mind that not every elder or low income individual is "transit dependent", but they are "at-risk" as a group.

About a third of the service area's population is over the age of 55 – five percent more than the statewide average. This special transportation needs population is expected to increase significantly over the next decade and a half, especially now that "baby boomers", the fastest growing segment of the population, are surpassing 55.

The poverty rate in the service area (the percentage of people living below the poverty line) ranges from on par with the statewide average in Curry County to two to four percentage points below the State's rate in the other four counties.

Each county in the service area has a higher percentage of people with disabilities than the state. Lane and Jackson counties are estimated respectively at only one percent and two percent higher than the state, while Coos and Douglas counties are respectively nine and eleven percent higher than Oregon.

Youth in Jackson County match the state average as 16 percent of total population. Each of the other counties within the service area are lower by two to five percent.

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Figure 2-2 Transit Dependent Populations in 5 County Service Area

Demographic Profile	State of Oregon	Coos County	Curry County	Douglas County	Jackson County	Lane County
Total Population	3,900,343	62,678	22,341	107,156	206,583	354,764
Elders, 55+	1,113,156 (29%)	24,819 (40%)	10,867 (49%)	41,337 (39%)	70,109 (34%)	108,424 (31%)
Low Income	638,816 (16%)	11,071 (18%)	3,406 (15%)	20,807 (19%)	36,325 (18%)	70,817 (20%)
People with Disabilities	548,143 (14%)	14,444 (23%)	5,515 (25%)	22,463 (21%)	34,638 (17%)	54,998 (16%)
Youth (Age 5-17)	628,282 (16%)	8,615 (14%)	2,491 (11%)	15,788 (15%)	32,189 (16%)	50,967 (14%)

Source: 2014 American Community Survey (ACS) 5-year Estimates

Figure 2-3 highlights the distribution of Coquille Tribal Members throughout the five-county service area. Almost 70% live in Coos County with Lane and Jackson Counties have sizable populations.

Figure 2-3 Coquille Tribal Member Populations in 5 County Service Area

Demographic Profile	Coos County	Curry County	Douglas County	Jackson County	Lane County
Coquille Tribal Members	372	13	27	60	73

Source: Source: Coquille Indian Tribal Community Health Center Member Services (November 2016),

Coquille Tribe: Inside and Outside the Service Area

According to the Coquille Indian Tribe, there are approximately 110 Tribal Elders and 51 Tribal Elder Spouses residing in the service area, representing approximately 30% of all Tribal Members within the service area. Of these Tribal Elders and their Spouses in the service area, 50 live on Kilkich Reservation, making up 43 percent of the Coquille Tribal Member population on Kilkich Reservation.

The Coquille Tribe estimates there are approximately 152 Tribal Youth in the service area, with approximately 44 on the Kilkich Reservation. Respectively, this represents 28% and 38% of the respective Coquille Tribe populations in the service area.

Elders and Elder Spouses make up 22% of the Tribal population outside of the service area. And youth make up one-quarter of the Tribal Members outside of the five-county area.

The Coquille Indian Tribe does not collect data on the number of Tribal members living with disabilities inside or outside of the service area. Similarly, the Coquille Indian Tribe does not collect data on the number of low-income Tribal members. Approximately 45% of Purchase and Referred Care Eligible Tribal Members and Spouses are eligible for the income-based Oregon

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Health Plan (OHP). Census data for American Indian/Alaska Native populations in the five-county area suggests that the AI/AN populations have similar poverty levels in each county but at almost double the statewide rate (25-29% vs. 15%). The AI/AN demographic data also show a higher percent of individuals with a disability in the five-county area (18-30% vs. 15% statewide).

Figure 2-4 Coquille Tribal Elders and Youth In and Outside the Service Area

Geography	Total Tribal Members	Tribal Elders	Tribal Elder Spouses	Elders and Elder Spouses as Percent of Tribal Member Population	Tribal Youth	Tribal Youth as Percent of Tribal Member Population
ISA	545	110	51	30%	152	28%
Kilkich Reservation	116	11	39	43%	44	38%
OSA	459	63	36	22%	117	25%

Source: Coquille Indian Tribal Member Services (November 2016),

EXISTING TRANSIT SERVICES

Coquille Tribal Transportation services

ISA

Staff provided transportation

Coquille Tribal transportation is provided through the multiple Tribal Departments, including the Community Health Center and the Community Center. The fleet includes 2 buses (one of which is wheel chair accessible) and 2 vans paid for by STF funds. Additionally, many other vehicles purchased through multiple grant programs are used for transportation. A list of the vehicles from the STF program is in Figure 2-5. Figure 2-6 list of vehicles acquired by the Tribe without using STF funds and used for transportation are in Figure 2-7. Elders and those with disabilities are prioritized for staff provided transportation. The Tribe also provides taxi trips to members when bus transportation is not available or appropriate.

Figure 2-7 provides a summary of the trips, hours and miles on Coquille Tribal Transportation services during the first quarter of 2016.

Figure 2-5 Coquille Tribal Services – STF Vehicle

Vehicle
2008 Chevrolet Bus Handicap
2011 Chevrolet Handicap Van (wheelchair accessible)
2012 Honda Odyssey Standard Van
2015 Ford Champion Bus

Source: Coquille Indian Tribal Community Health Center (April 2016)

Figure 2-6 Coquille Tribal Transportation Non-STF Vehicles

Vehicle
2007 Honda Odyssey (blue)
2009 Honda Odyssey (gold)
2010 Honda Civic Hybrid
2011 Ford F-150 Crew Cab
2012 Honda Pilot

Source: Coquille Indian Tribal Community Health Center (April 2016)

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Figure 2-7 Coquille Tribal Transportation Performance Metrics

Metric	Jan – Sept Value	Annualized Estimate
Total Trips	2,178	2,904
Elderly and Disabled Trips	505	673
Taxi Trips	1,483	1,977
Service Hours	450	600
Service Miles	16,370	21,826

Source: Coquille Indian Tribal Community Health Center (April 2016)

Other ISA and OSA Transportation Services

The Coquille Indian Tribe encourages Tribal Members to access the transportation services that best meet their needs, including transportation that is not staff provided. Figure 1-8 is a list of those services.

Figure 2-8 Types of Services To Assist in Transportation of Clients

	Inside the Service Area	Outside of the Service Area
Medical transportation		
i.	Assistance accessing non-tribal transportation such as TransLink, public bus system, and other transportation services not operated by the tribe. <ul style="list-style-type: none"> • Reimbursement for public transit use limited to maximum yearly amount available. 	Assistance accessing non-tribal transportation such as TransLink, public bus system, and other transportation services not operated by the tribe. <ul style="list-style-type: none"> • Reimbursement for public transit use limited to maximum yearly amount available.
ii.	For travel to appointments outside of their home area see PRC service delivery plan rules.	For travel to medical appointments that include procedures normally covered by PRC, <i>and</i> outside of their home area (the appointment takes place 50 or more miles from home). <ul style="list-style-type: none"> • Mileage reimbursement to family member transporting the individual (individual may not transport him or herself and receive reimbursement up to a maximum amount)
iii.	Gas cards for family members transporting in their own vehicles for family support services clients.	Not Available
iv.	Reimbursement for taxi or public transit up to a maximum amount per trip.	Reimbursement for taxi or public transit up to a maximum amount per trip.
v.	Staff transporting the eligible individual.	Not Available.
Elder and disabled non-medical transportation		
i.	Assistance accessing non-tribal transportation such as the public bus system, and other transportation services not operated by the tribe.	Assistance accessing non-tribal transportation such as the, public bus system, and other transportation services not operated by the tribe.

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	Inside the Service Area	Outside of the Service Area
ii.	<ul style="list-style-type: none"> • Authorized use of taxi or Taxi reimbursement for a maximum amount per year per eligible individual (unless a part of a CIT Family Support Services case plan). <p align="center"><i>OR</i></p> <ul style="list-style-type: none"> • Transit reimbursement for a maximum amount per year per eligible individual. <p align="center"><i>OR</i></p> <p>Some combination thereof reimbursement for a maximum amount per year per eligible individual.</p>	<ul style="list-style-type: none"> • Taxi reimbursement for a maximum amount per year per eligible individual. <p align="center"><i>OR</i></p> <ul style="list-style-type: none"> • Transit reimbursement for a maximum amount per year per eligible individual. <p align="center"><i>OR</i></p> <p>Some combination thereof reimbursement for a maximum amount per year per eligible individual.</p>

Regional Transportation Service

There is an inclusive variety of transportation services represented in Coos County, however limited in scope and range. Public transit is provided by Coos County Area Transit (CCAT). Taxi and limousine service is available primarily in the Coos Bay/North Bend area, and in conjunction with clientele traveling from the Southwestern Oregon Regional Airport located in North Bend to the Bandon Dunes Golf Resort. Region 7 of the Oregon Department of Human Services maintains a volunteer sedan transportation program for non-emergency medical transportation.

Ambulance/Stretcher/ wheelchair shuttle transportation options are also available depending on the level of service required. Several of the assisted living centers around the county have vehicles available to transport their residents.

Finally, there are two intercity carriers serving portions of Coos County and beyond. Additional services are available in Jackson, Lane, Douglas, and Curry Counties that are available to Coquille members in the small cities and urban areas.

Coos County Area Transit (CCAT) Loop

Service Area Description	Fixed-route service in the Bay Area region serving Coos Bay, North Bend, and adjacent unincorporated communities.
Days and Hours of Operation	East Loop: Monday–Friday, four runs between 8:20 a.m. to 4:30 p.m. West Loop: Monday – Friday, four runs 8:10 a.m. to 4:20 p.m.
Fare	General Public: \$1.25; Youth (6-17): \$.50; Children (under 6): Free when accompanied by a chaperone. Southwestern Oregon Community College students and staff can purchase a Monthly CCAT Student Pass for \$60.
Connections to other services	Amtrak, CCAT Intercity Connector, CCAT Lakeside – Hauser & Loop Express, Coastal Express, Greyhound, Pacific Crest Bus Lines, Powers Stage

Coos County Area Transit (CCAT) operates two loop services throughout Coos Bay and North Bend: the East and West Loops. Both routes have similar service hours between about 8 a.m. to 4:30 p.m., Monday through Friday.

The East Loop runs along the eastern side of Coos Bay extending to the neighboring unincorporated communities of Bunker Hill and Eastside. A single loop makes 36 stops over a duration of two hours. The service makes three full loops, while the fourth makes only 26 stops.

The West Loop runs along the western coast of Coos Bay extending to the neighboring unincorporated communities of Charleston and Empire. A single loop makes 35 stops over a duration of two hours. The service makes three full loops, while the fourth makes only 27 stops.

The CCAT Loop service vehicle fleet, includes two 16-passenger buses, which are ADA accessible and have two wheelchair securements spaces.

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CCAT Intercity Connector

Service Area Description	Fixed-route service between Myrtle Point, Coquille, and Coos Bay.
Days and Hours of Operation	Monday – Friday, one morning route 7:30 a.m. to 10:00 a.m. and one afternoon route 2:15 p.m. to 4:40 p.m.
Fare	General Public: \$2.00 per intercity segment; Youth (6-17): \$1.00; Children (under 6): Free when accompanied by paying passenger; Personal Care Assistants(PCA): Free when accompanying a person with disabilities. Southwestern Oregon Community College students and staff can purchase a Monthly CCAT Student Pass for \$60.
Connections to other services	CCAT Loop, CCAT Lakeside – Hauser & Loop Express, Coastal Express, Pacific Crest Bus Lines, Powers Stage

The Intercity Connector operates between Myrtle Point, Coquille, and Coos Bay. There are two runs per day for this service, Monday through Friday. The morning route departs Myrtle Point at 7:30 a.m., makes three stops in Coquille, and makes several stops in Coos Bay, before returning to Myrtle Point at 10:00 a.m. The afternoon route departs Coquille at 2:15 p.m., makes several stops in Coos Bay, returns to Coquille, and makes its final stop in Myrtle Point at 4:40 p.m. Fares are determined per intercity segment, which is defined as “from one community to the next”.

Therefore, a trip from Myrtle Point to Coos Bay would cost a total of \$4 one-way, \$8 round-trip. Reservations are not required but recommended to guarantee a spot on the bus.

The CCAT Intercity Connector service vehicle fleet includes two 12-passenger buses, which are ADA accessible and have two wheelchair securements spaces.

CCAT Lakeside – Hauser & Loop Express Connector

Service Area Description	Fixed-route service between Lakeside, Hauser, North Bend, and Coos Bay. Includes both full loop service between Lakeside and Coos Bay as well as express loop service between Coos Bay and North Bend.
Days and Hours of Operation	Lakeside – Hauser & Express Loop: Mondays, Wednesdays, and Fridays: three runs between 8:30 am to 4:25 pm.
Fare	Lakeside – Hauser Connector: \$2.00 one-way, \$4.00 round trip Loop Express - General Public: \$1.25; Youth (6-17): \$.50; Children (under 6): Free when accompanied by a chaperone. Southwestern Oregon Community College students and staff can purchase a Monthly CCAT Student Pass for \$60.
Connections to other services	CCAT Loop, CCAT Intercity Connector, Coastal Express, Pacific Crest Bus Lines, Powers Stage

The Lakeside – Hauser Route and Loop Express Service provides a fixed-route loop service between Lakeside, Hauser, North Bend, and Coos Bay, along with a loop express service between Coos Bay and North Bend. Available Mondays, Wednesdays, and Fridays, the service departs Lakeside at 8:30 a.m., makes multiple stops in Hauser, proceeds to North Bend, makes several stops throughout Coos Bay, and makes its final stop in Coos Bay at 9:46 a.m. The service then changes to an express loop within Coos Bay and North Bend from 9:56 a.m. to 11:08 a.m. before returning to Lakeside to begin the one-way trip from Lakeside, Hauser, North Bend, Coos Bay again. A total of 7 runs are made per day, three trips from Lakeside, Hauser, North Bend, and Coos Bay and four runs of the Coos Bay – North Bend Express.

The CCAT Lakeside – Hauser & Loop Express Connector service vehicle fleet includes one 16-passenger bus, which is ADA accessible and has two wheelchair securements spaces.

CCAT Dial-A-Ride

Service Area Description	Origin-to-destination wheelchair accessible transportation within Coos Bay, North Bend, Bandon, Coquille, and Myrtle Point.
Days and Hours of Operation	Coos Bay, North Bend, and Bandon: Monday–Friday 8:15 a.m. to 4:30 p.m. Coquille: Monday–Friday 8:15 a.m. to 12:00 p.m. and 1:00 p.m. to 2:00 p.m. Myrtle Point: Monday–Friday 10:00 a.m. to 3:00 p.m.
Fare	General Public: \$2.00 per person per ride; Seniors/Persons with Disabilities: \$1.50 per person per ride; Youth (6 to 17): \$1.00 per person per ride; Children under 6: Ride free when accompanied by a paying passenger; Personal Care Assistants (PCA): No Charge
Connections to other services	May be used to connect to other services but not part of the service design

CCAT operates Dial-A-Ride service throughout five of the cities within Coos County. The Bay Area Dial-A-Ride service operates within the city limits of North Bend and Coos Bay. Bandon Dial-A-Ride operates only within the city limits of Bandon. Riders using the Coquille or Myrtle Point Dial-A-Ride can travel in the city limits of Coquille and Myrtle Point.

Passengers who live three-quarters of a mile or more of a Loop Bus Stop, are over the age of 60, or are a person with a disability are eligible to use this service. Rides must be requested between the hours of 8 a.m. and 5 p.m. Monday through Friday at least one day in advance, but reservations can be made up to 2 weeks in advance. It is considered excessive if you cancel or no show 10% or more of your scheduled trips, with a minimum of six (6) cancellations, within any calendar month. Upon first violation within a calendar year a person will receive a warning letter. The second violation will result in a seven (7) day suspension of service. Additional violation will result in service suspension that are progressive in nature. All service suspensions are subject to appeal.

The CCAT Dial-A-Ride vehicle fleet includes five vehicles for the Bay Area Dial-A-Ride, one vehicle for the Bandon Dial-A-Ride, one vehicle for the Myrtle Point Dial-A-Ride and one vehicle for the Coquille Dial-A-Ride.

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Powers Stage

Service Area Description	Service between Powers Housing Development in Powers to Myrtle Point, Coquille, North Bend, and Coos Bay.
Days and Hours of Operation	Thursdays, Departing Power 8:30 a.m. to 10:00 a.m. to 4:30 p.m.
Fare	\$2.00 per intercity segment
Connections to other services	CCAT Loop, CCAT Intercity Connector, CCAT Lakeside – Hauser & Loop Express, Coastal Express, Pacific Crest Bus Lines

Powers Stage Housing Development provides affordable housing support to persons with low-income. CCAT provides commuter-demand-response service transportation from Powers Stage Housing Development to Myrtle Point, Coquille, North Bend, and Coos Bay every Thursday. Reservations are required to use this service and must be made by the Wednesday prior to departure. The service is primarily used for access to retail but passengers can also receive transportation to medical appointments or other requested errands. There is one morning departure from Powers Housing Development at 8:30 a.m., which stops in Myrtle Point and Coquille before arriving in Coos Bay/North Bend at 10:00 a.m. and returning back to Power Stage Housing Development by 4:00 p.m. Fares are determined per intercity segment, which is defined as “from one community to the next”, therefore, a trip from Powers to Coos Bay would cost a total of \$6 one-way, \$12 round-trip.

Curry Public Transit Coastal Express

Service Area Description	Fixed-route transit between Smith River, CA and Oregon communities: Harbor, Brookings, Gold Beach, Port Orford, Bandon, Coos Bay, and North Bend.
Days and Hours of Operation	Monday – Friday, hours vary in specific communities
Fare	\$4 per city segment; Students/Seniors/Disabled: \$2 per city segment; Active Duty Military Personnel and Veterans traveling to an appointment at the Brookings or Coos Bay VA Clinics: Free
Connections to other services	CCAT Loop, CCAT Intercity Connector, CCAT Lakeside – Hauser & Loop Express, Pacific Crest Bus Lines, Powers Stage, Redwood Coast Transit, SouthWest POINT

Curry Public Transit's Coastal Express is a regional fixed-route service operating along U.S. 101 between Smith River, CA and North Bend, OR. The service is available Monday through Friday with fares at \$4 per city segment. A trip from Smith River to Harbor or Brookings would cost \$4 while a trip from Smith River to North Bend would cost \$24. Monthly passes (\$50 for unlimited rides) and punch cards (\$20 for \$22 worth of rides) are also available. Some organizations partner with Curry Public Transit for pass distribution. Community partners, such as the Oregon Department of Child Welfare, local law enforcement agencies, churches, and medical providers purchase transit passes for distribution to community members who use their services.

Riders are able to flag the bus at a location other than a designated stop but must call the dispatcher at least an hour in advance. All Coastal Express buses are ADA accessible and are equipped with bike racks for up to two bicycles. Package delivery is also available on this service at the same cost as a passenger ride.

The Coastal Express vehicle fleet includes nine vehicles, all of which are ADA accessible and have at least one wheelchair securement space.

Curry Public Transit Dial-A-Ride

Service Area Description	Origin-to-destination wheelchair accessible transportation within Brookings and Gold Beach.
Days and Hours of Operation	Within Brookings: Monday–Friday, 8:30 a.m. to 4:00 p.m. Within Gold Beach: Monday–Wednesday and Friday, 9:00 a.m. to 2:00 p.m.
Fare	General Public: \$4.00 per ride; Students/Seniors/Disabled: \$2.00 per ride; Active Duty Military Personnel and Veterans traveling to an appointment at the Brookings or Coos Bay VA Clinic: Free
Connections to other services	Riders may use Dial-A-Ride to connect to other services in the Dial-A-Ride service.

Curry Public Transit's Dial-A-Ride is a demand-response service operating within the cities of Brookings and Gold Beach. In Brookings, the service is available Monday through Friday between 8:30 a.m. and 4:00 p.m. Within Gold Beach, the service is available Monday, Tuesday, Wednesday, and Friday between 9:00 a.m. and 2:00 p.m. Passengers must call the dispatch office between 8:00 a.m. to 4:00 p.m., Monday through Friday to schedule a ride.

Fares for the general public are \$4 per ride, \$2 per ride for students, seniors, and persons with disabilities, and free for active duty military personnel and veterans traveling to an appointment at the Brookings or Coos Bay VA clinics. Monthly passes (\$50 for unlimited rides) and punch cards (\$20 for \$22 worth of rides) are also available. Some organizations partner with Curry Public Transit for Dial-A-Ride pass distribution to clients.

The vehicle fleet includes 11 vehicles for Dial-A-Ride, which are ADA accessible and have at least one wheelchair securement space.

Inland Point Assisted Living

Inland Point assisted living is located in North Bend, and offers a wheelchair-accessible cutaway bus for its residents for scheduled social outings, shopping, and limited medical appointments.

Baycrest Village

Baycrest Village and Oceanridge Village, both located in the Coos Bay North Bend area offer wheelchair-accessible cutaway buses for their residents for scheduled social outings, shopping and limited medical appointments.

Yellow Cab Taxi

Yellow Cab Taxi has a large fleet of vehicles operating primarily in the Bay Area 24-hours a day, 7-days a week. Yellow Cab regularly travels beyond its Coos Bay home base, and features both traditional sedan-style taxis and minivans. Currently there are no wheelchair accessible vehicles in the fleet.

Heritage House

Heritage House, located in Bandon offers a wheelchair-accessible cutaway bus for its residents for scheduled social outings, shopping, and limited medical appointments. Heritage House is owned by the Coquille Indian Tribe.

South Coast Head Start

South Coast Head Start is an agency of Southwestern Oregon Community Action, a private non-profit agency. Head Start provides transportation to children of low-income families to pre-school, freeing up parents for employment, and reducing the cost of transportation to these families.

Full Moon Taxi

Full Moon Taxi, dispatched out of Coos Bay has a fleet of minivans serving the greater Bay area 24-hours a day, 7-days a week.

Pacific Crest

Porter Stage Lines is an intercity carrier headquartered in Coos Bay. Since the departure of Greyhound service, Pacific Crest Bus Line is the lone surface connection north or east of Coos County. The intercity service connects with both Greyhound and Amtrak in Eugene via Florence and Mapleton on State Highway 126, and continues east through Bend to Ontario, with connections to Boise, Idaho and points east.

Confederated Tribes of Coos, Siuslaw and Lower Umpqua Indians

The Confederated Tribes have a 15-passenger cutaway bus with wheelchair lift, and an 8-passenger van also equipped with a lift. 60% of their rides are for tribal members' medical appointments, and 40% are for tribal members' participation in agency programs.

Star of Hope Sheltered Workshops

The Star of Hope owns a fleet of vehicles, at least one of which is a cutaway bus equipped with a wheelchair lift. There are also several vans. Vehicles are primarily used to transport a staff of developmentally disabled people to and from various sheltered workshops and businesses located around the Bay Area.

Medical Transportation

Disabled American Veterans

The "DAV" operates a 12-passenger van out of the Bay Area for veterans needing to get to either the Veteran's Clinic in Bandon or the Hospital in Roseburg. Phone reservations are required.

Bay Cities Ambulance

Bay Cities Ambulance is located in Coos Bay and provides ambulance service to various locations around Coos County. Bay Cities has traditional full-care ambulance/stretchers and wheelchair shuttle vans in the fleet. Both local and long distance service is provided along with air ambulance service.

Millennium Transportation

Millennium Transportation offers medical transportation in various locations around the county in the form of stretcher cars.

Human Service/Client Transportation Agencies

District 7 of the Oregon Department of Human Services manages a core of volunteer drivers in Coos and Curry Counties who provide non-emergency medical trips both inside the two-counties and beyond. These sedan rides are dispatched by volunteer DHS staffers via ride orders from the regional Medicaid transportation broker, Translink, which is operated by the Rogue Valley Transit District in Medford. Other providers eligible to provide rides through contract agreement include Yellow Cab Taxi, Bay Cities Ambulance, Millennium Transportation, Curry Public Transit, and CCAT. Translink handles most of the medical trips for Coos County Medicaid recipients through this brokerage arrangement. CCAT provided less than 1% of these medical trips.

Jackson County

Metro Cab

Metro Cab has a small fleet of vehicles operating primarily in the Medford Area 24-hours a day, 7-days a week. Metro Cab rarely travels beyond its Medford home base, Phoenix only if they are coming to Medford and features both traditional sedan-style taxis and minivans. Currently there are no wheelchair accessible vehicles in the fleet.

Yellow Cab

Yellow Cab Taxi has a large fleet of vehicles operating primarily in the Medford and Ashland Area 24-hours a day, 7-days a week. Yellow Cab regularly travels beyond its Medford home base, and features both traditional sedan-style taxis and minivans. Currently there are no wheelchair accessible vehicles in the fleet.

Rogue Valley Transportation District

Rogue Valley Transportation District coordinates Jackson County and they are brokered by TransLink.

Lane County

Lane Transit District

Lane Transit District provides public transportation to the Eugene/Springfield area and outlying communities. LTD offers a variety of programs and services for certain populations:

- Passengers aged 65 and older ride for free with the Honor Rider Pass
- People with disabilities and Medicare cardholders are eligible for the Half Fare
- Passengers aged 6 to 18 are eligible for the Half Fare

RideSource service provides curb-to-curb transportation in the Eugene/Springfield area for people who are unable to use regular bus service because of a physical condition. Rides can be requested up to 5 pm on the day before the trip.

Diamond Express

Diamond Express, managed by LTD, operates transportation service Monday through Friday between Oakridge and the Eugene/Springfield area. Fares are the same as an LTD all-day pass and allow all Diamond Express passengers to ride LTD's system.

Rhody Express

The Rhody Express is the local bus in Florence. It operates Monday through Friday every hour on two routes. Passengers may ride the bus for \$1.

South Lane Wheels

South Lane Wheels serves seniors, people with disabilities and others without transportation living in Drain, Yoncalla, Cottage Grove, Lorane, Curtin, and Creswell.

Taxi/Ambulatory:

- Airport City Taxi
- Budget Taxi
- Deluxe Taxi
- EZ Taxi
- Jerry's Taxi
- Oregon Taxi

Wheel Chair Transportation Providers:

- Budget Taxi
- Express Care Mobility
- Handi-Cabs Medical Transportation
- Metro West
- Special Care Transport
- Wheelchair & Disabled Taxi
- Oregon Taxi

Douglas County

Umpqua Transit is the transit provider for Roseburg, and other communities in Douglas County. Umpqua Transit provides service on six routes, each operating Monday-Friday. A single ride costs \$2. A monthly pass is \$50. Seniors, disabled individuals and Veterans can purchase a monthly pass for \$25. Youth 6 to 18 can purchase a monthly pass for \$20, and Umpqua Community College students can purchase a term pass for \$50.

For the Roseburg Area (including UCC), there are two buses operating from 6:50AM to approximately 6:30PM. There are also Commuter Routes that connect the Sutherlin and Winston areas to Roseburg. The Sutherlin Commuter Route operates in the mornings and late afternoons only. The Winston Commuter Route also operates at the same times in the mornings and afternoons, but also has a single midday trip.

Umpqua Transit also provides paratransit service for people with disabilities that cannot use regular transit services. The service is only available in Roseburg.

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The Cow Creek Band of the Umpqua Tribe provides annual pass-through funding to Umpqua Transit for both fixed route and paratransit service in Douglas County. The Cow Creek Band provides three passes to its members:

- Monthly Pass
- Student Pass (Ages 12-18)
- Senior/Persons with Disabilities/Veterans Pass

In fiscal year 2016, Cow Creek provided an average of 21 passes to its members per quarter.

Curry County

Cal-Ore Life Flight Ground & Air Ambulance

Cal-Ore Life Flight, Ground and Air, is a division of Westlog Aviation, a locally owned corporation, who has safely flown local citizens to higher care medical facilities for over ten years. In September 1998, Cal-Ore Life Flight acquired the assets of Southern Curry Ambulance Association and added ground ambulance services to its already established air ambulance service.

OBSERVATIONS

The area profile and transportation services analyses indicate several trends affecting current and future transportation services for the Tribe:

- **A significant percentage of Tribal members are low-income.** According to data provided by the Tribe, 45% Tribal members living inside the service area qualify for Medicaid. Like everyone else, these individuals require access to jobs, services, cultural destinations and medical appointments. However, their financial status is more likely to reduce the ease they have to get to these locations.
- **Smaller communities lack good quality transit services.** Throughout the Coquille service area, larger communities tend to have more extensive and frequent transit services. Unfortunately, not all Tribal members live in the largest cities and therefore are more likely to be disproportionately affected when they lack their own mobility options.
- **All communities have varying service levels and cost structures.** The multitude of transportation services available can be confusing and inconvenient for passengers trying to travel through or out of the region.
- Coos County has the following transportation barriers and opportunities:
 - **Transit is more highly concentrated in the northwest.** Transit is concentrated primarily around the most populous cities - Coos Bay and North Bend. Unincorporated areas and small cities, such as Coquille, Myrtle Point, Powers, and Bandon, are not as well served by transit.
 - **Lack of evening and weekend service.** Local transportation service within the County is unavailable on weekends and before 7:00 a.m. and after 5 p.m. on weekdays.
 - **Limited intercity connections.** Intercity service is available during the week but most services only provide two runs: one in the morning and one in the afternoon. This can make connections to other transit services more difficult and constrains time at the destination for users making a single day roundtrip. Connections to the north are also limited to the Eugene service via Florence, with no coastal service between Yachats and Coos County communities.
- **Common attributes in other counties within service area.** Curry, Douglas, Jackson and Lane Counties have similar barriers and opportunities with respect to public transportation. Services are available to varying degrees in the larger communities, but the rural areas have life-line service at best.

3. STAKEHOLDER OUTREACH

Stakeholder involvement is important to a successful Coordinated Plan. Engaging the appropriate organizations and individuals in planning efforts is critical to identifying the needs of the target populations, the public transportation resources, and the strategies. The planning process is also an opportunity to engage and educate stakeholders and the public about the plan elements. Outreach to stakeholders is key to identifying gaps in service and developing coordination strategies to address these gaps.

Outreach has been focused on stakeholders, rather than the general Tribal membership, and has had two components:

- Work sessions with the STF Committee.
- Interviews with key stakeholders identified by the STF staff.

The stakeholder process has been the primary means for capturing community member input on needs and potential gaps. Significant public input during the planning process is not expected based on the nature of the project and past experiences. The STF Committee meetings have been open to the public and advertised as such.

SUMMARY OF STAKEHOLDER INTERVIEWS

To date, 12 stakeholder interviews with Tribal representatives have been conducted to identify service gaps, barriers and opportunities to the use of existing services, coordination opportunities, and priorities for service improvements. A summary of those interviews follows.

Tribal Transportation Services

- Management of transportation has evolved over the past decade; moved from management by the Community Health Center to now the Mobility Manager.
 - New Mobility Manager position seen as major improvement in ensuring services.
 - There are occasional communication challenges that may be addressed by now having a Mobility Manager.
- There is a tiered (prioritized) system of services: Elders and disabled are the highest priorities.
 - Elders: Local trips easily accommodated; long distance trips are challenging
 - Youth: Those living outside school district boundaries have no transport to community center
 - South Coast ESD transports disabled students

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- Level of services currently provided is generally good;
 - “We do the best that we can with what we have.”
 - “If there’s a need, we’ll figure out how to meet it.”
 - Services are pieced together as needed. Staff is stretched thin meeting current needs.
- Services range from taxi vouchers to transport by staff. Sometimes rent buses for events.
 - Taxi vouchers are regularly used to access health services.
 - **Social Services:** Transports for case management purposes; also provides support for general tribal needs when not otherwise covered by Mobility Manager.
 - Caseworkers provide transportation, 2-3 times/week during school year. For medical trips, caseworker accompanies family.
 - Provides gas cards; demand is steady
 - **Head Start:** Tribe contracts with South Coast Head start for transportation services.
 - Head Start program sponsors six field trips/year; transportation provided by Tribal vehicles.
 - **Community and Health Center:** 4-5 vehicles available through the Health Center.
 - Last year, the Community Center started providing transportation to after--school programs (2 nights/week) from schools in Coos Bay and North Bend. Program has been well received.
 - Gas/taxi vouchers available to access family night programs.
 - **Human Resources/Community Fund:** Neither program provides or uses transportation services other than providing vehicles for employees to do site visits associated with community grants
- Community grants from the tribe are available to non-profits and government agencies. Unknown if CCAT has been a past recipient.

Coos County Public Transportation Services

- Poor public transportation in the county; very rural area
- Taxi service is important, but a lower priority because it does not provide the personal (tribal) connection
- There is a reluctance to use public transportation because perceived to be inconvenient; general cultural discomfort with public transportation
- CCAT services do not meet Tribal members’ transportation needs: limited routes; frequency and timing of service do not serve tribal members well
 - Common complaint is length of trips; trips just too long. All day event to go to town.
 - Connections can be problematic.
 - Timing is a challenge: OK for groceries, but not to access employment or medical.
- CCAT service provided to tribal lands.
- Tribal members can ride for free on CCAT.
- Confusion among interviewees about whether Tribe currently financially contributes to CCAT. *(Note: The Tribe has financially contributed to CCAT in the past but does not currently do so,)*

Service Area (5 Counties) Transportation

- A lot of progress has been made meeting needs through a strategy of going to members where they are.
- Taxi voucher program instituted 2 years ago works great. Personal transportation is reimbursed for access to health services outside Coos County.
- Tribal youth advocate will pick up youth outside Coos County; attempts to meet whatever the needs are.

Jackson County/Medford Area

- Medford office is a one-person shop. Total tribal population in Jackson County is 61, with very few Elders.
- Jackson County members are self-sufficient in terms of transportation; no Tribal services are provided out of the Medford office.
- If Medford-North Bend service were provided, Elders in the area might use it.
- If proposed casino project becomes a reality, there would likely be an increase in the Tribal population in the Medford area and some need for transportation to access employment.

The Mill-Casino-Hotel Transportation

- Tribe subsidizes tribal member use of taxis to access employment at the casino.
- No CCAT service to casino; no stop.
- The casino has not addressed transportation needs for those just entering workforce or without vehicles/licenses
- Lack of child care and transportation are primary reasons for employees missing work.
- Costs too high, not a critical mass to justify the casino providing tribal member employee shuttles.

Out-of-Service Area Transportation Services

- Goal to mimic services provided within the service area.
- No grasp on the need (15 states). Task is to assess what's available, focusing on medical transport.
- Case-by-case response to transportation needs; typically provide gas cards

Knowledge of Available Services

- Differing opinions about the level of knowledge of available services:
 - Good knowledge of services that are available.
 - Limited knowledge of geographic areas served by public transit.
 - Better education about available services is needed.
 - Within service area, good knowledge of how to access services.
- There is not a consistent transportation program to advertise.

- Outside service area, members may be challenged in knowing what services are available; the new Mobility Manager will be addressing this.
- Continuing education is needed
- Information provided through newsletters, Elders Coordinator

Barriers

- Regulations, e.g. Head Start rules, limit the ability to provide transportation.
- Funding availability

Trends

- Growth in population will increase demand, particularly for medical/mental health services. More demand for specialty care will increase the distances that have to be traveled to receive service.
 - Increased population and employment associated with LNG terminal if developed.
- Growing demand for transportation for social purposes.

Needs/Strategies/Priorities

- Study of what services are needed.
- Evaluate financial contribution to CCAT for casino-specific service that meets shift needs:
 - Grave yard: 10/11 pm – 7/8 am
 - Swing (largest shift): 2/3 pm – 11/12 pm
 - Day: 8/9 am – 4/5 pm
- A priority need is transportation for entry-level casino employees (20% of staff/35-40 employees)
 - Pilot project to provide shuttle services for employees between casino and key destinations near concentrations of employee housing, eg Walmart, Fred Meyer
- Always short on vehicles; greatest need is for small vans.
- It would be good to have a dedicated van that provides transportation to medical services outside the service area, eg Portland.
- Ensuring the safety of youth is a priority for the future.

Goals/Dream for Future

- We take very good care of members' social and medical needs; need to make sure that we take equally good care of their transportation needs.
 - Tribal members know that there's a program in place to meet their needs; confidence and trust that their needs can be met; people know to ask for help with transportation.
 - Fair and equitable services wherever members live.
 - Everyone mobile somehow regardless of age or finances
- Get past the focus of addressing just immediate medical needs to mobility for all purposes
- Program/adequate services dedicated to medical transportation.
- A department devoted to transportation with adequate number of vehicles to meet all needs within 5-county service area
- Social Services Department has its own dedicated van that does not need to be shared with other departments.
- To be able to offer transportation to/from after-school programs every day (vs 2 days/week)
- More flexible support for families than can be provided through Head Start.

Other Comments

- Transportation is huge; hits every walk of life, every age. Mobility is freedom.

Parties Interviewed

- Brenda Meade, Tribal Council Chair
- Kippy Robbins, Tribal Council Vice-Chair
- Selena Kelly-Irvin, Mobility Manager, Community Health Services
- Jackie Chambers, Human Resources and Community Fund
- Kristina Simpson, Head Start Director
- Becky Cantrell, Community Center Director
- Dena Miles, Corporate Human Resources Director, The-Mill-Casino-Hotel
- Margaret Simpson, Tribal Liaison to CEDCO
- Gregory Duerfeldt, Food and Beverage Director, The-Mill-Casino-Hotel
- Yvonne Livingston, Social Services Director
- Kara Towner, Social Services Department
- Jon Ivy, Tribal Member Services -Medford Office

4. NEEDS, STRATEGIES AND PRIORITIES

The Coordinated Plan documents transportation needs, opportunities, and challenges for the target populations. Identifying unmet needs typically includes comparing transit markets to available transit service. The results are opportunities to create or enhance service efficiencies to serve target populations. These opportunities may be related to capital needs (e.g. vehicles and facilities), operations, administration, and coordination between partners.

The heart of the Human Services-Public Transportation Plan is the identification of strategies to address the transportation needs identified in the needs assessment. These include capital, operational, administrative and coordination strategies that may vary by geographic subarea or subpopulations, depending on transportation markets, available transportation, and activity centers. Examples include enhanced transit services, technology, interregional coordination, marketing, travel training, employer vanpools, voucher programs, or volunteer driver services.

PREVIOUSLY IDENTIFIED ACTION PLANS

In identifying current transportation needs and strategies, it is worthwhile to highlight those listed in prior Action Plans associated with the Tribe's 2007 Transit Plan and 2014 Transit Plan Update:

2007 Transit Plan

- The current strategy is to leverage the available public transportation in the Coos Bay area, one of which is CCAT. By coordination with other agencies in the area and supplementing the CCAT budget would enable CCAT to re-instate the Charleston/Empire/North Bend/Coos Bay Route with extended hours. By re-instating this route it would provide public transportation for Charleston Boat Basin, the Empire Reservation; Housing, Clinic, & Community Center, and The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians; Housing, Dental Clinic, and Tribal Administration. This would also provide a needed link to other transportation in the area. All CCAT vehicles provide wheelchair accessibility. This route would provide the elderly, disabled, and low income more freedom to travel to and from work, shop, make their doctors appointments, dental appointments, social calls, events etc.
- The purchase of a 16 passenger wheelchair accessible van/bus will provide the needed transportation for trips outside Coos County for those with disabilities.
- For those Tribal members that are outside of Coos County but reside in one of the other 4 counties within the service area we will continue to use their local transportation service providers on an as needed or as contracted basis.

2014 Transit Plan Update

- Continued leverage and promotion of coordination with local, regional and tribal partners to promote, partner and coordinate the most effective transit services delivery system available, with focused efforts towards senior and disabled members.
- Fully utilize accrued and current STF/STO funding to support existing Tribal Transit Services.
- Evaluate the long-term effectiveness of the 14-passenger bus for continued use and/or potential replacement.
- Explore and potentially obtain secondary funding, such as ODOT Discretionary Grant, for the utilization in expansion of partnerships in the provision of transit services for both local and regional Tribal members in the targeted STF population. One specific goal is to expand CCAT routes to better cover times associated with the standard work day.

CURRENT TRANSPORTATION NEEDS, STRATEGIES AND PRIORITIES

Current public transportation needs are identified below based on input from the Tribe's Special Transportation Advisory Committee, interviews with key stakeholders, survey results associated with other planning efforts, review of the needs identified above in previous Action Plans, and the Existing Conditions element of this Plan.

Typically, once needs have been identified in a Coordinated Plan, a separate chapter on recommended improvements and priorities is prepared. There is often no direct linkage between these strategies and priorities and the unmet needs identified. To better assess that unmet needs are being addressed and to respond to current federal and state expectations for documentation, this Plan combines the identification of needs and strategies into a single chapter. Information is also included on timelines, responsibilities and relative costs of implementation.

Available funding can change before and during funding cycles; therefore it is important to document greater needs than is typically available for funding. If more funding becomes available, the highest priority and achievable investments can be identified for which to apply available funds.

Strategy numbering is not intended to represent any ranking of priorities.

High Priorities

Strategy #1:

Seek funding to sustain existing levels of service as the highest priority. As funding becomes available, expand existing Tribal transportation services to ensure that effective and cost-efficient public transportation services are available to all Tribal members both within and outside of the Tribe's service area.

Need:

The Tribe has a higher proportion of special needs populations, most notably of persons of low-income, than both the state and the nation and thus a proportionally higher demand for public transportation services. However, public transportation services do not generally meet Tribal members' transportation needs due to limited routes, frequency and timing of services, length of trips, and problematic connections. There is also a general cultural discomfort with the use of public transportation. As a consequence, the Tribe relies upon its own transportation services (tribal vehicles) to meet the needs of its members, or on contracted taxi services, mileage reimbursement, gas vouchers, etc. when tribal services are unavailable.

Tribal policy is to make transportation services available to all Tribal members wherever they may live and work, with service to Elders and persons with disabilities within its five-county service area as the highest priority. While, the transportation needs of members outside the service area are not completely known, access to medical services is the priority.

There was some confusion among interviewees about whether the Tribe currently financially contributes to the cost of CCAT services.

Actions:

1. Continue to seek additional federal and state funding to preserve and expand transportation services, both by the Tribe and by non-Tribal public transportation providers, (e.g., CCAT), to Tribal members.
2. Continue to pursue funding for vehicle replacement and preventive maintenance, as well as funding for additional vehicles and other capital stock needed to accommodate expansion of fixed route and demand response services identified in this Plan.
3. Seek funding to develop driver recruitment and training programs.
4. Seek funding for technologies (e.g., coordinated trip planning, mobile tools) and data management programs that facilitate the most efficient and cost-effective provision of services.
5. Ensure adequate funding for staff and technical assistance in implementing Coordinated Plan priorities and actions and other public transportation-related activities.
6. Within the Coos County area, continue to leverage and promote CCAT services and other public transportation providers, e.g. taxis.
7. Continue to rely on the taxi voucher program and personal transportation reimbursement as the preferred means of providing transportation services to medical appointments for members in ISA but outside Coos County. For other transportation needs, generally rely on service agreements negotiated with public transportation providers.

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8. Continue to assess the need for and the availability of transportation services by Tribal members living outside the service area.
 9. Use the Elders Coordinator and new Mobility Manager positions to develop a strategy to expand Elder support services outside of Coos County.
 10. To supplement or replace Tribal funds, explore options for using STF funds to pay for drivers to take members to medical appointments.
 11. Determine appropriate levels of Tribal financial contributions to CCAT and other public transportation providers within the service area.
 12. Ensure services are available and convenient for accessing employment training. As a Mobility Manager function, provide ridesharing and carpooling clearinghouse services for people commuting to jobs and employment training programs.
 13. Actively participate on the Coos County Special Transportation Fund Advisory Committee.
 14. Continue to coordinate with CTCLUSI for access to health and dental services and with regional agencies on common transportation needs.
-

Strategy #2:

Evaluate the long-term effectiveness of Tribal STF vehicles for continued use and/or potential replacement.

Need:

Fleet management would help improve communication about available vehicles, better match available vehicles to need, and reduce the need to use staff vehicles for transport.

Wheelchair accessible vehicles are limited to the Tribe's 10-passenger van, which can be physically limited in accessing some areas, e.g. areas with steep terrain or lacking paved roads. The number of staff trained in wheelchair loading/unloading is also limited.

Actions:

1. Assess ride logs to determine ridership levels, appropriate fleet size and use, and the useful life of the vehicles.
 2. Secure and implement fleet management software programs.
 3. Facilitate coordination between the Mobility Manager and fleet manager on the types and number of vehicles needed to meet Tribal member transportation needs.
 4. To expand the ability to serve persons with disabilities, obtain a smaller wheelchair accessible vehicle and provide training to staff on the use of wheelchair accessible vehicles.
 5. Consider the dedication of a van to provide transportation to medical appointments outside the service area, e.g. Portland.
 6. Consider the dedication of a van to the Social Service Department for transportation of clients.
 7. Ensure that vehicles are equipped to accommodate all riders irrespective of physical conditions.
-

Strategy #3:

Ensure convenient access to services for Tribal Elders, disabled persons, and low-income persons as the highest priority for Tribal public transportation services.

Need:

The current Strategic Plan calls for continuing to improve the accessibility and types of Elder support services to Elders and their families wherever they live. Support services for Elders and persons with disabilities are a health care priority. As noted under Strategy #1, the Tribe has a higher proportion of persons of low-income than both the state and the nation and thus a proportionally higher demand for transportation services. The distribution of low income members throughout the service area, and in other parts of the state, creates challenges and cost considerations in serving their special needs.

Actions:

1. Continue to improve the accessibility and types of services available to Elders and their families regardless of where they reside.
 2. Continue to develop strategies to expand transportation services to disabled and low income non-Elders.
 3. Explore how STF funds can support the transportation aspect of the Activities of Daily Living program in order to optimize funding available to the Tribally-funded Elder Care program.
 4. Provide travel training and escorted services to facilitate the use of public transportation, including Elders-sponsored bus field trips for purposes of travel training.
 5. Coordinate with Southwest Veterans on transportation services for Tribal veterans.
 6. Coordinate with CCAT and other providers to provide facilities needed to ensure convenient and safe access to and use of transit services, including bus stops, shelters, curb cuts, and more and better signage. Consider providing bicycles and bicycle infrastructure to support short-distance trips.
-

Strategy #4:

Develop and utilize technology tools to better identify the transportation needs of Tribal members.

Need:

The transportation needs of Tribal members, especially those outside the service area, are not well understood. The new Mobility Manager position was, in part, established to identify and respond to needs both within and outside the service area. The database of Tribal members is administered by the Medford office, making it sometimes difficult to obtain timely and complete information about transportation needs.

Actions:

1. To assist in organizing and targeting information about transportation services, develop a database that identifies Tribal members by geographic area or other appropriate categories.
 2. As part of the annual satisfaction survey conducted by the Tribe, survey members residing outside the service area on how well their transportation needs are being met.
 3. Collect information on the number of Tribal members with disabilities to help inform how to respond to their special transportation needs.
 4. Conduct ongoing mapping of the locations where Tribal members live and work.
-

Strategy #5:

Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system.

Need:

As part of planning process for the 2009 Coordinated Plan updates for Coos and Curry counties and the Coquille Tribe and CTCLUSI, STF staff participated in a regional coordination summit to identify shared needs and opportunities for coordination. Common needs included:

- Expanded capacity to be able to respond to increasing demand for services
- Rural areas not well served
- Challenges accessing medical services, especially out-of-area services
- Employment transportation challenges
- Limited inter-city connections
- Lack of resources, including training, to serve populations requiring higher levels of service
- Lack of knowledge about available services
- Funding to recruit, train and retain staff

Strategies identified by the group are included are included in the Actions below.

Actions:

1. Participate in programs of regular communication and coordination among regional STF Coordinators and Committees, including regional coordination meetings, quarterly teleconferences or email communications, and rotating presentations on lessons learned and on challenges in service delivery.
2. STF staff periodically attend Curry County STF Advisory Committee meetings and contribute information to Coquille Tribe and CTCLUSI staff for transmittal to their STF Advisory Committees.
3. Contribute to quarterly communications organized by ODOT's Regional Transit Coordinator with information on STF Committee meetings, trainings, grant opportunities, other items of mutual interest.
4. Based on input from Curry County, investigate opportunities to use transit vehicles for the delivery of goods.
5. Pursue opportunities with regional partners for coordination and/or cooperative training on topics of mutual interest, including PASS training for drivers, data management needs and approaches, interaction with CCOs on grouping medical trips and other issues, travel training and other tools to increase comfort with use of transit, and social media use and management.
6. Continue to coordinate with Coastal Express, Greyhound, Pacific Crest Bus Lines and other intercity and regional providers to promote access to regional destinations.
7. Assist ODOT or other appropriate parties to biennially update the database of transportation providers/resources in the region.

Medium Priorities

Strategy #6:

Expand efforts to inform Tribal members of available Tribal and public transportation services.

Need:

There were differing opinions among interviewees about the level of knowledge of available services, especially by members outside the service area. Knowledge of the public transportation services provided by CCAT and other providers within the service area was perceived to be very limited. Rider training and continuing distribution of information about available services are needed in order to increase ridership, especially among Elders and low income persons.

Actions:

1. Improve website information about available services, including information about CCAT and other public transportation services available within the service area and information about the ability of non-Tribal persons with low income to access Tribal transportation services.
2. Regularly provide transit information in the monthly Tribal newsletter.
3. Explore the use of social media to communicate information about available transportation services.
4. Prepare an annual targeted mailing that provides information about non-Tribally provided public transportation services, e.g. that there is no cost to Tribal members to use CCAT bus service.
5. Periodically provide presentations on available transportation services at Elders luncheons and other gatherings.
6. Develop a program for periodically advising non-profits and governmental agencies of the availability of Tribal community grants that could be used for enhancing public transportation services.

Strategy #7:

Ensure support for transportation services for Tribal youth.

Need:

The Community Center has been providing transportation of youth to its after-school programs from schools in Coos Bay and Bend, but that program is limited to two days per week. Youth living outside school district boundaries have no transportation to the Community Center for after-school activities.

Actions:

1. Expand transportation of youth to after-school programs at the Community Center from schools in Coos Bay and North Bend.
 2. Coordinate with the Head Start program on transportation services for Tribal youth.
 3. Investigate opportunities to facilitate student use of public transportation to access education facilities, including SW Oregon Community College.
 4. Explore opportunities to use volunteer drivers to help provide after-school transportation.
-

Strategy #8:

Address transportation needs for The-Mill-Casino-Hotel employees, with a focus on those employees just entering the workforce or without vehicles/licenses.

Need:

Casino management indicates that the lack of child care and transportation are the primary reasons for employees missing work but that high costs and the lack of a critical mass of riders does not justify providing an employee shuttle. Public transportation provided by CCAT does not meet the needs of shift workers. A priority need is transportation for entry-level casino employees.

Actions:

1. Conduct a pilot program to provide shuttle services for casino employees to key destinations near concentrations of employee housing, e.g. Walmart and Fred Meyer.
 2. Coordinate with CCAT for service that meets employee shift needs.
 3. Continue to investigate options to provide or subsidize transportation services for casino employees.
-

Strategy #9:

Develop and implement a volunteer driver program.

Need:

A more formalized volunteer driver program is needed to augment the transportation services provided by Tribal staff, enabling them to better accomplish their other assigned duties. A primary goal is to maintain the ability to transport family members to needed services, especially medical services.

As part of the Coos County Coordinated Plan update, Coos County, CCAT and regional human and health service agencies were consulted about volunteer driver programs. Oregon Department of Human Services (DHS) formerly funded volunteer driver programs through regional brokerages. With the establishment of Coordinated Care Organizations as health care managers,

DHS no longer funds volunteer driver programs. Although a number of CCAT vehicles often sit idle each day, CCAT does not currently use volunteer drivers and there is no volunteer clearinghouse in Coos County. Star of Hope, a non-profit that provides services to persons with disabilities, is the only known entity in Coos County that uses volunteer drivers.

Actions:

1. Continue to develop a volunteer driver program that uses volunteer drivers to augment staff drivers.
 2. Develop a program of regular recruitment and training of volunteer drivers, including training on wheelchair loading/unloading.
 3. Investigate insurance issues associated with the use of volunteer drivers.
-

Low Priorities

Strategy #10:

Use the Comprehensive Land Use Plan process to coordinate special transportation needs associated with new housing and commercial development on Tribal properties.

Need:

The land use planning process, most notably the current Comprehensive Land Use Plan, represents an opportunity to elevate the consideration of transportation as an essential element in infrastructure planning and design.

Actions:

1. Ensure that convenient and accessible public transportation services and active transportation are considered in land use and facility planning.
 2. Coordinate with CCAT on opportunities to provide service to new development resulting from the Comprehensive Plan.
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Strategy #11:

Ensure that Tribal transportation services are prepared to assist in emergency management.

Need:

In the case of natural or manmade disasters, transportation will be in high demand, particularly for Elders and persons with disabilities. Coordination and communication among Tribal departments and with non-Tribal public agencies will be essential to ensure that transportation is available to those in need. Emergency management training has been identified as a staff need.

Actions:

1. Assign the Mobility Manager the responsibility to coordinate the transportation component of emergency preparedness planning and provide appropriate training.
2. Coordinate with CCAT and other local agencies to identify transportation roles and programs for response to emergencies.