



# Coordinated Tribal Transit Plan

Prepared by:



and

The Confederated Tribe of the Coos, Lower Umpqua and Siuslaw Indians

Planning Department

Table of Contents

**TABLE OF CONTENTS ..... 1**

**MISSION STATEMENT ..... 3**

**I. GOVERNMENT OVERVIEW ..... 3**

A. SERVICE AREA ..... 3

B. ANCESTRAL TERRITORY ..... 4

*Map 1 – The Confederated Tribes Five County Service Area and Ancestral Territory ..... 4*

C. LOCAL GOVERNMENT COORDINATION ..... 4

**II. EXECUTIVE SUMMARY ..... 5**

A. TRIBAL TRANSIT GAPS ..... 5

B. OPTIONS ..... 6

    1. *Develop an independent Tribal transit service ..... 6*

    2. *Utilize existing public transit services ..... 6*

    3. *Develop a hybrid system (Preferred Option) ..... 6*

C. IMPLEMENTATION OF THE PREFERRED OPTION ..... 7

**III. INTRODUCTION ..... 7**

A. PURPOSE OF THE STUDY ..... 7

B. TRIBAL TRANSIT GOALS ..... 8

**IV. DEMOGRAPHICS ..... 8**

A. SERVICE AREA DEMOGRAPHICS ..... 9

*Chart 1 – Total County Population ..... 10*

*Chart 2 – Total Native American Population ..... 10*

*Chart 3 – Total Service Area Transit Dependent Population ..... 11*

        1. *Lincoln County ..... 11*

*Chart 4 – Lincoln County Transit Dependent Population ..... 12*

        2. *Lane County ..... 12*

*Chart 5 – Lane County Transit Dependent Population ..... 13*

        3. *Douglas County ..... 13*

*Chart 6 – Douglas County Transit Dependent Population ..... 14*

        4. *Coos County ..... 14*

*Chart 7 – Coos County Transit Dependent Population ..... 15*

        5. *Curry County ..... 15*

*Chart 8 – Curry County Transit Dependent Population ..... 16*

B. JUNE 2008 ASSESSMENT OF OREGON COORDINATED TRANSIT PLANS ..... 16

**V. TRAVEL PATTERNS ..... 20**

**VI. EXISTING SERVICE PROVIDERS ..... 21**

A. COOS BAY AND SURROUNDING COMMUNITIES ..... 21

B. FLORENCE AND SURROUNDING COMMUNITIES ..... 21

C. EUGENE-SPRINGFIELD AND SURROUNDING COMMUNITIES ..... 21

**VII. RECOMMENDED TRIBAL TRANSIT PROGRAM OR SUPPLEMENT PROGRAM FOR OTHER AREA PROVIDERS ..... 23**



A. OPTION ONE – TRIBAL TRANSIT PROGRAM..... 23

B. OPTION TWO – NEGOTIATION/EXPANSION OF EXISTING SERVICE PROVIDERS WITH TRIBAL MEMBER TRANSIT COST  
VOUCHERS ..... 26

C. OPTION THREE – HYBRID SYSTEM (PREFERRED OPTION) ..... 26

**VIII. IMPLEMENTATION PLAN ..... 27**

**IX. TRIBAL SURVEY AND PUBLIC MEETINGS ..... 27**

*Chart 9 – Household size ..... 28*

*Chart 10 – Household Income ..... 28*

*Chart 11 – Age..... 29*

*Chart 12 – Disability ..... 29*

*Chart 13 – Vehicles..... 30*

*Chart 14 – Driver’s License ..... 30*

*Chart 15 – Trips due to lack of transportation ..... 31*

*Chart 16 – Type of Trips ..... 31*

*Chart 17 – Type of Travel ..... 32*

*Chart 18 – School ..... 32*

*Chart 19 – Travel time ..... 33*

*Chart 20 – Fired due to lack of transportation ..... 33*

*Chart 21 – Dependent Transport..... 34*

*Chart 22 – Utilize Public Transit ..... 34*

*Chart 23 – Type of Public Transit Utilized..... 35*

*Chart 24 – School Age Children ..... 35*

*Chart 25 – School Aged Children Ages ..... 36*

*Chart 26 – School Bus Availability..... 36*

*Chart 27 – Community Bike Program..... 37*

*Chart 28 – Public Transportation If Available..... 37*

*Chart 29 – Time Public Transportation Needed ..... 38*

*Chart 30 – Responsibility for Funding Public Transportation ..... 38*

*Chart 31 – Types of Public Transportation Used ..... 39*

*Chart 32 – Preferred Ride..... 39*

*Chart 33 – How Often Public Transportation Would be Used ..... 40*

*Chart 34 – Would Fee Exclude Public Transit System..... 40*

**X. TRIBAL EMPLOYEE SURVEY RESULTS..... 40**

**ADDENDUM I PROPOSED STRATEGIES AND ACTIONS ..... 44**



## Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians Tribal Transit Feasibility Analysis

### Mission Statement

“As a sovereign nation, we honor and look to our ancestors thousands of years of experience on the land, as we guide the Tribes forward for the next seven generations; promoting healthy, successful families; affirming and nurturing our culture, acknowledging our responsibility to the land and the Tribal community”

### I. Government Overview

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians (“Confederated Tribes”) trace their ancestry back to the aboriginal inhabitants of the Coos, Umpqua and Siuslaw river watersheds on the south central Oregon coast. Over many generations, the Tribes have faced incredibly difficult challenges time and time again and survived.

The confederation of the three Tribes and the establishment of their formal elected government occurred in 1916. Today, the Confederated Tribes Tribal government operates similarly to that of a Council-Manager style municipal government. Tribal Council oversees the general administration, makes policy and sets budgets. An administrator carries out the day-to-day administrative operations.

The U.S. federal government recognition of the Confederated Tribes as a sovereign nation was reaffirmed in 1984 with the signing of Public Law 98-481 by President Ronald Reagan. The Confederated Tribes are a sovereign, self-governing political entity with a robust government-to-government relationship with the U.S. federal government expressly recognized in the U.S. Constitution.

Generally, the Confederated Tribes government-to-government relationship with the state of Oregon (“State”) is good. Consultations and agreements with the State with regards to community policing and courts, economic development, transit and Section 106 of the National Historic Preservation Act have been successful for both the State and the Confederated Tribes.

The Confederated Tribes ancestral territory and five county service area reaches across Oregon Department of Transportation (ODOT) regions. As the Confederated Tribes must coordinate with the different ODOT regions in addition to counties and cities, consistency across ODOT regions on transportation planning consultations could be improved.

### A. Service Area

A Tribal service area is a geographical area designated by the Tribe and approved by the Bureau of Indian Affairs (BIA) where a Tribe delivers services. The Confederated Tribes five county service area covers Coos, Douglas, Lane, Curry and Lincoln Counties. A Tribal transit service would occur primarily within the Tribes five county service area for community members of the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians.



## B. Ancestral Territory

The Confederated Tribes Ancestral Territory generally follows the watershed boundaries of the Coos, Umpqua and Siuslaw watersheds and covers approximately 1.6 million acres. Historically, this is the area where the Confederated Tribes traditional languages were spoken. The cities of Coos Bay/North Bend and Florence are major Tribal population centers within the Confederated Tribes ancestral territory. Eugene/Springfield is outside the Confederated Tribes ancestral territory but within the five county service area and is another major Tribal population center.

**Map 1 – The Confederated Tribes Five County Service Area and Ancestral Territory**



## C. Local Government Coordination

The Confederated Tribes Ancestral Territory is defined more by natural features than by political subdivision and so isn't coincident with any political boundaries of the State. The Confederated Tribes Ancestral Territory overlaps many local government entities to include Coos, Lane and Douglas Counties, and the cities of Coos Bay, North Bend, Lakeside, Reedsport, Florence and Mapleton. The Confederated Tribes, consequently, are coordinating with many local agencies. The Confederated Tribes have been most successful coordinating with those local agencies that have some experience partnering with a federally recognized Indian Tribes and understand the benefits to the entire community. Generally, it is the smaller local governments which present more of a challenge to coordination.

## II. Executive Summary

The Confederated Tribes Coordinated Tribal Transit Plan (“Plan”) is the first plan developed by the Confederated Tribes. This plan will guide the development and operations of the Confederated Tribes Tribal transit program. The Plan has been designed to meet Federal and State of Oregon regulations and/or requirements for the development and operation of a Tribal transit program.

The main objective of the Plan is a coordinated and accessible transit system for the community with a specific focus on the elderly, disabled and low income. A secondary objective of the Plan is to promote successful collaboration between the Confederated Tribes, other local transit systems, the State of Oregon and other local government entities.

Relative to the overall population of Oregon, the Confederated Tribes are a proportionately small population. But to be placed in proper context, it should also be noted that the Confederated Tribes, either through their access to Federal resources or through the development of their economic enterprises, also have a disproportionately positive impact on their local communities. For instance, the Confederated Tribes employ about 500 people. Of those employees, about 80 or 16% are actual members of the Confederated Tribes.

### A. Tribal Transit Gaps

The Confederated Tribes government currently only provides transit service for medical transport, the disabled and elders 55 years and over. This Transit service is provided primarily through the Tribes Community Health Representatives and Family Services Department.

Three Rivers Casino (TRC) and Hotel independently funds a shuttle service in Florence and offers rides to and from the Casino on Monday, Thursday, Friday and Saturday to/from Florence to Springfield, Eugene, Veneta and Mapleton. The service does not receive any State or Federal funding.

The Transit Plan has identified through public survey and public meetings that the tribal population has very specific transit needs that are not well-served by a general transit program and existing providers.

The Confederated Tribes have identified the following gaps in Transit service.

- Door-to-door service for the disabled and other transit-dependent tribal members who do not have access to a service provider’s scheduled route/stop
- Door-to-door service to rural-living tribal members who have few public transit options that provide service and often rely on taxi and other paid transit services
- Weekend service which is not available in the majority of the service area except for that offered in the Eugene/Springfield area
- Transit service for Tribal events
- An under-developed administrative framework to manage Transit services



## B. Options

### 1. Develop an independent Tribal transit service

- a) Develop new Transit service to include the infrastructure to service Tribal members located throughout a large 5 county service area
- b) In Florence, provide a “hub” for intercity transit service north/south along Highway 101 and east/west along Highway 126
- c) Provide transit service to all Tribal members interested in attending events including prevention, education and/or cultural
- d) Improve existing Tribal transit functions to include a modest expansion of existing door-to-door transit services

### 2. Utilize existing public transit services

- a) Where possible and cost effective negotiate with existing service providers for expanded service and/or Tribal vouchers or passes
- b) Provide for Tribal vouchers or passes with existing service providers
- c) Coordinate and partner when possible with Lane Transit District, City of Florence and Coos County Area Transit (CCAT) to address gaps identified in their Transit Plans as well as ODOT where appropriate

### 3. Develop a hybrid system (Preferred Option)

- a) Develop a limited Tribal transit infrastructure
- b) Where possible and cost effective negotiate with existing service providers for expanded service and/or Tribal vouchers or passes
- c) Provide transit service to all Tribal members interested in attending events including prevention, education and/or cultural
- d) Improve existing Tribal transit functions to include a modest expansion of existing door-to-door transit services
- e) In Florence, provide a “hub” for intercity transit service north/south along Highway 101 and east/west along Highway 126
- f) Coordinate and partner when possible with Lane Transit District, City of Florence and Coos County Area Transit (CCAT) to address gaps identified in their Transit Plans as well as ODOT where appropriate



### C. Implementation of the preferred option

1. Expand the existing Community Health Representative (CHR) service in the Health and Human Services Department to include transit coordination
2. Purchase and operate 1 bus and provide training to CHR
3. Update Tribal transit policy and procedures to include all Tribal members
4. Evaluate the program after 1 year and determine what modifications are needed and report on ridership and on success of negotiations with existing service providers
5. Determine whether to operate the service through ODOT or through the Federal Transit Authority or both.
6. Develop Bike/Ped facilities where appropriate and feasible

### III. Introduction

Transportation systems are a vital and necessary part of society, enabling people access to goods and services they may otherwise not have access to. Providing all persons with some means of transportation is seen as a societal obligation which justifies using public money. Urban transit systems serve a high percentage of their service-area population because many urban dwellers choose to forgo private transportation. In rural areas, however, rural transit systems are most often focused on serving those who do not have access to private transportation. In general, transit-dependent populations include the elderly, low income, handicapped and youth.

#### A. Purpose of the Study

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians are completing the coordinated transit planning project with transit funding provided by the Oregon Department of Transportation. The transit study will solicit the community stakeholders input required to identify the underserved populations or areas, areas at risk of losing services and areas of duplicate services with current/existing regional transit coverage. This input will allow for the quantifying of related costs to provide solutions to those who are underserved or those who require more efficient service with the establishment of the tribal transit program. The transit program must be customized to meet the specific needs of Tribal community members and designed to gain access to goods and services required on a daily basis. Effectively connecting to the other regional transit providers and associated service areas will vastly expand the transit services footprint available to the tribal members. The Tribe will utilize this study to either create an independent Tribal Transit Program or utilize its ability to secure transit related funding to supplement the other regional transit providers to provide additional routes, stops, and service to underserved areas within the Tribes service area.

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians, in conjunction with Red Plains Professional, Inc., generated a Public Survey Data Questionnaire, "Public Opinion/Un-Met



Need Transit Survey”, to evaluate the demand for a public transit program which would support the Confederated Tribes Indian Community. In addition to public meetings, this survey will provide the necessary feedback to best serve the needs of transit-dependent tribal members, community members, and for the public to gain access to and from the businesses within the 5 county service areas. Specifically, the data collection and analysis are needed to find the most effective and efficient transit system that meets the needs of the community and to generate this Tribal Transit Feasibility Analysis. This specific tribal data paired with transit market standard analysis will provide the information required to support the connecting rural transit program.

In addition to the Public Survey conducted for the coordinated transit plan, the Tribal Planning Department independently conducted a separate survey directed at the employees of the Three Rivers Casino and Hotel. The survey was designed to assess the unmet transit needs of the employees and further evaluate the demand for commuters to and from their job at the casino. The casino and hotel is the largest employer in the region providing positive employment opportunity and economic development essential to the health of the local economy.

The ultimate purpose of the study is evaluate the need of public transit services to the underserved populations, then, provide analysis supporting coordination between the existing service providers and Tribe. The plan is also being written in a way to act as the transit feasibility analysis for the Tribe to apply for and secure other transit funding in addition to the funding available from ODOT. As a Federally Recognized Tribe, The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians (CTCLUSI) have the opportunity to leverage federal programs independently.

## B. Tribal Transit Goals

It is the ultimate goal of this Coordinated Transit Plan to develop an efficient transit program which better serves the people of the region. Better connecting the tribal members of the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians and Public to the required goods and services of the region is essential to the betterment of the transit-dependent peoples’ lives within the region. Access to health care, recreation, education, employment, public services, and social services will further enhance the life and opportunities of the tribal members and public.

## IV. Demographics

Demographic data is often used to understand and generally characterize the population to be served by a transit system. Rural transit systems are most often focused on serving those who do not have access to private transportation. In general, transit-dependent populations in the service area includes the elderly, low income, handicapped/disabled, and youth. Demographic characteristics research is beneficial to defining a baseline of transit need in a given service area. General assumptions can be made using the demographic data regarding an area’s relative need for rural transit support and program funding. More specific data resulting from public survey and community specific needs analysis are ultimately required to best develop a specialized transit service.



In this section we will identify the demographics of the service area specific to the transit dependent population. We will break the demographic analysis into two different subsets for the purposes of supporting future grant and funding applications. The subsets will be data in relation to “total population by county” and data in relation to “tribal members within the transit service area”.

## A. Service Area Demographics

The demographic information in this section will be broken out per county. The data included will provide the queried data of the entire county, not just the portion of the county within the study’s service area. Again, the analysis of demographic data is helpful to provide a baseline of potential transit-dependent population. The county data follows the county map through this section.

The summary charts summarize the data from the five (5) counties listed in 1.-5. As you read through the data there are some observation that can be made.

- Lane County is by far the most populated county in the service area as it includes the City of Eugene and its surrounding suburbs. It also has approximately the same percentage of transit dependent residence compared to the other four counties analyzed. Therefore, it does have the largest population of transit-dependent people in the service area by far.
- The characteristics and percentages of transit-dependent population between the counties is very similar. We can say that for the total population, the demographics are pretty consistent across the service area.
- In four of the five counties, Curry County being exception, the population under the age of 18 represents the largest demographic of transit dependent population.
- In all five counties, the population with disability is the second largest demographic of transit-dependency.
- Due to the large geographic region, there are diverse needs for each county in relation to urban or rural settings. As we identify the regional transit providers and there specific service areas, we will find significant gaps in coverage the further we get into the rural setting away from the services within cities and towns.
- 38.40% of the total service area population is considered transit-dependent simply due to age.
- 14.11% of the total service area population lives under the poverty limit
- 18.05% of the total service area population is considered disabled.



Chart 1 – Total County Population

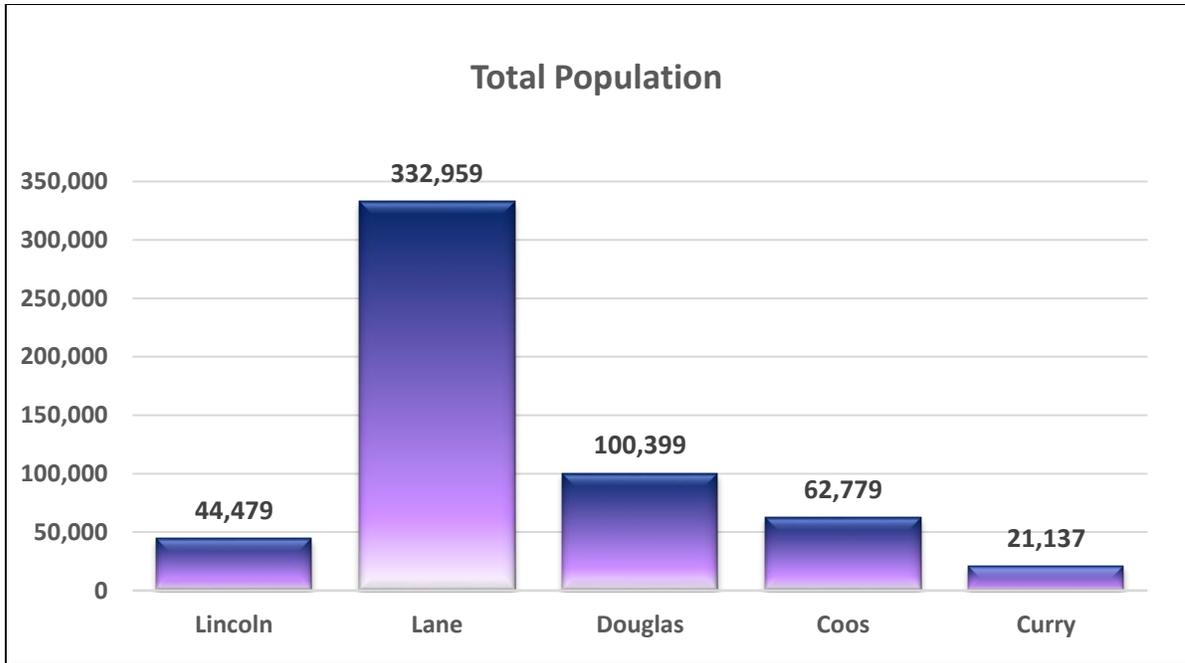
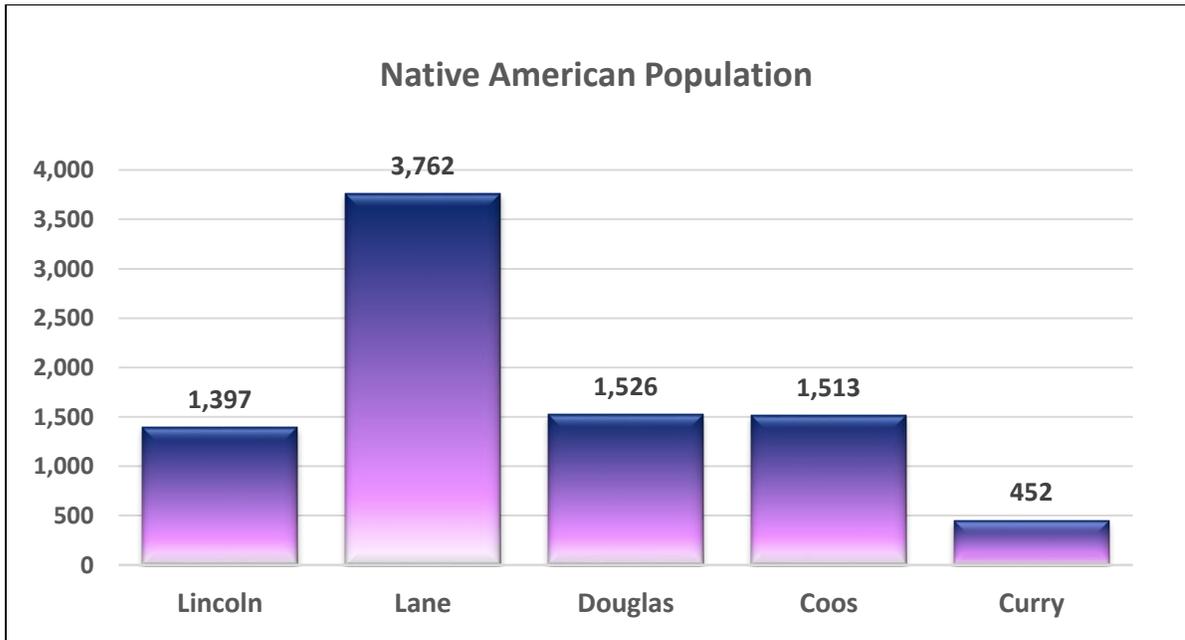
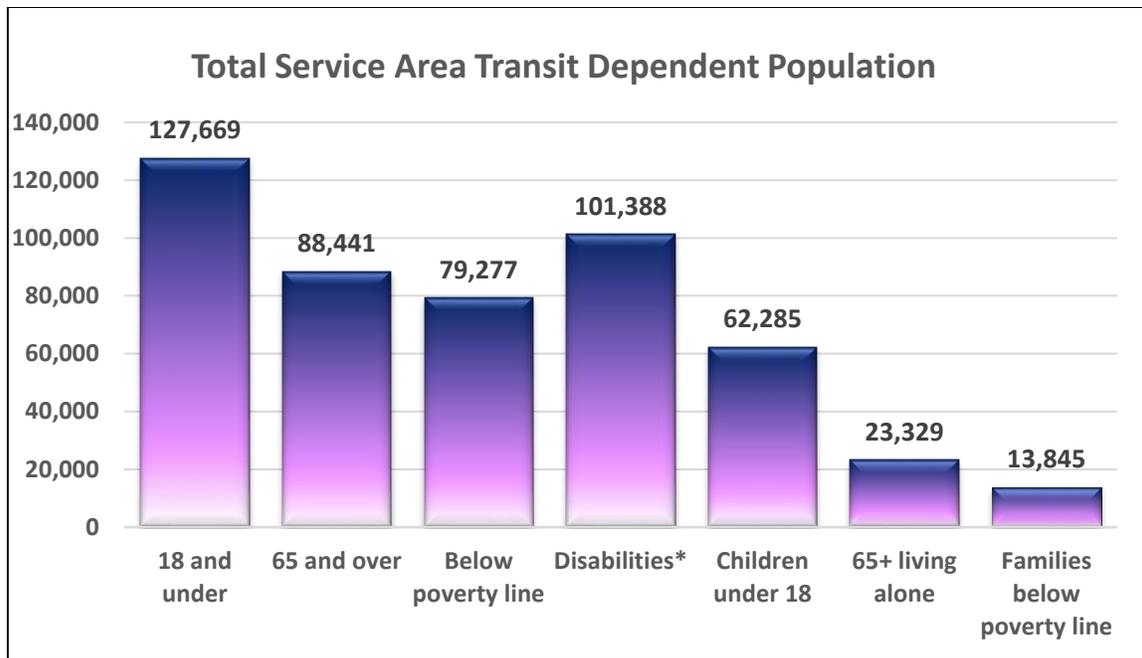


Chart 2 – Total Native American Population



**Chart 3 – Total Service Area Transit Dependent Population**



**1. Lincoln County**

The County, established in 1893, is named after Abraham Lincoln, US President. The County Seat is Newport. The County is comprised of 1,194 square miles.

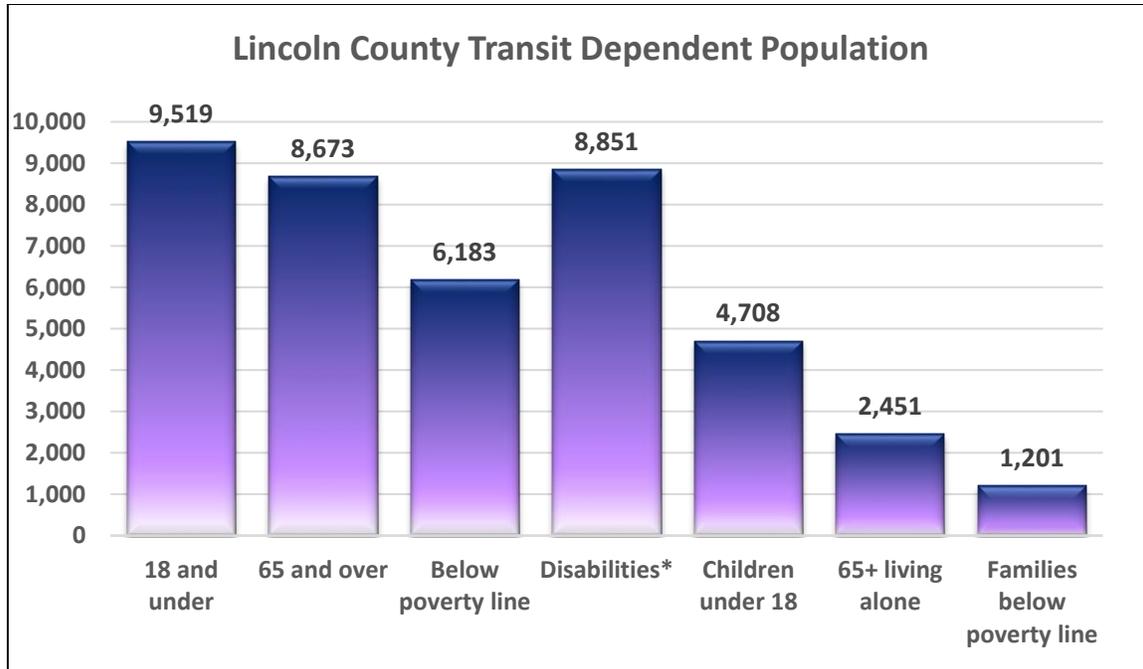
As of the census of 2010, there were 44,479 people, 19,296 households, and 12,252 families residing in the county. The population density was 45 people per square mile (18/km<sup>2</sup>). There were 26,889 housing units at an average density of 27 per square mile (11/km<sup>2</sup>). The racial makeup of the county was 90.59% White, 0.30% Black or African American, 3.14% Native American, 0.93% Asian, 0.16% Pacific Islander, 1.66% from other races, and 3.23% from two or more races. 4.76% of the population were Hispanic or Latino of any race. 16.8% were of German, 13.5% English, 10.8% Irish and 8.5% American ancestry.

There were 19,296 households out of which 24.40% (4,708) had children under the age of 18 living with them, 12.70% had someone living alone who was 65 years of age or older. In the county, the population was spread out with 21.40% under the age of 18, 6.50% from 18 to 24, 23.50% from 25 to 44, 29.00% from 45 to 64, and 19.50% who were 65 years of age or older.

The median income for a household in the county was \$32,769, and the median income for a family was \$39,403. Males had a median income of \$32,407 versus \$22,622 for females. The per capita income for the county was \$18,692. About 9.80% of families and 13.90% of the population were below the poverty line, including 19.50% of those under age 18 and 7.20% of those are age 65 or over.



**Chart 4 – Lincoln County Transit Dependent Population**



**2. Lane County**

The county, established in 1851, is named in honor of Joseph Lane, Oregon’s first territorial governor. The county seat is Eugene. The county is comprised of 4,722 square miles. The city of Eugene comprises 43.74 miles and as of 2010 census had a total population of 156,185 almost half of the total county population.

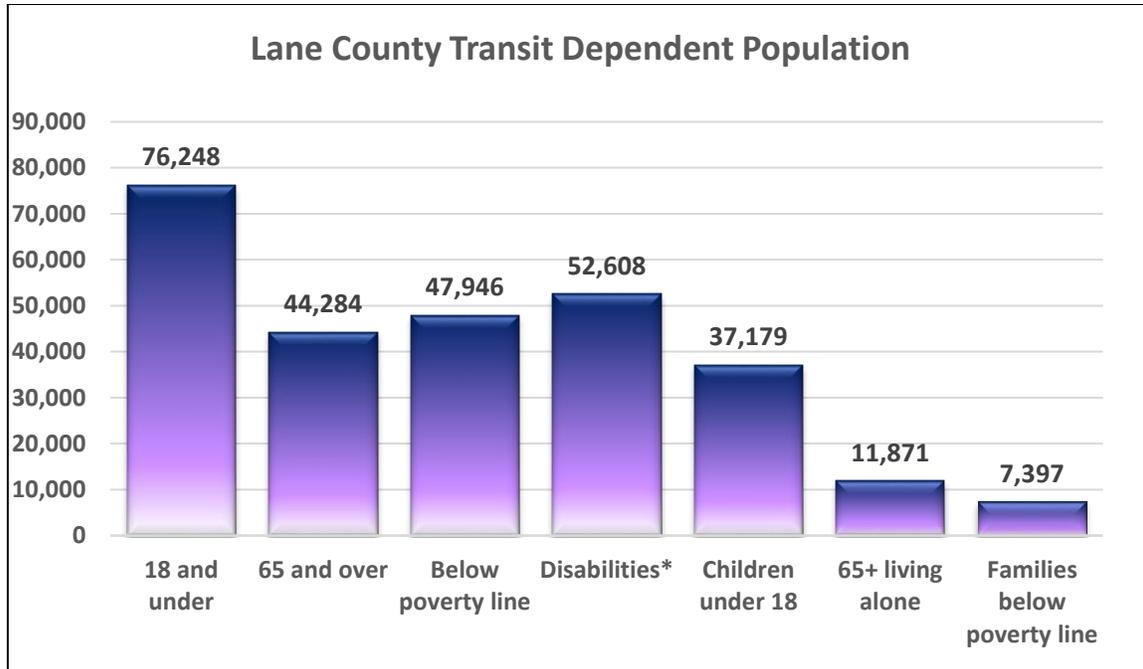
As of the census of 2010, there were 322,959 people, 130,453 households, and 82,185 families residing in the county. The population density was 71 people per square mile (27/km<sup>2</sup>). There were 138,946 housing units at an average density of 30 per square mile (12/km<sup>2</sup>). The racial makeup of the county was 90.64% White, 0.78% Black or African American, 1.13% Native American, 2.00% Asian, 0.19% Pacific Islander, 1.95% from other races, and 3.32% from two or more races. 4.61% of the population were Hispanic or Latino of any race.

There were 130,453 households out of which 28.50% had children under the age of 18 living with them, 9.10% had someone living alone who was 65 years of age or older. In the county, the population was spread out with 22.90% under the age of 18, 12.00% from 18 to 24, 27.50% from 25 to 44, 24.40% from 45 to 64, and 13.30% who were 65 years of age or older.

The median income for a household in the county was \$36,942, and the median income for a family was \$45,111. Males had a median income of \$34,358 versus \$25,103 for females. The per capita income for the county was \$19,681. About 9.00% of families and 14.40% of the population were below the poverty line, including 16.10% of those under age 18 and 7.50% of those are age 65 or over.



**Chart 5 – Lane County Transit Dependent Population**



**3. Douglas County**

The county, established in 1852, is named after Stephen Douglas, strong supporter of Oregon Statehood. The seat is Roseburg. The county is comprised of 5,134 square miles.

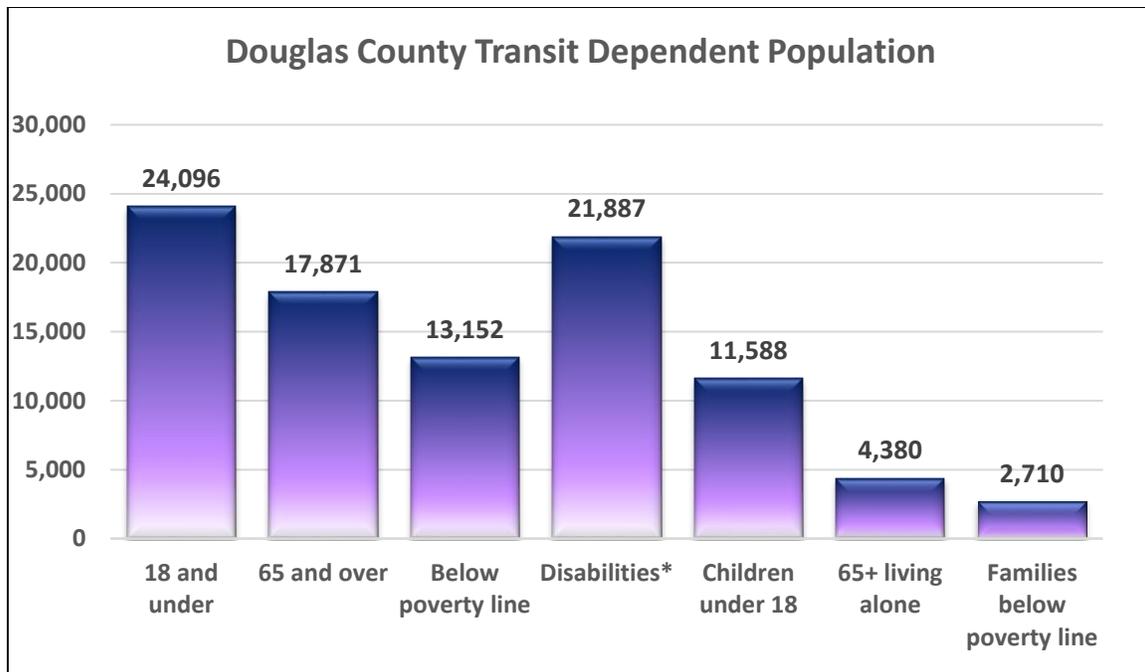
As of the census of 2010, there were 100,399 people, 39,821 households, and 28,233 families residing in the county. The population density was 20 people per square mile (8/km<sup>2</sup>). There were 43,284 housing units at an average density of 9 per square mile (3/km<sup>2</sup>). The racial makeup of the county was 93.86% White, 0.18% Black or African American, 1.52% Native American, 0.63% Asian, 0.09% Pacific Islander, 1.02% from other races, and 2.70% from two or more races. 3.27% of the population were Hispanic or Latino of any race. 18.4% were of German, 13.2% American, 12.6% English and 10.2% Irish ancestry. 96.5% spoke English and 2.2% Spanish as their first language.

There were 39,821 households out of which 29.10% had children under the age of 18 living with them, 11.00% had someone living alone who was 65 years of age or older. In the county, the population was spread out with 24.00% under the age of 18, 7.50% from 18 to 24, 24.20% from 25 to 44, 26.40% from 45 to 64, and 17.80% who were 65 years of age or older.

The median income for a household in the county was \$33,223, and the median income for a family was \$39,364. Males had a median income of \$32,512 versus \$22,349 for females. The per capita income for the county was \$16,581. About 9.60% of families and 13.10% of the population were below the poverty line, including 16.60% of those under age 18 and 9.20% of those age 65 or over.



**Chart 6 – Douglas County Transit Dependent Population**



**4. Coos County**

The county, established in 1853, is named after the Native Americans who lived in the region historically. Historically it is unclear where the name “Coos” originated. The county is comprised of 1,806 square miles.

As of the census of 2010, there were 62,779 people, 26,213 households, and 17,457 families residing in the county. The population density was 39 people per square mile (15/km<sup>2</sup>). There were 29,247 housing units at an average density of 18 per square mile (7/km<sup>2</sup>). The racial makeup of the county was 91.97% White, 0.31% Black or African American, 2.41% Native American, 0.90% Asian, 0.17% Pacific Islander, 1.06% from other races, and 3.17% from two or more races. 3.40% of the population were Hispanic or Latino of any race. 18.5% were of German, 12.4% English, 11.3% Irish and 10.7% United States or American ancestry according to Census 2010. 96.0% spoke English and 2.5% Spanish as their first language.

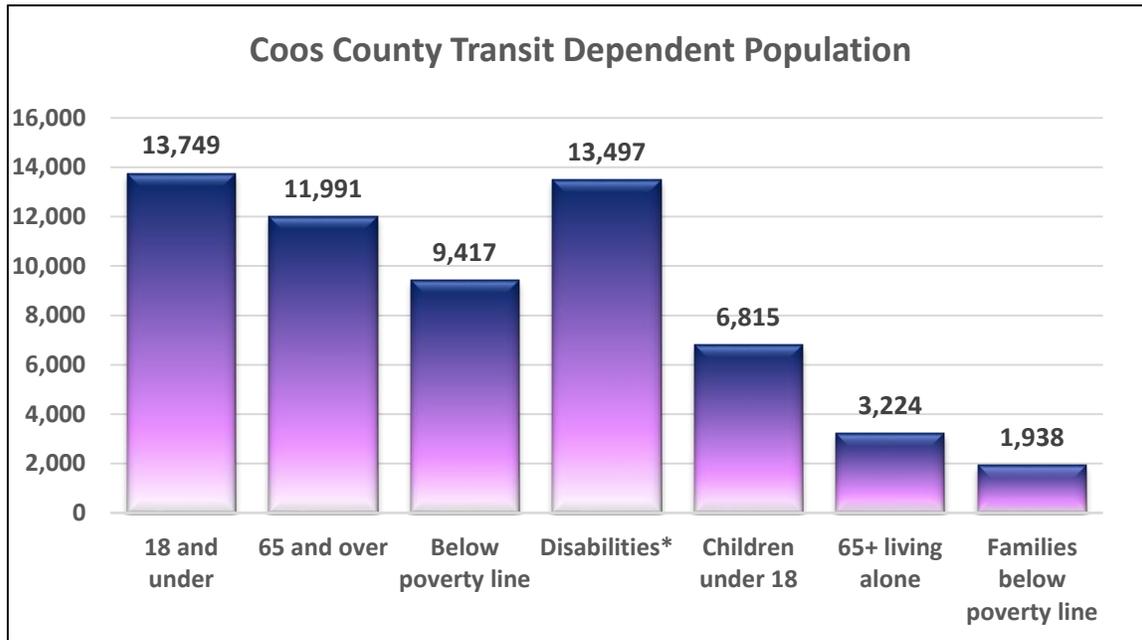
There were 26,213 households out of which 26.00% had children under the age of 18 living with them, 12.30% had someone living alone who was 65 years of age or older. In the county, the population dispersal was 21.90% under the age of 18, 7.10% from 18 to 24, 24.00% from 25 to 44, 27.80% from 45 to 64, and 19.10% who were 65 years of age or older.

The median income for a household in the county was \$31,542, and the median income for a family was \$38,040. Males had a median income of \$32,509 versus \$22,519 for females. The per capita income for the county was \$17,547. About 11.10% of families and 15.00% of



the population were below the poverty line, including 19.90% of those under age 18 and 9.40% of those are age 65 or over.

**Chart 7 – Coos County Transit Dependent Population**



**5. Curry County**

The county, established in 1855, is named after George Law Curry, a governor of the Oregon Territory. The county is comprised of 1,989 square miles.

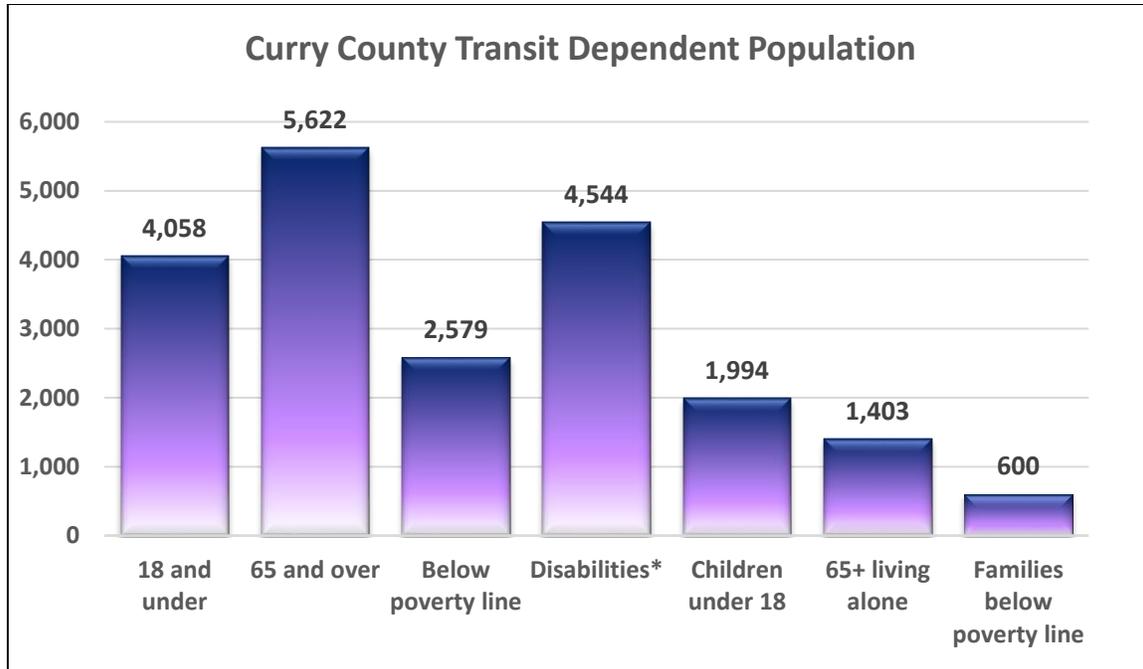
As of the census of 2010, there were 21,137 people, 9,543 households, and 6,183 families residing in the county. The population density was 13 people per square mile (5/km<sup>2</sup>). There were 11,406 housing units at an average density of 7 per square mile (3/km<sup>2</sup>). The racial makeup of the county was 92.89% White, 0.15% Black or African American, 2.14% Native American, 0.70% Asian, 0.11% Pacific Islander, 1.11% from other races, and 2.90% from two or more races. 3.60% of the population were Hispanic or Latino of any race. 20.1% were of German, 13.8% English, 10.3% United States or American and 9.9% Irish ancestry according to Census 2000. 95.9% spoke English and 2.5% Spanish as their first language.

There were 9,543 households out of which 20.90% had children under the age of 18 living with them, 14.70% had someone living alone who was 65 years of age or older. In the county, the population was spread out with 19.20% under the age of 18, 4.80% from 18 to 24, 20.00% from 25 to 44, 29.40% from 45 to 64, and 26.60% who were 65 years of age or older.

The median income for a household in the county was \$30,117, and the median income for a family was \$35,627. Males had a median income of \$31,772 versus \$22,416 for females. The per capita income for the county was \$18,138. About 9.70% of families and 12.20% of the population were below the poverty line, including 13.60% of those under age 18 and 10.60% of those age 65 or over.



**Chart 8 – Curry County Transit Dependent Population**



**B. June 2008 Assessment of Oregon Coordinated Transit Plans**

In 2008 Oregon State Department of Transportation completed an assessment report of the coordinated transportation plans complete to date. It provided summary information about the challenges in the transit market in relation to unmet transit needs and transit gaps. The CTCLUSI were not listed in the plan. Communities within the CTCLUSI service area, that were represented in the June 2008 Plan, are below with the summary information for each:



ASSOCIATION OF OREGON COUNTIES AND  
OREGON DEPARTMENT OF TRANSPORTATION

# Assessment of Oregon Coordinated Transportation Plans Final Report



Nelson\Nygaard Consulting Associates  
785 Market Street, Suite 1300  
San Francisco, CA 94103

June 2008

**Nelson | Nygaard**  
consulting associates



## APPENDIX D

### SUMMARY OF UNMET NEEDS

#### Coos

Some of the smaller towns aren't served by public transit  
 There is no transportation service in the evening or on weekends  
 More frequent bus service is needed  
 Interjurisdictional travel needed  
 There is not enough door-to-door service to meet demand  
 Additional funding for vehicles is needed  
 Older adults and people with disabilities need travel training  
 Lack of information about existing services  
 Medical trips needed for non-Medicaid eligible persons  
 Veterans need improved access to medical facilities  
 School children need after school transportation  
 Some need assistance getting to work and job training programs

#### Coquille Tribe

no needs listed

#### Curry County

Service needed evenings and weekends, expanded Coastal Service  
 Employment and training transportation needed  
 Door to door service is needed rather than curb to curb  
 Students need transportation into Coos County schools  
 Medical transportation needed for non-Medicaid eligible persons  
 Low-income people can't afford the cost of transportation  
 Lack of information about existing services

#### Douglas County

Public transit not available in rural areas of county, where needs are greatest  
 Out-of county travel is needed, especially to Portland  
 Reedsport residents and people in the northern part of the county need access to Coos Bay, Eugene, Sutherlin and Roseburg.  
 People in the south county need connections to Winston, Roseburg and Grants Pass.  
 Existing bus stops are often located too far from riders' homes or final destinations.  
 More service is needed in the evenings.  
 More service is needed on weekends.  
 More frequent service is needed to avoid long trips or transfers, and distances between bus stops need to be shorter.  
 Getting to medical appointments is a big problem, especially for seniors and others who are not eligible for Medicaid.  
 Door-to-door service is needed for some people with special needs.  
 The existing community Dial-a-Rides need to expand their service boundaries, hours of service and vehicle capacities.  
 Sometimes it is difficult to schedule trips ahead of time, and same day service is needed.  
 Lack of information by agency clients, agency staff, and the general public – about available transit services in the county and how to use them.  
 Need to enhance coordination among existing providers  
 Low-income people can't afford the cost of transportation  
 Transportation assistance for veterans is limited

**Lane County**

Some employment sites are not accessible to transit  
Florence to Eugene; cannot get from Eugene to Florence and back in one day  
No service in Marcola or Alvadore  
Transportation not available for adult foster homes in outlying areas  
Youth are dispersed in many foster homes throughout the county, not always near transit  
Shift times are not well served by transit; transit is not available during non-traditional commute hours  
Infrequent service makes transit not feasible to use  
Not enough evening service  
Hour window on either side brings up safety issues  
Need for more personalized service on Ride Source (i.e. assistance with bags)  
Lack of affordable transportation for medical appointments in rural areas  
Cost of medical transportation for non-Medicaid eligible persons  
Lack of valid transfers between SLW and LTD make it cost prohibitive to travel to Eugene  
Application fee for discount pass is difficult for some  
Application process for discount pass needs to be improved  
Increasing cost of gas is discouraging volunteers  
Caregivers not fully compensated for transportation costs  
Lack of awareness of available services by human service agency staff  
Need for a clearinghouse of information options for the public  
Need for outreach and information to non-English speaking persons  
Need for better maps and transit information at stops and transfer points  
Need for additional travel training  
Need to specialized disability awareness training for paratransit drivers  
Specialized outreach needed for persons with mental health issues

**Lincoln County**

Expanded service into Corvallis is needed  
People need to get to Portland for medical appointments  
Some rural areas of Lincoln County aren't served by transit  
More service needed in the evenings  
More service needed on weekends  
More frequent service is needed to avoid long trips or transfers  
Those working in transportation industry often travel during non-traditional hours  
Some people need a higher level of care than what's offered on public paratransit  
Some paratransit trips take too long  
Difficulty in scheduling trips ahead of time  
Need for better information on how to use transit services  
Bi-lingual (Spanish) materials are needed  
Low-income persons have difficulty affording the cost of transportation

## V. Travel Patterns

In general, travel patterns suggest that people conduct daily or weekly business, such as grocery shopping and using routine services, in local towns which are closest to them. If obvious and predictable travel patterns become prevalent through research performed during a transit study, there is the potential of recommending fixed transit routes scheduled at strategic times. This section of the report will identify the travel patterns of the tribal members. We will identify the goods and service centers within the Service Area which are utilized most frequently and regularly.

The service area travel patterns will be categorized and discussed as intra-community trips, inter-community trips, and rural trips. Through this portion of the study we will identify typical destination of the trips taken. We will locate and discuss connectivity to employment centers, medical centers, goods and service centers, cultural centers, economic development centers, and other regionally important destinations. Understanding travel patterns and identified priority designation within the service area will allow for specialized region specific transit planning.

In general, within the service area there are connectivity issues between destinations both within the communities and from community to community. Certain services and providers provide good coverage within the communities and also the connector service providers do provide service between communities. There are gaps in that coverage that should be improved to provide better access for those living outside of the communities in rural settings and also additional trips/service to extend coverage into the weekends. There are two main travel patterns that are currently not well supported by a public transit service that were really discussed heavily in the public meeting.

The first are the trips required for rural-living individuals to connect to their nearest population center or community services. Within the cities of the service area, there seems to be good coverage of transit service Monday through Friday. Getting the rural-living public connected to those city transit services and destination is the first main challenge and deficiency. Destination for medical appointments, work, school, and general access to goods and services within these communities should warrant better access services to those rural living individuals.

The second deficiency is the required connection between the communities. There are several providers offering connector type services that do provide options Monday through Friday. Weekend connective services were requested during public meetings for access to medical appointments, cultural and community events, and to support the weekend errand running for citizens who work throughout the week and utilize the weekend as the time for grocery shopping etc.

Other travel patterns that were mentioned during the public meeting and within the survey results that were not supported and requiring a more specialized were requiring access to tribal and cultural special events, community gatherings, family dinners, and other events. The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians share a united culture and long standing tradition. Maintaining connectivity even while stretched throughout such a vast service area is critical to the well-being and livelihood of the Tribe.



## VI. Existing Service Providers

The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indian Community do not currently operate a public transportation service. There are a number of local and regional transit systems which provide service throughout the Tribe's five-county service area inclusive of Coos, Curry, Lincoln, Douglas and Lane counties.

### A. Coos Bay and Surrounding Communities

Currently, Coos Bay offers many options for public transportation. Coos County Area Transit, C-CAT, provides Monday through Friday transportation within Coos County with both an East and West Bay Area Loop Service. The general public pays \$1.25 per ride, youth ages 6-17 pay \$0.50, and children under 6 ride for free. Bay Area Loop Service Dial-A-Ride is a curbside service only providing rides within Coos Bay-North Bend, Bandon, Coquille, and Myrtle Point. To qualify for this service you must live 3/4ths of a mile or more from a Loop Bus Stop, be at least 60 years of age or a person with a disability. General public pays \$2.00, seniors and persons with disabilities pay \$1.50, youth ages 6-17 pay \$1.00, and children under 6 or assistance escorts ride for free. Intercity Connector Services are also available between the Myrtle Point Connector and Coquille Connector, the Bay-Lakeside-Reedsport Connector (Wednesdays only) and Powers Stage (Thursdays only). The rates for connectors are adults 18 and over \$2.00, youth ages 6-17 pay \$1.00, and children under 6 and assistance escorts ride for free. Additional transportation services from southern Oregon are provided by Curry Public Transit. CPT provides travel on their Coastal Express buses up the US Hwy 101 corridor from Smith River, CA, northward through Bandon, Coos Bay and North Bend. The fee for riding Coastal Express is \$4.00 per city segment. Yellow Cab Taxi also provides transportation services throughout Coos County and Porter Stage Lines serves Coos Bay, Eugene and Bend.

### B. Florence and Surrounding Communities

Florence Public Transit provides the Rhody Express, the main public transportation provider in Florence, offering service Monday through Friday 10:00 a.m. to 6:00 p.m. Fees are \$1.00 or 1 ticket per one way trip or \$2.00 or 2 tickets for all day. Rhody Dial-A-Ride is a curb-to-curb service for people traveling in Florence who are unable to use the regular Rhody Express bus because of their disability. The fee for this service is \$2 per person for each one-way ride. Although the Tribe does not operate a public transportation system throughout the five-county service area, they do offer free bus service to and from their Three Rivers Casino & Hotel, in Florence, on Monday, Thursday, Friday and Saturday from Springfield, Eugene, Veneta and Mapleton.

### C. Eugene-Springfield and Surrounding Communities

Lane Transit District provides transportation services to Eugene-Springfield and their surrounding communities. Adults ages 19-64 pay \$1.75 per ride or \$3.50 for an all-day pass, youth 6-18 ride for \$0.85 per ride or \$1.75 for an all-day pass, children 5 and under or adults 65 and older ride for free.



In addition to the providers listed above, Amtrak offers many locations for local and national transportation needs in Oregon and throughout the country. Amtrak does coordinate with other area service providers to offer bus/van connectivity to the main train stations. There is no set schedule identified for Amtrak bus connectivity, however trips can be coordinated at the time of your train ticket purchase.

The Coquille Indian Tribe works closely with CCAT and sits on the transit program advisory board. CCAT provides extended hours on their west loop to provide longer service to the Mill Casino. In addition any Coquille Tribal member can ride CCAT free of charge by providing a valid tribal membership card at the time of the ride. It is recommended that CTCLUSI tribal leaders enter into negotiations with CCAT and other area service providers like Coastal Express and Florence Public Transit to establish this betterment for Tribal Members in their community.

There is also a transit program provided by the United States Veterans Administration (VA) that provides free transit service to all to veterans for medical related appointments. During the public meeting it was mentioned that the CTCLUSI Tribes have several veterans that could utilize this service. We were told that dialing 211 from a local phone would connect you to a representative that could assist veterans. There is also a specific program that operates in the Eugene area run through the VA Roseburg Healthcare System (VARHS), Veterans Transportation Service (VTS) along with the Oregon Disabled American Veterans Volunteer Transportation Network (DAV/VTN). This program can be reached by calling 541-440-1000 ext. 44477.

Located in Appendix E – Transit Maps of Existing Service Providers, you will find the maps displaying the individual service provider’s transit routes and stop locations. The maps are also available on the user friendly electronic Google Earth KMZ map file for you to open and view electronically on your computer. Inside of the Google Earth Program you may turn layers (service providers) on and off to better understand how the various service providers’ routes and schedules interact with the other service provider’s routes and stop location. Following each map is the specific service provider’s transit system schedule. We recommend visiting the specific transit service provider’s website to view the most current and up-to-date schedules available. We have also developed a service provider packet for distribution to the tribal members. The packet is located in Appendix D – Existing Transit Providers Educational Packet. This packet is meant to be a printed educational packet providing information on the available transit providers in the service area. The packet lists the service providers in alphabetical order. Those service providers and websites are listed below in alphabetical order:

- Amtrak - [www.amtrak.com](http://www.amtrak.com)
- Coos County Area Transit (C-CAT) - [www.coostransit.org](http://www.coostransit.org)
- Curry Public Transit (Coastal Express) - [www.currypublictransit.org](http://www.currypublictransit.org)
- Florence Public Transit (Rhody Express) - [www.ltd.org/rhody](http://www.ltd.org/rhody)
- Lane Transit District - [www.ltd.org](http://www.ltd.org)
- *Porter Stage Lines* - [www.porterstageline.com](http://www.porterstageline.com)
- Three Rivers Casino & Hotel - [www.threeriverscasino.com](http://www.threeriverscasino.com)
- Yellow Cab Taxi - [www.yellowcabcoosbay.com](http://www.yellowcabcoosbay.com)



## VII. Recommended Tribal Transit Program or Supplement Program for Other Area Providers

The transit program needs for The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indian Communities and service area are well documented and apparent in this report. This section of the report will be written to recommend potential solutions to resolve the gaps in adequate transit service to the general public, tribal members, and transit dependent population in residing within the five-county service area. The report focuses on the services required by the CTCLUSI tribal members specifically to analyze the potential need for the Tribal Administration to initiate a Tribal Transit Program to better meet the transit needs of their community members, or if there is a need to negotiate expanded services by the existing service providers.

The transit gaps for CTCLUSI tribal members became very apparent through the study, public surveys and community meeting. Unfortunately the gaps in coverage, in general, will require a specially designed transit service to meet the various needs of tribal members. To meet these needs the Tribe has several options.

### A. Option One – Tribal Transit Program

The first options would be to establish a Tribal Transportation Program designed specifically to fill the gaps for tribal members. This type of specialized program would require direct funding from the Tribe if it were designed specifically for tribal members and their families only and not open to the general public. During public meetings it seemed this was the desired option by tribal members. This specialized service would include:

- A weekday dial-a-ride program which would provide door-to-door service for those transit dependent community members that do not have access to or cannot physically access the existing public transit service providers stops. This includes the disabled and/or the rural-living tribal members that are not in proximity to existing transit route/stops. The dial-a-ride service could coordinate trips to get tribal members from door-to-service also, meaning provide connectivity from the residence (curb or door) to the existing transit provider's scheduled service.
- Expanded transit service on weekends which would include a combined dial-a-ride door-to-door service combined together to form a fixed route which would be designed to provide weekend connectivity between the Coos Bay/North Bend Area, the Florence Area, and the Springfield/Eugene Area. This route would include a once daily trip available on Saturday and Sunday starting in the Coos Bay Area with the collection of the tribal members in that area. The route would travel north along Highway 101 through Reedsport and continue north through the Florence Area. From Florence the route would travel east and connect to the required services in Springfield/Eugene. This service would be provided to get tribal members to the critical and desired services provided by the larger population center. From the Eugene/Springfield area the bus would retrace its steps providing return service at a scheduled time which would provide tribal members adequate time in the area to access their medical appointments, etc. during a reasonable window of time. To initiate this route

and begin to plan its implementation the Tribe would have to perform further analysis on the demand and anticipated level of utilization of this type of route. They would have to reach out to the tribal members and assess their specific needs and desires. If the transit service was designed in a flexible enough way and the users of this specific service also remained flexible, this type of route would provide tribal users access to critical services on the weekends.

- Specialized tribal events transit service could be provided to support specific trips to cultural events, family dinners, etc. During the public meeting the need for this was discussed.

This Tribal specific transit service option would require further analysis for implementation to fully assess the specific needs of the users, the expected utilization, and the associated costs of supporting such a specified program. Based on ridership and the nature of service/trips, the Tribe may look towards various specialized funding sources to supplement or aid in providing funding to this specialized service for Tribal Members.

To support this option the estimated program needs would be:

- 2, 14-passenger coach/bus, one each designated for the two major tribal population centers of Coos Bay/North Bend and Springfield/Eugene (Springfield/Eugene may require a 25 passenger bus depending on utilization/ridership analysis)
- 1, 8-10-passenger van to support the Florence tribal population center (or consider utilizing Casino Shuttles to support this population center)
- 1, 25-passenger bus to support the weekend connector from Coos Bay/North Bend to Eugene
- 1 centralized Program Director or incorporation of the Transit Program into the existing Health and Human Resources or Tribal Enterprises Department
- 3, full time bus drivers/operators, one each designated to support the three major population centers (Coos Bay/Bend and surrounding rural area, Florence/Reedsport and surrounding area, and Springfield/Eugene and surrounding area)

This would likely be the most comprehensive transit service option for tribal members but it would also likely be the most expensive option for the Tribe. The estimated costs for providing this full transit service is listed in the following table.



**CTCLUSI TRANSIT PROGRAM ESTIMATED STARTUP  
& ANNUAL OPERATIONAL EXPENSES**

<b>CTCLUSI TRANSIT Office Setup and Equipment</b>			
Office Space 10'x10' @ \$500/month	\$6,000	Annual	
Computer	\$1,500		
Software	\$1,000		
Misc. Equipment and Expenses	\$850	Annual	
<b>Subtotal</b>	<b>\$9,350</b>		
<b>CTCLUSI TRANSIT Vehicle Purchase</b>			
2, 14-Passenger Transit Bus New @ \$40,000 each	\$80,000		
1, 25-Passenger Transit Bus New	\$75,000		
1, 8-10-Passenger Transit Bus New	\$35,000		
<b>Subtotal</b>	<b>\$190,000</b>		
<b>CTCLUSI TRANSIT EMPLOYEES SALARY</b>			
Full Time Bus Driver/Program Manager* (Coos Bay Area)	\$45,000	Annual	
Full Time Bus Driver (Eugene Area)	\$34,000	Annual	
Part Time Bus Driver (Florence Area)	\$24,000	Annual	
*average bus driver salary for Oregon State is \$34,000/Year			
<b>Subtotal</b>	<b>\$103,000</b>		
<b>CTCLUSI TRANSIT Estimated Fuel Expense</b>			
Local Coos Bay/North Bend Estimated Annual Mileage	65,000	Miles	
- assumed approximately 250 miles per day @ 260 days			
Local Florence/Reedsport Estimated Annual Mileage	39,000	Miles	
- assumed approximately 150 miles per day @ 260 days			
Eugene/Springfield Estimated Annual Mileage	78,000	Miles	
- assumed approximately 300 miles per day @ 260 days			
Weekend Connector Coos Bay/North Bend Annual Mileage	36,400	Miles	
- assumed approximately 350 miles per day @ 104 days			
Total Estimated Annual Miles	218,400	Miles	
Fuel Cost per mile (\$3.95/Gallon @ 10 MPG)	\$3.95	/Gallon	
<b>Subtotal</b>	<b>\$86,268.00</b>		
<b>CTCLUSI TRANSIT Vehicle Annual Depreciation*</b>	\$19,000	Annual	
*FTA defines a minimum bus retirement of 10 years - assume full depreciation in 10 years			
<b>Subtotal</b>	<b>\$19,000</b>		
<b>Total CTCLUSI TRANSIT Operational and Startup Cost Year 1</b>	<b>\$407,618</b>		
<b>Total CTCLUSI TRANSIT Operational Cost Year 2</b>	<b>\$215,118</b>		

## B. Option Two – Negotiation/Expansion of Existing Service Providers with Tribal Member Transit Cost Vouchers

Due to the specialized nature of the transit gaps to tribal members, additional studies would be required to localize and quantify the specific tribal member needs and how they would utilize expanded service options of existing providers. A study and additional surveys would be required in each of the population centers. Within the population centers analysis could be performed to identify the service saturation (meaning the relative distance between current tribal residence and the nearest service provider bus stop). This analysis and query could be performed utilizing the GIS layers provided as part of this transit study deliverable. Creating a desired radius area (radius= acceptable distance from residence to service provider stop) around each transit provider stops to identify how many and which homes are located outside of the acceptable distance, would provide an understanding of where additional stops may be added to be better provide better accessibility to existing services. During the public meeting, it was discussed that three-quarter (3/4) mile radius would be acceptable. This analysis would not help those tribal individual who are disabled or require curb-to-curb or door-to-door transit service for other reasons. This analysis would also not have impact on the rural-living tribal members who would still require connectivity services. For those individuals requiring specialized services the Tribe should approach existing service providers such as the rural connectors, medical transport providers, and taxis to negotiate tribal rates for the services required. The Tribe may look to establish a tribal member transit cost voucher system to ease the travel expenses of tribal members who require specialized transit services. Collectively educating the tribal public on the existing transit service providers and their specific schedules, combined with providing a transit voucher system may prove to be a more cost effective alternative to establishing a tribal transit system. Significant negotiation would be required however, to expand the current providers' service footprint to include those specialized services to their existing service.

## C. Option Three – Hybrid System (Preferred Option)

The hybrid system is the most flexible and economically feasible option. The surveys and analysis suggest that the development of a stand-alone Tribal Transit Program would likely be unsustainable due to the high cost of operations for a rural transit system. Additionally, such a system would compete with existing transit services also under the same economic pressures and already mature. The hybrid system incorporates the best of both options. However, the hybrid system is not without risks as it is dependent upon the success of negotiations and coordination with other government agencies and municipalities. It has been the Tribes experience that this process is far more time consuming and difficult than simply purchasing equipment, training personnel and developing policies. It will likely be a multi-year process to develop the agreements, relationships as well as the mutual trust and understanding required to implement.



## VIII. Implementation Plan

The transit program is recommended to be run within the Tribes' existing Health and Human Services or Tribal Enterprises Departments. Supporting documentation will be required prior to the program implementation such as a Short-Term Tribal Transit Plan, Operations Manual, and Transit Policy and Procedures Manual. The Tribe should research and expect to have transit service related insurances required to protect itself against liability and damages arising from the potential lawsuits and accidents. Insurance types and rates will vary tremendously dependent on the types of services offered (door-to-door, curb-to-curb, etc.). There are various resources available to the Tribe that will assist in program implementation. The Federal Transit Administration has a very elaborate program which has assisted many tribes in starting a transit program. Oregon State Department of Transportation has similar services. The Tribe will likely gain the most insight into the research and analysis of other similar Tribal Transit Programs across the Nation.

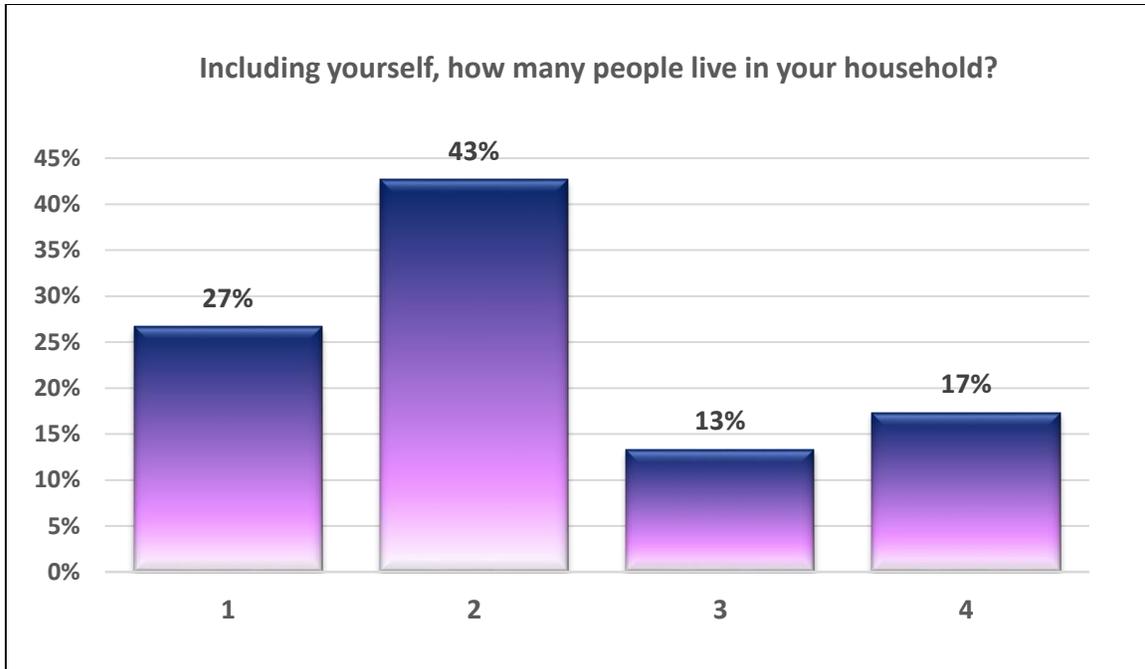
## IX. Tribal Survey and Public Meetings

During the Coordinated Transit project, Red Plains generated and distributed to each tribal member a public survey package. The survey was written in a very particular format to give us quantifiable data to evaluate the specific demographics of the Tribal Population and the specific transit needs and issues of the Tribal communities within the transit service area. Again for this section we are only going to pull out the demographic specific information from the survey as we will discuss the finding of the transit related questions in a later section. From the demographic information we gathered from the public survey, we now know that approximately 33% of the population is over the age of 60 and 53% of the population is over 50. 20% of tribal households have a person how is disabled and unable to drive. Approximately 12% of the population is living under the poverty line. 20% of households have school age children.

The demographic findings of the survey are illustrated in the following charts:



**Chart 9 – Household size**



**Chart 10 – Household Income**

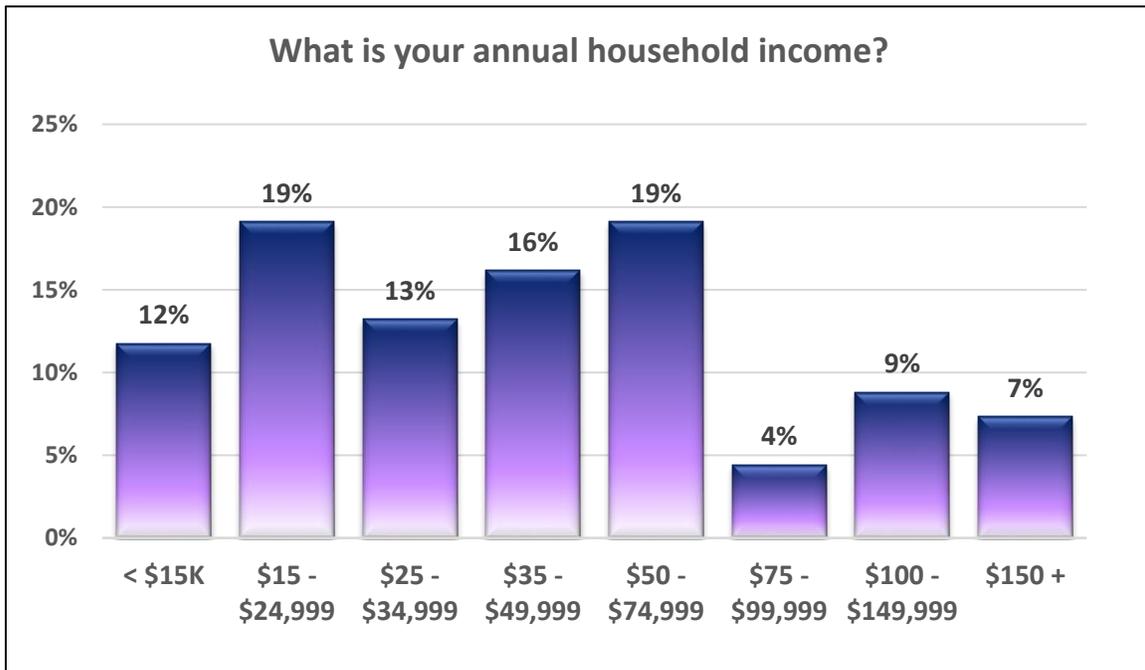


Chart 11 – Age

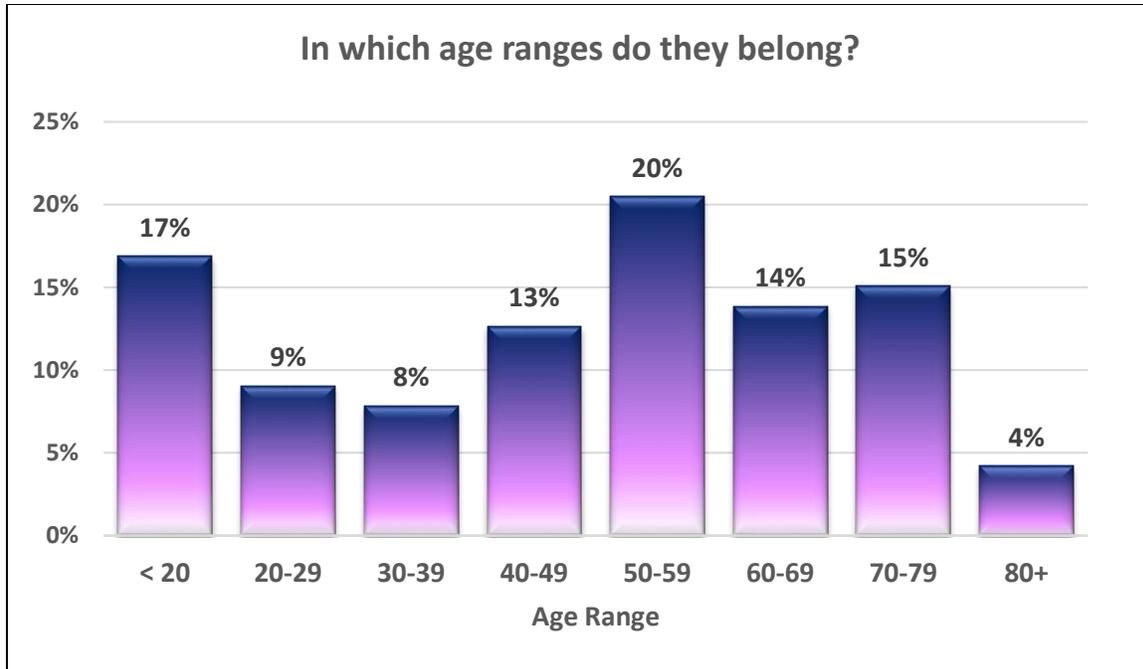
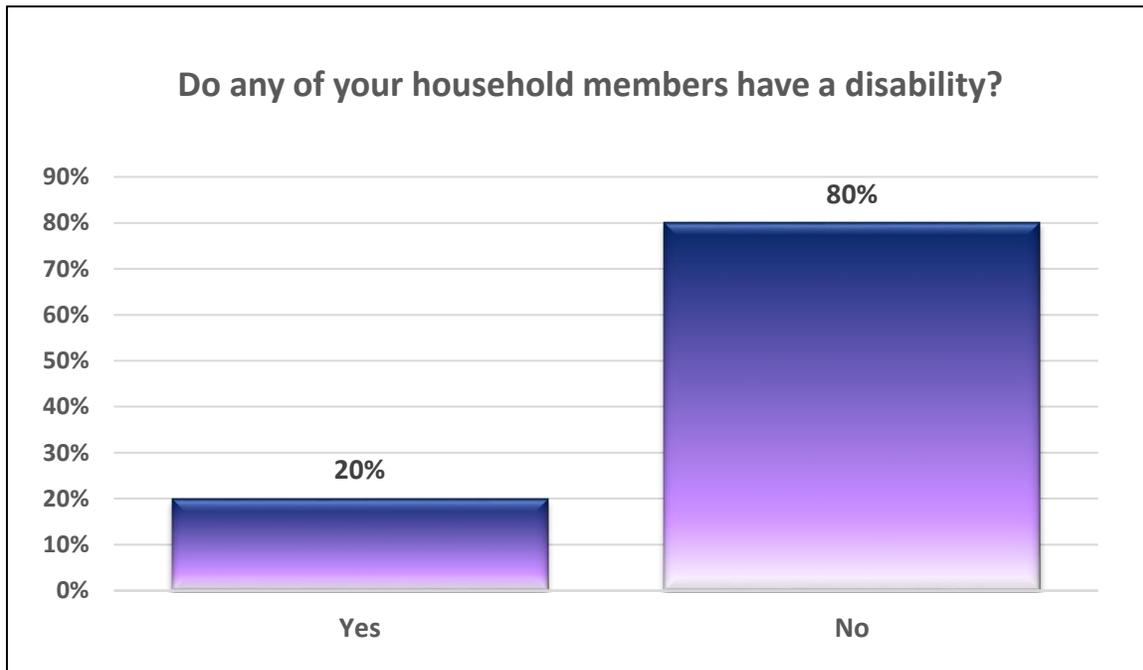
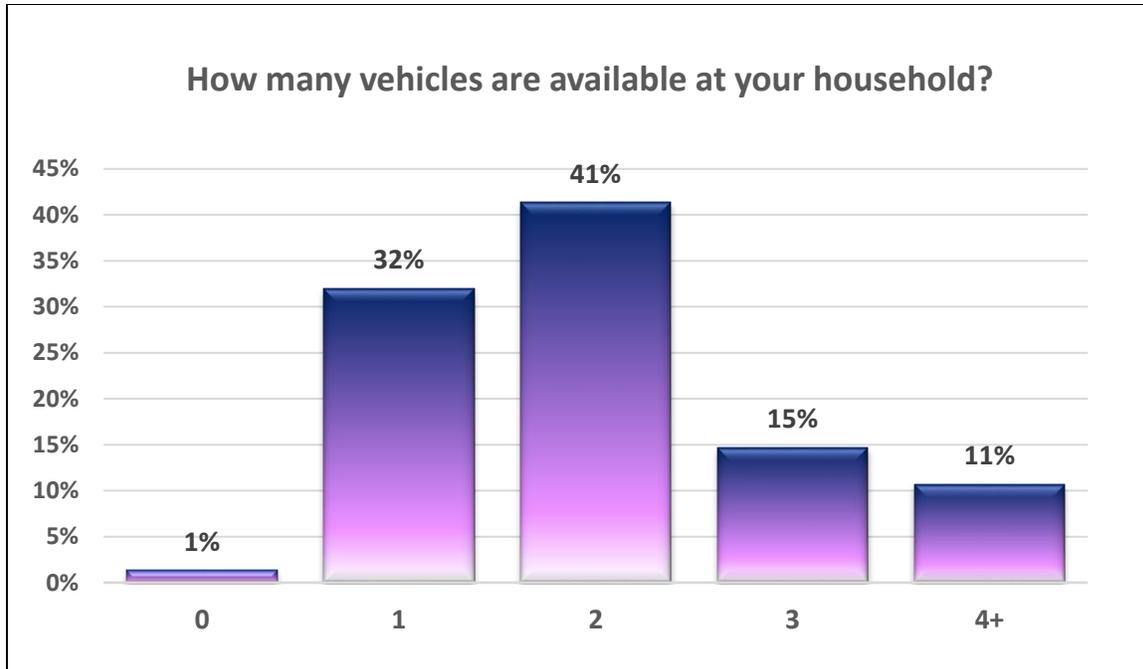


Chart 12 – Disability



**Chart 13 – Vehicles**



**Chart 14 – Driver’s License**

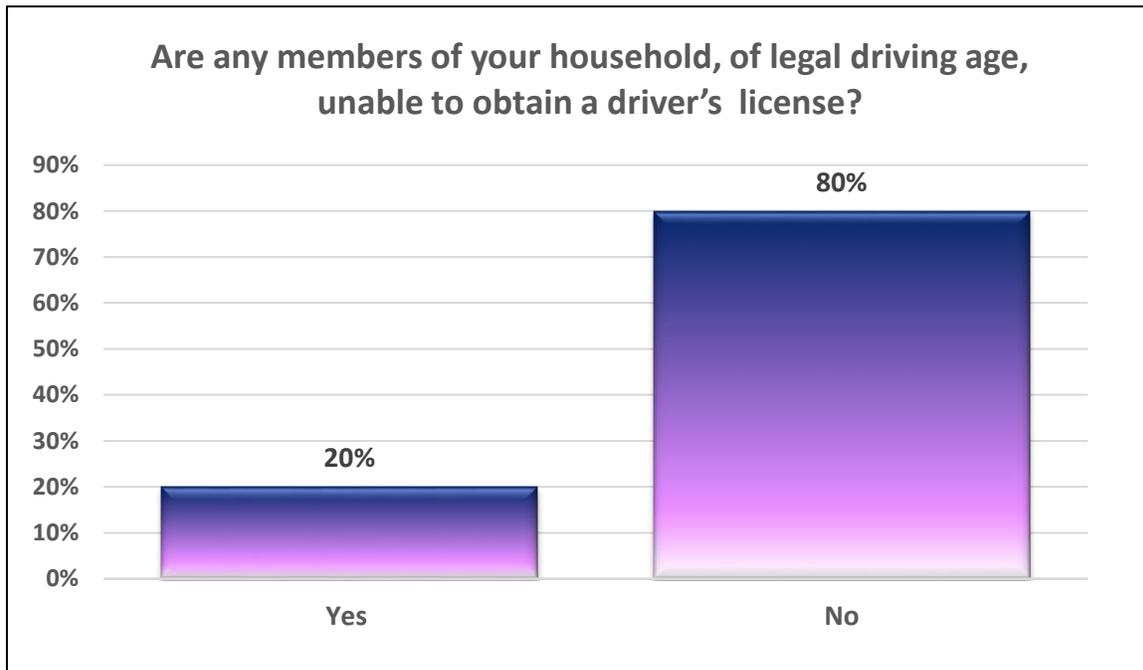


Chart 15 – Trips due to lack of transportation

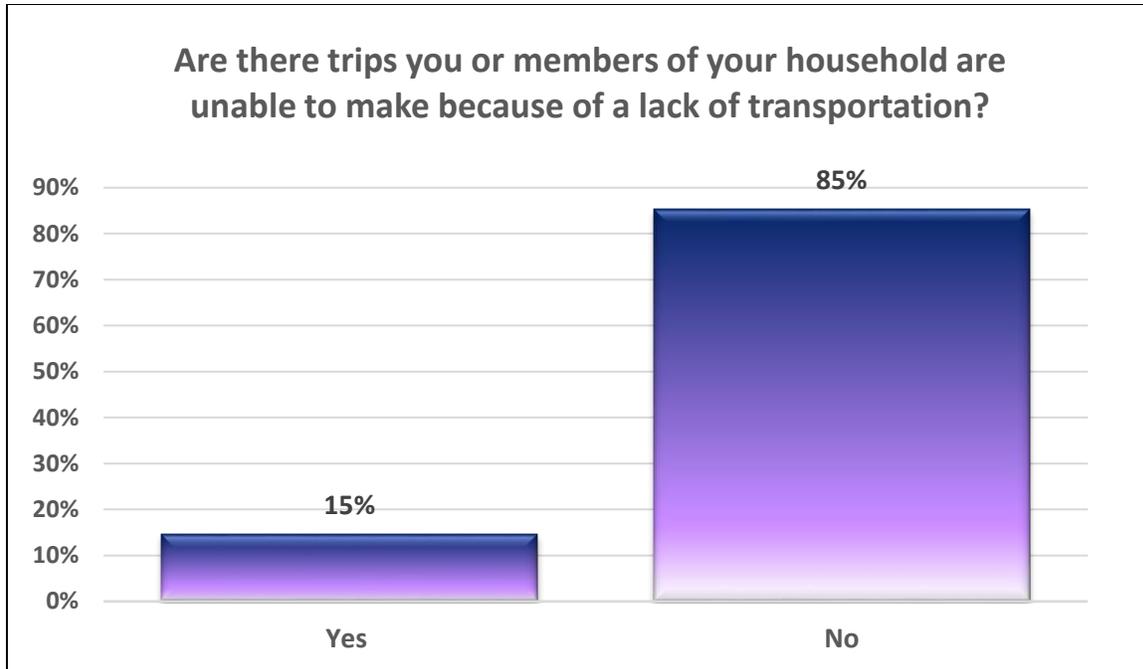
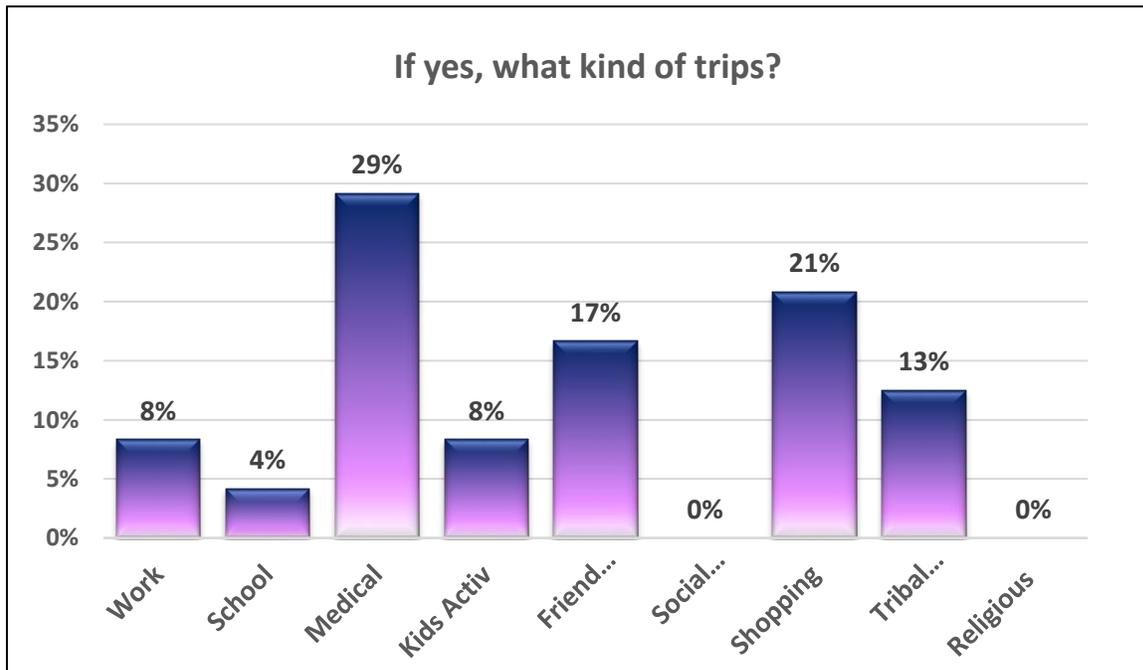
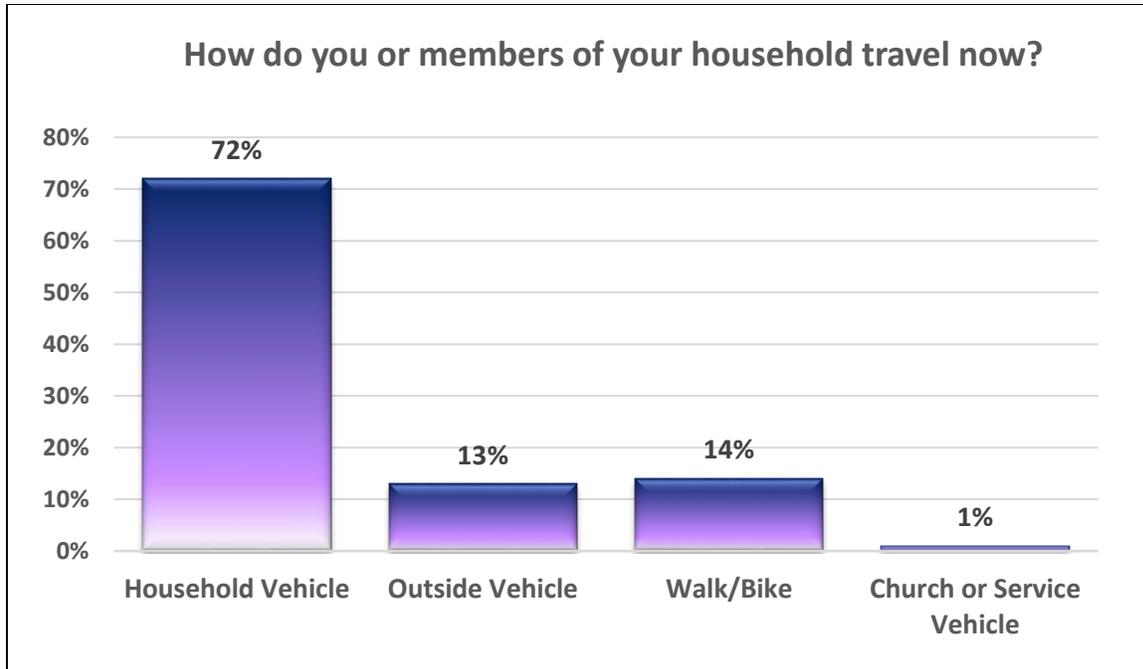


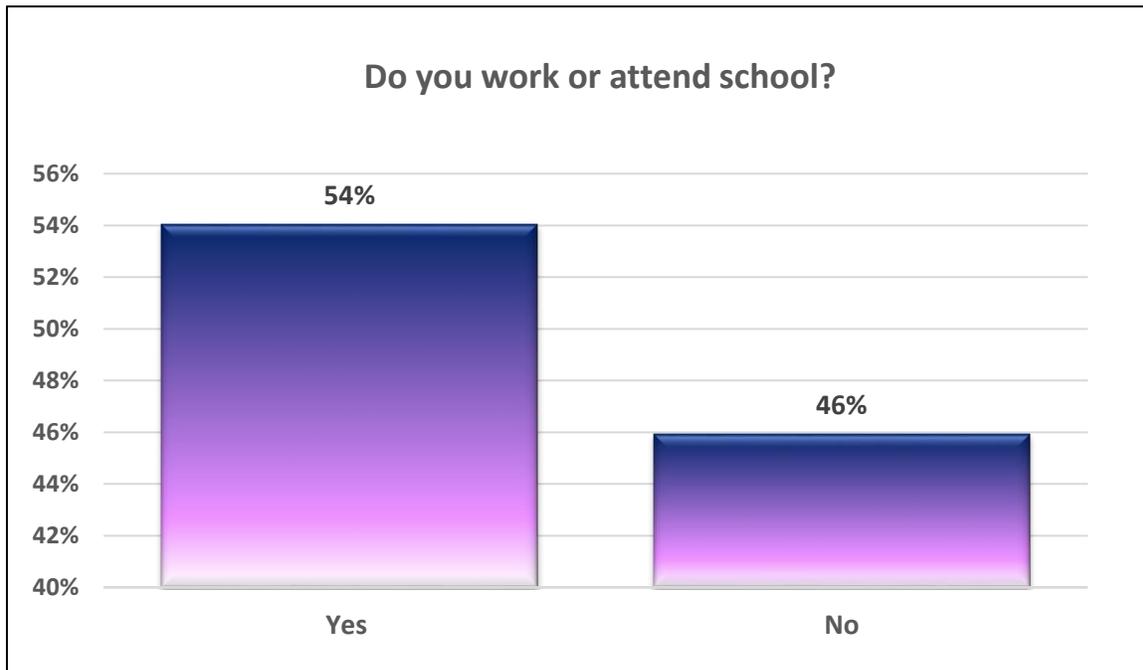
Chart 16 – Type of Trips



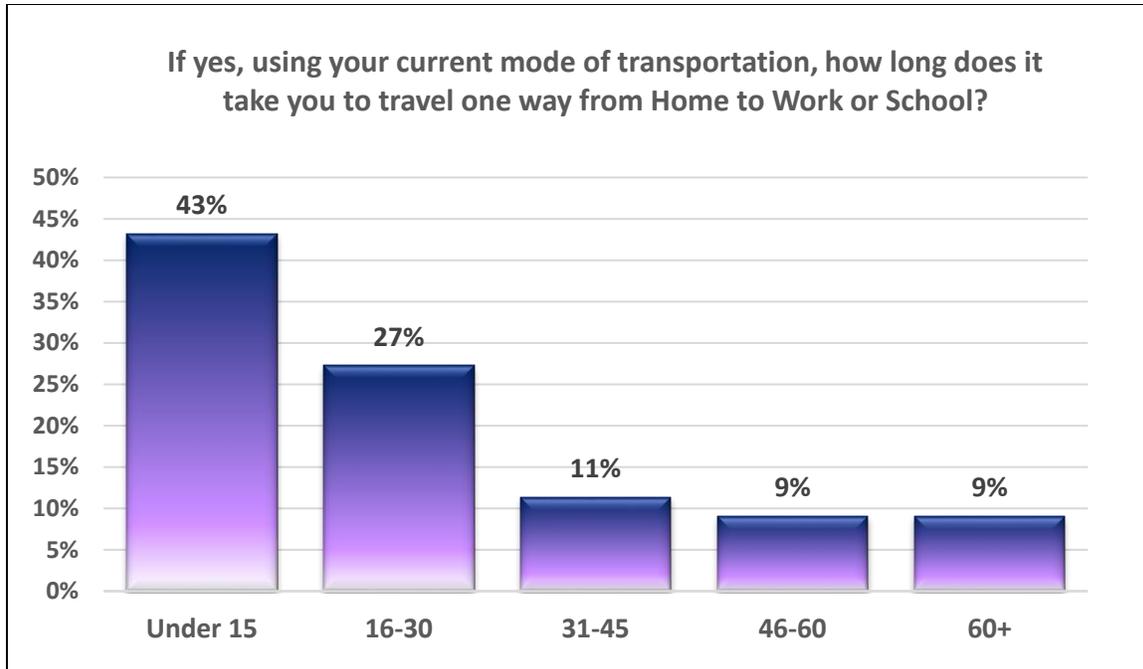
**Chart 17 – Type of Travel**



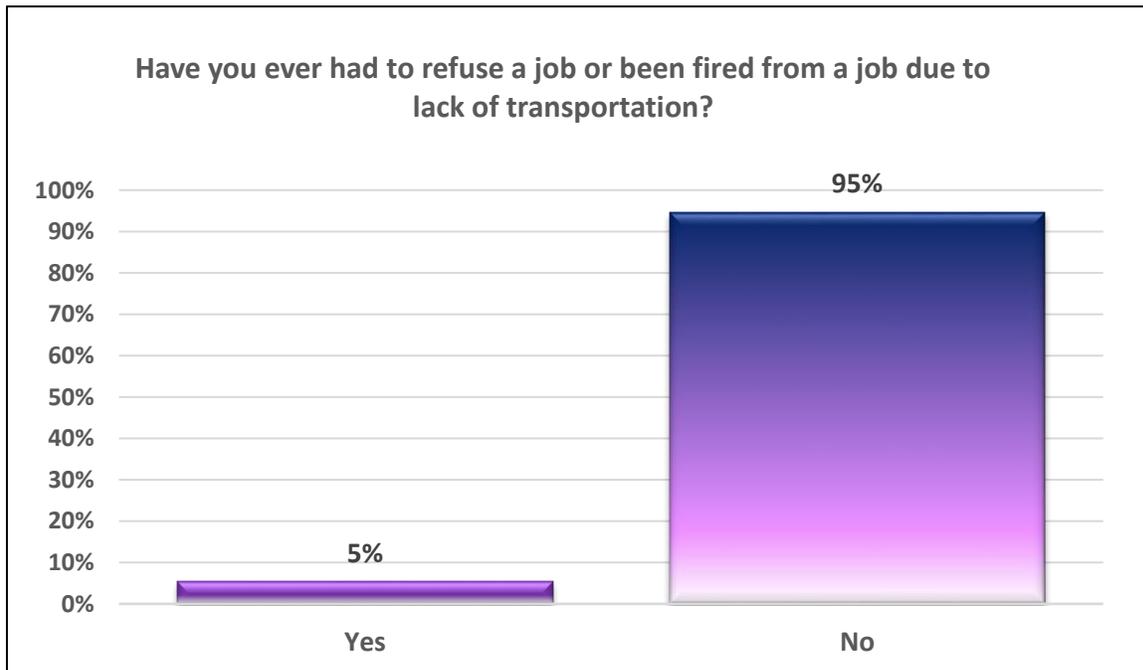
**Chart 18 – School**



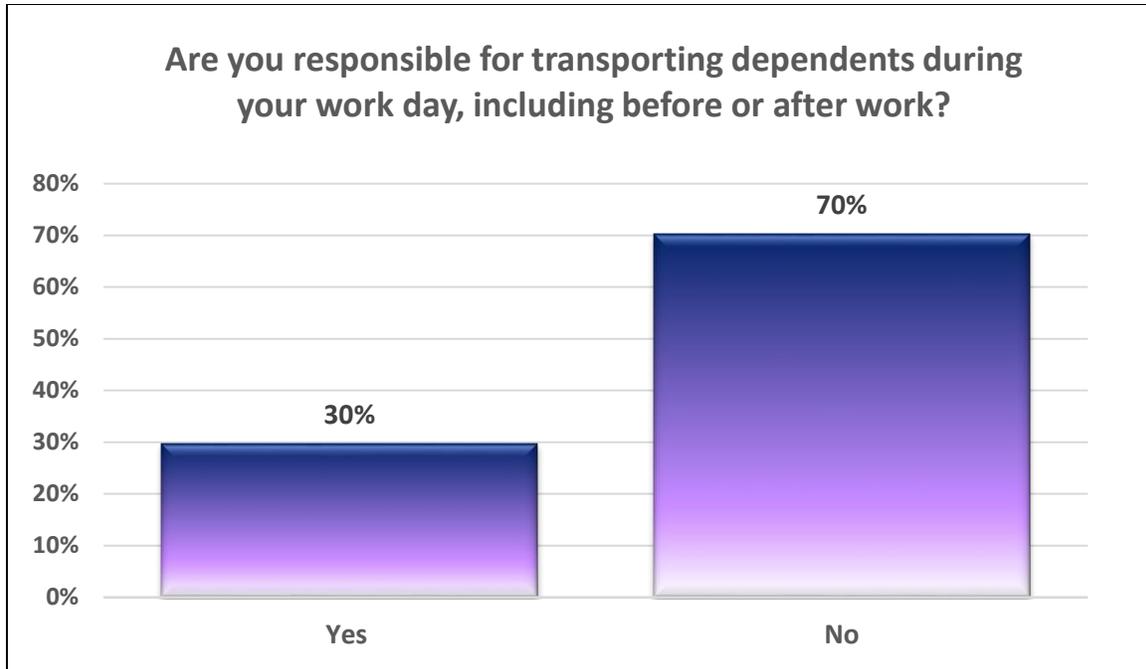
**Chart 19 – Travel time**



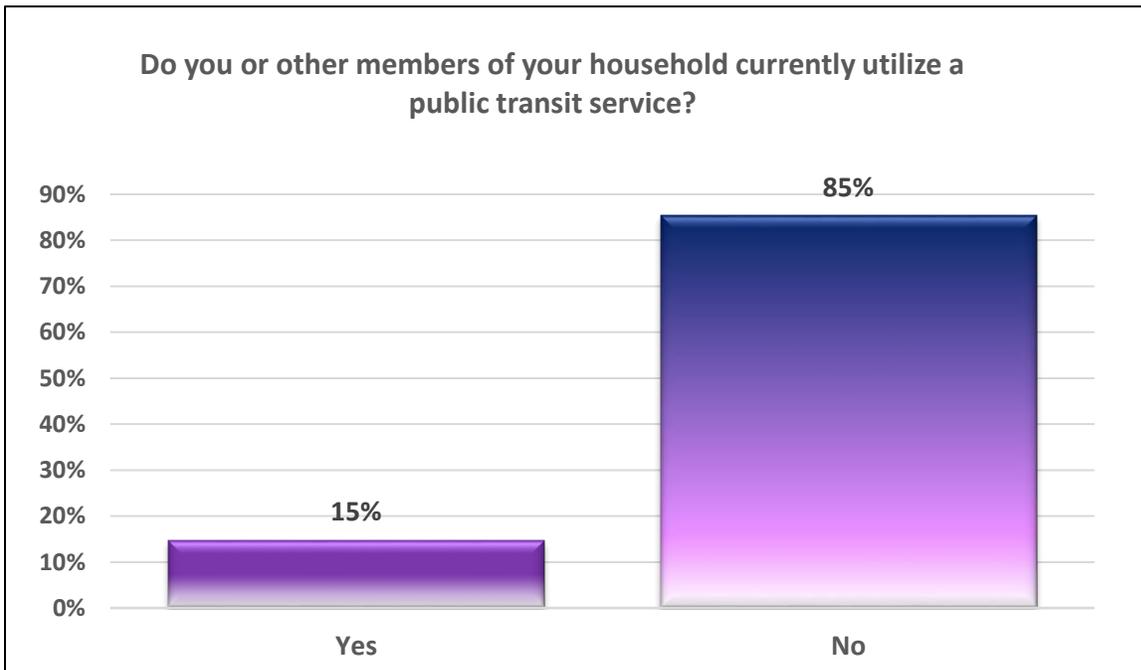
**Chart 20 – Fired due to lack of transportation**



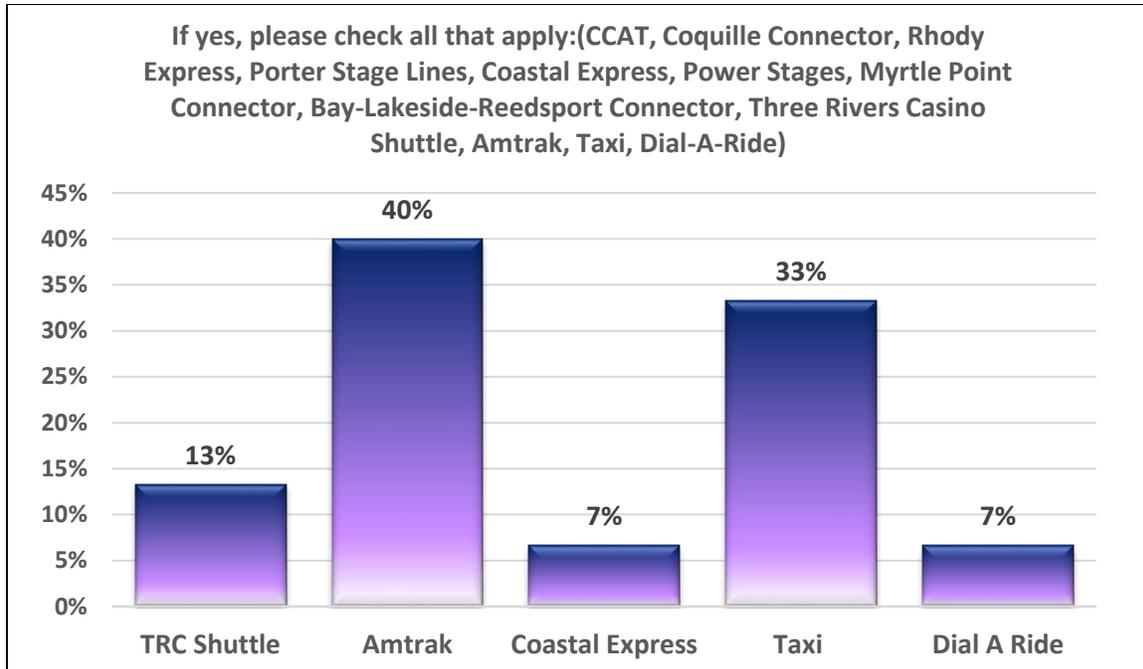
**Chart 21 – Dependent Transport**



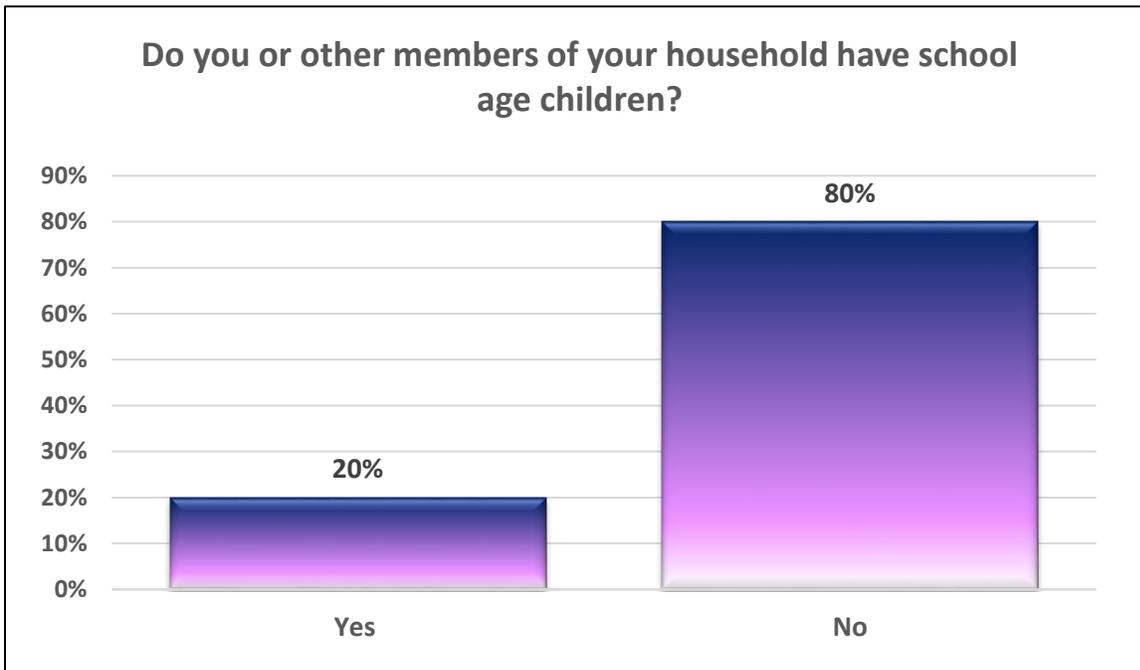
**Chart 22 – Utilize Public Transit**



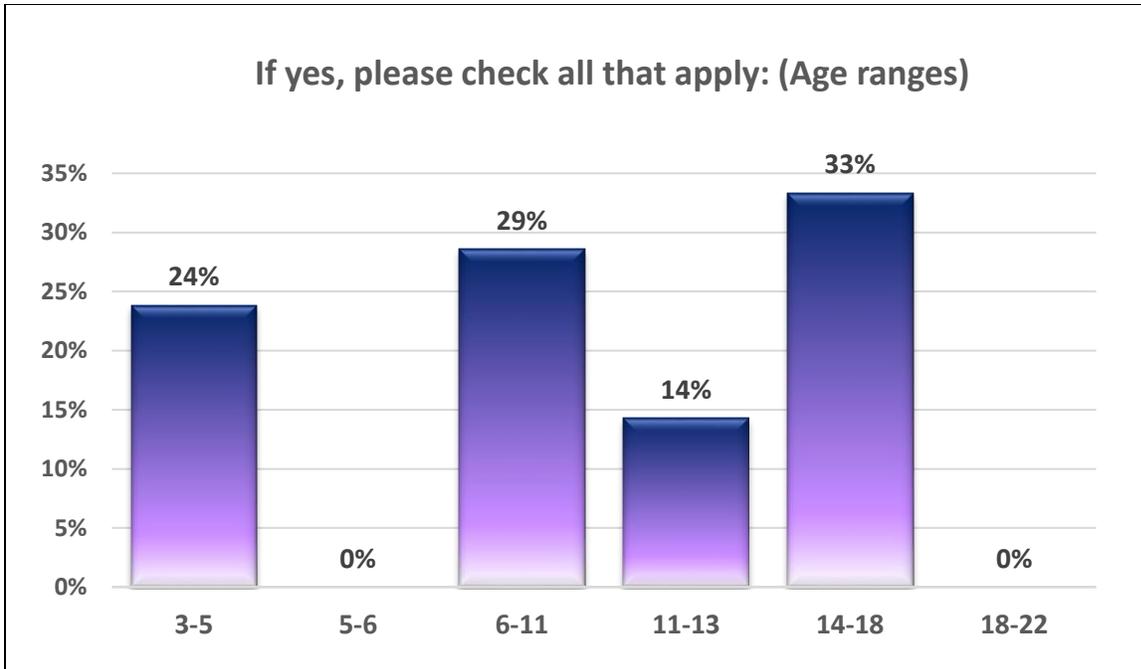
**Chart 23 – Type of Public Transit Utilized**



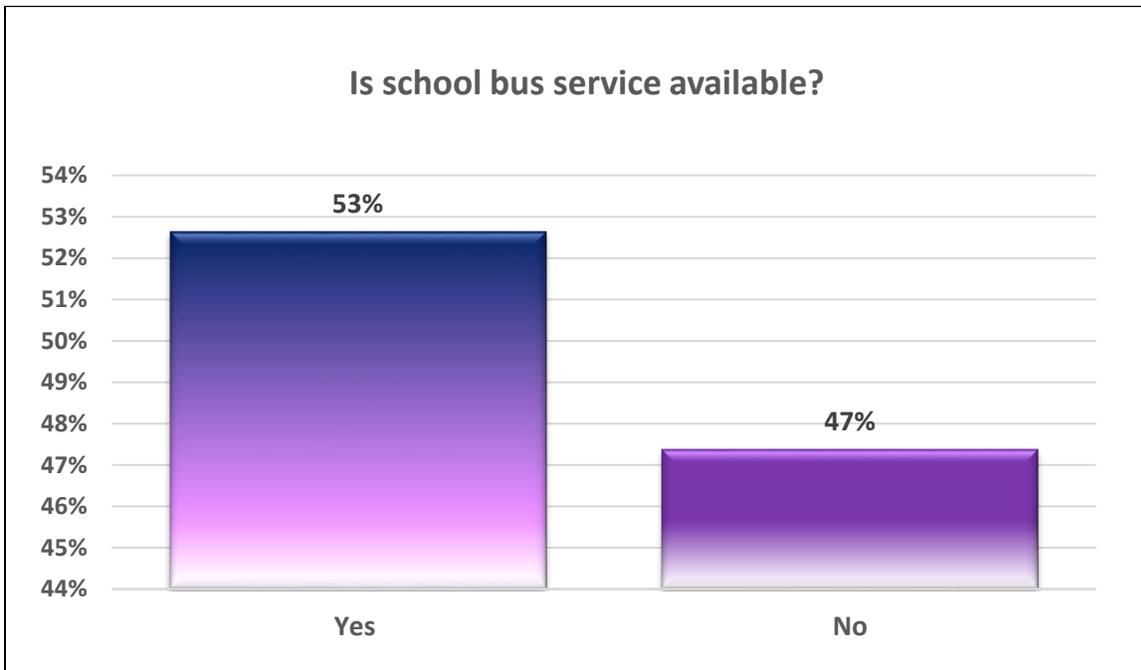
**Chart 24 – School Age Children**



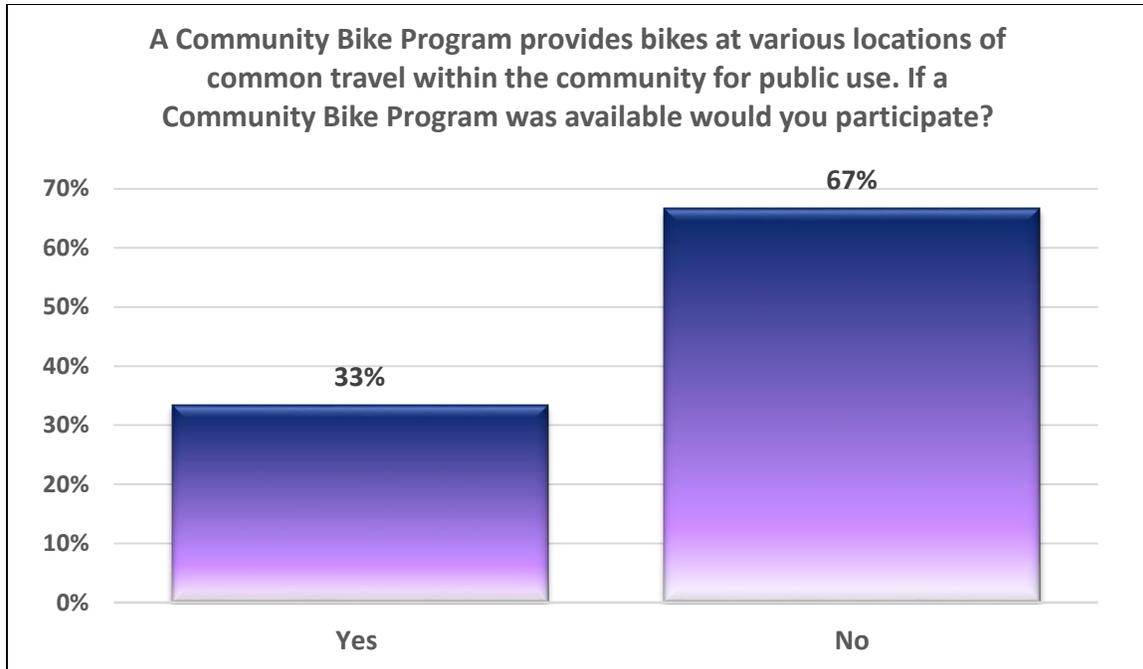
**Chart 25 – School Aged Children Ages**



**Chart 26 – School Bus Availability**



**Chart 27 – Community Bike Program**



**Chart 28 – Public Transportation If Available**

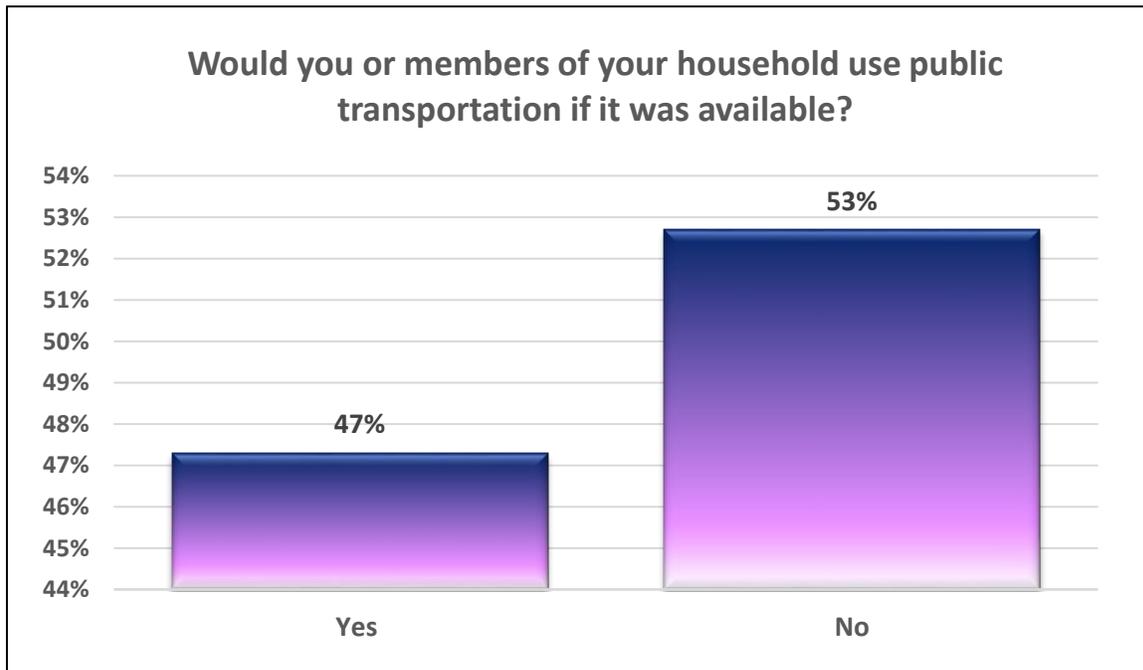


Chart 29 – Time Public Transportation Needed

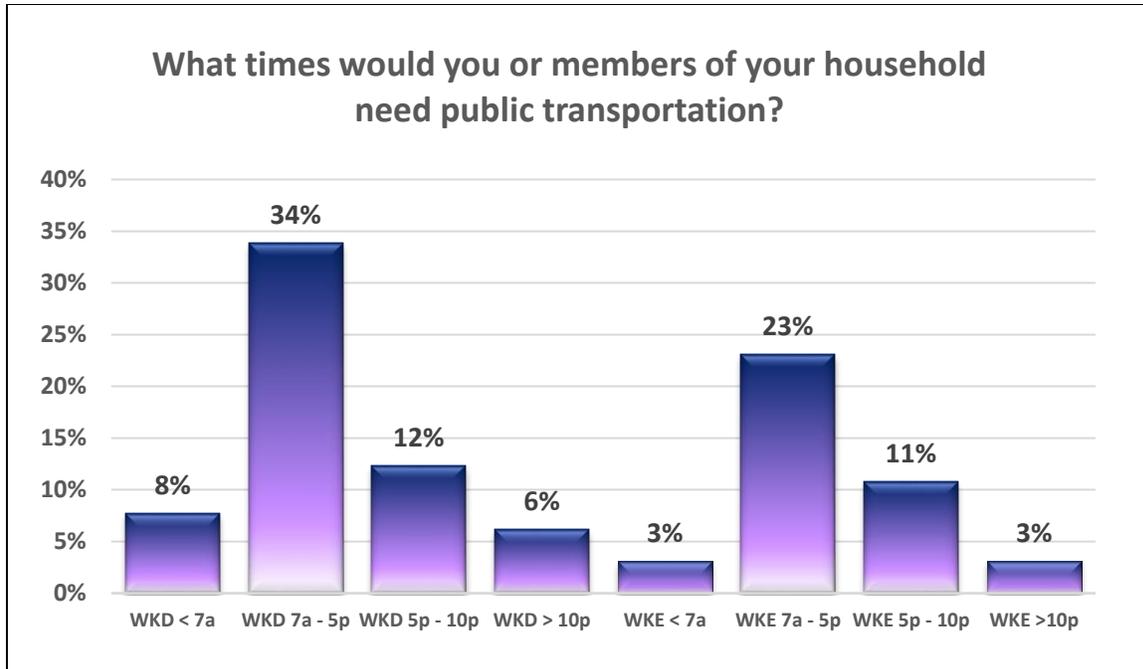
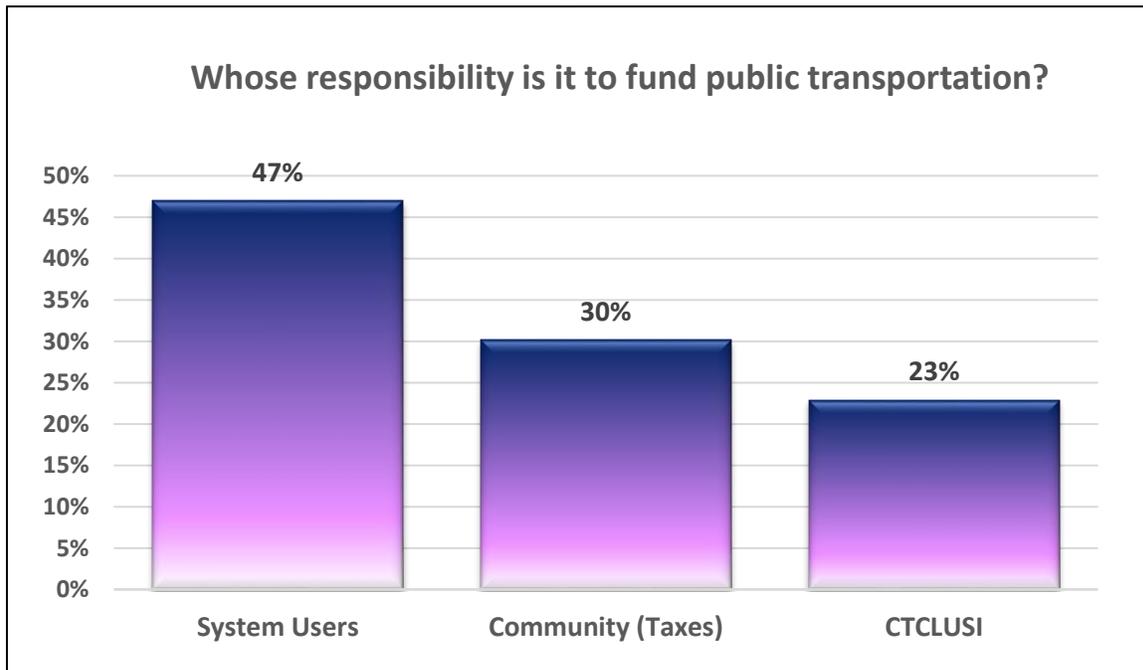
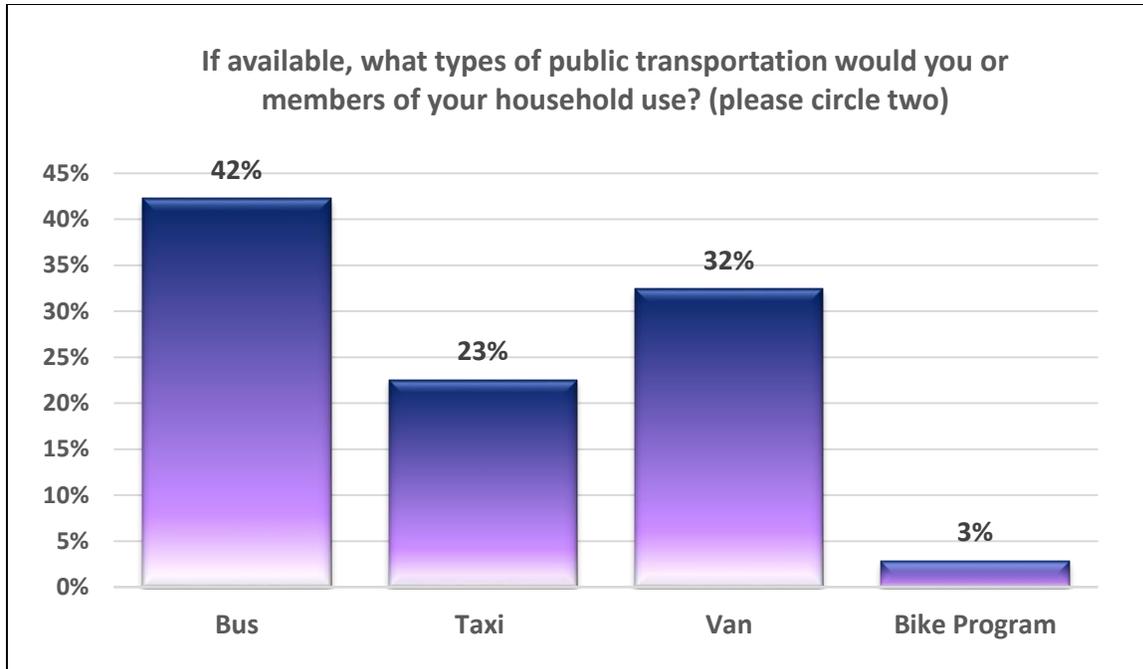


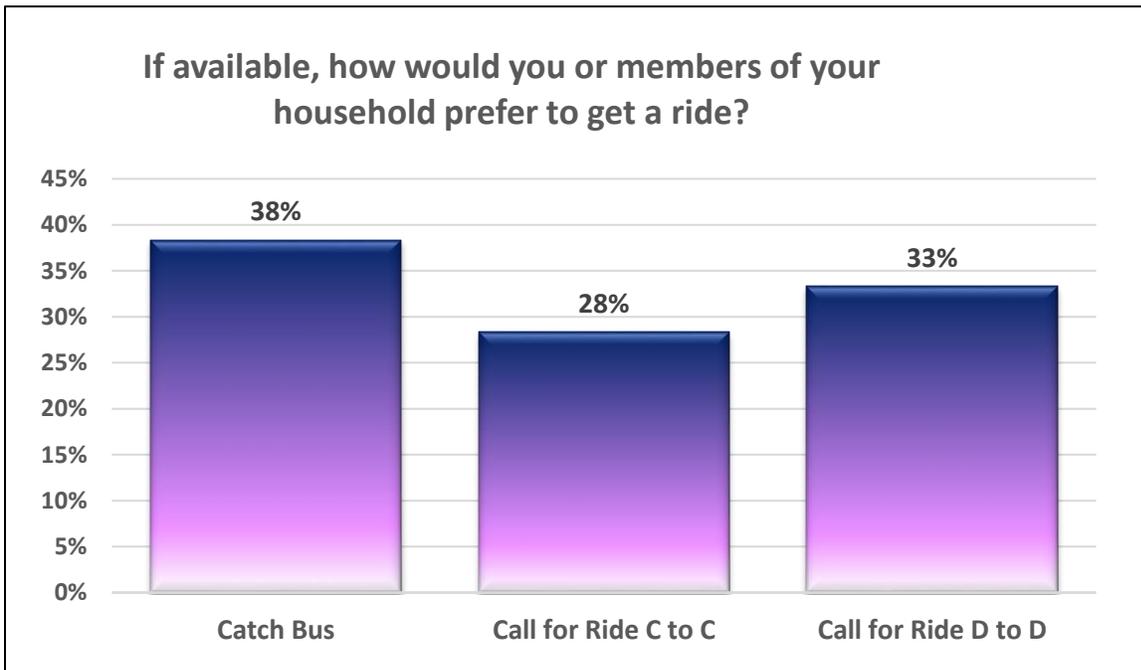
Chart 30 – Responsibility for Funding Public Transportation



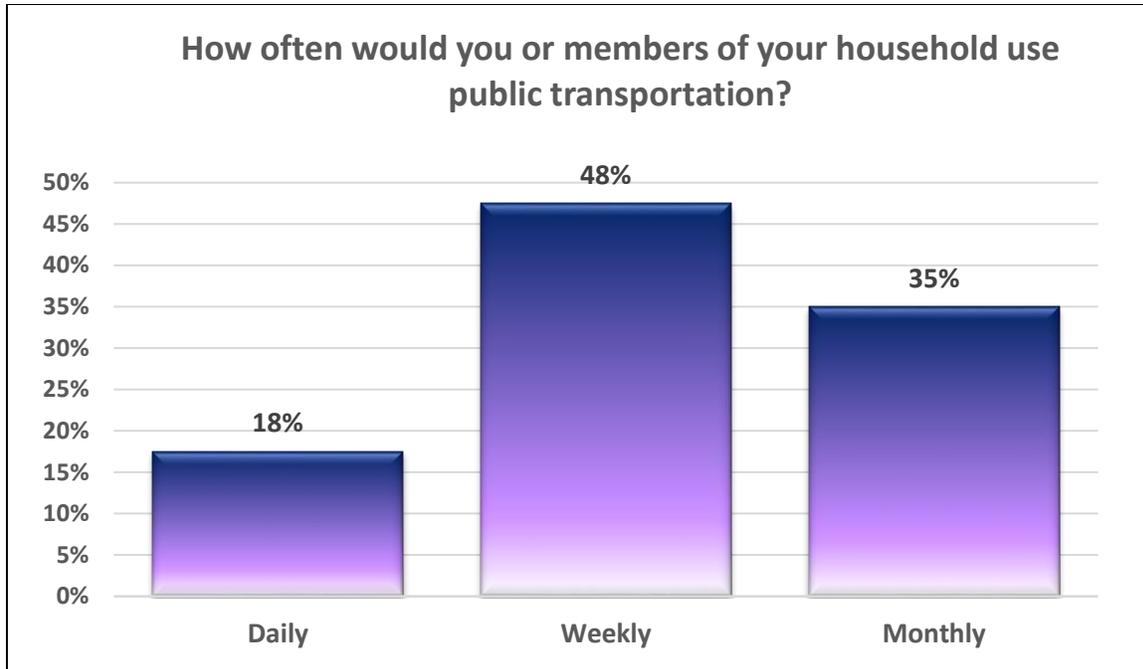
**Chart 31 – Types of Public Transportation Used**



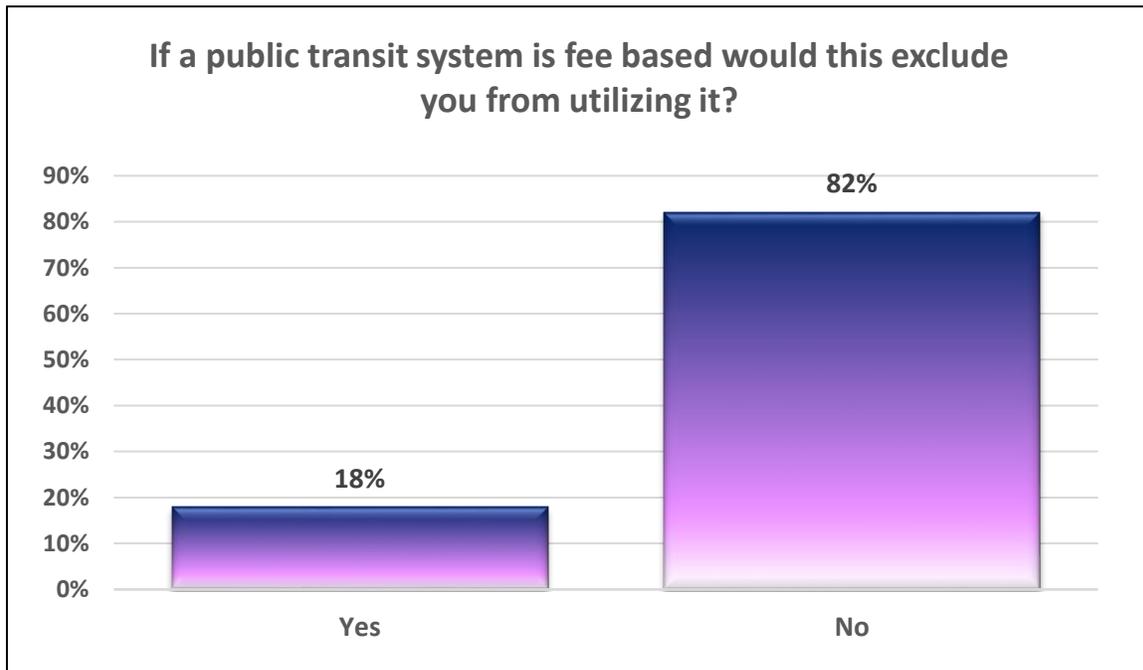
**Chart 32 – Preferred Ride**



**Chart 33 – How Often Public Transportation Would be Used**



**Chart 34 – Would Fee Exclude Public Transit System**



**X. Tribal Employee Survey Results**

The Tribal Planning Staff initiated an employee survey provided to the employees of the Tribe and Three Rivers Casino and Hotel. The survey and survey tally/results are included in Appendix B – Tribal Employee Survey. There was a high percentage of returned surveys received providing good



information. The survey focused on the commute of tribal personnel, general demographic information, and transit related concerns in relation to their typical commute to work. The data provided in this provided good information in relation to the Tribal work force and the challenges they face during their commute to work. The survey also asked several questions about the potential to transition employees from driving alone (survey results indicate 81% drive alone) to utilizing a public transit system or alternative form of transportation.

The findings specific to transit needs and transit gaps for the tribal employees are illustrated on the following slides. Accompanying each slide, we have prepared a written observation about each statistic.

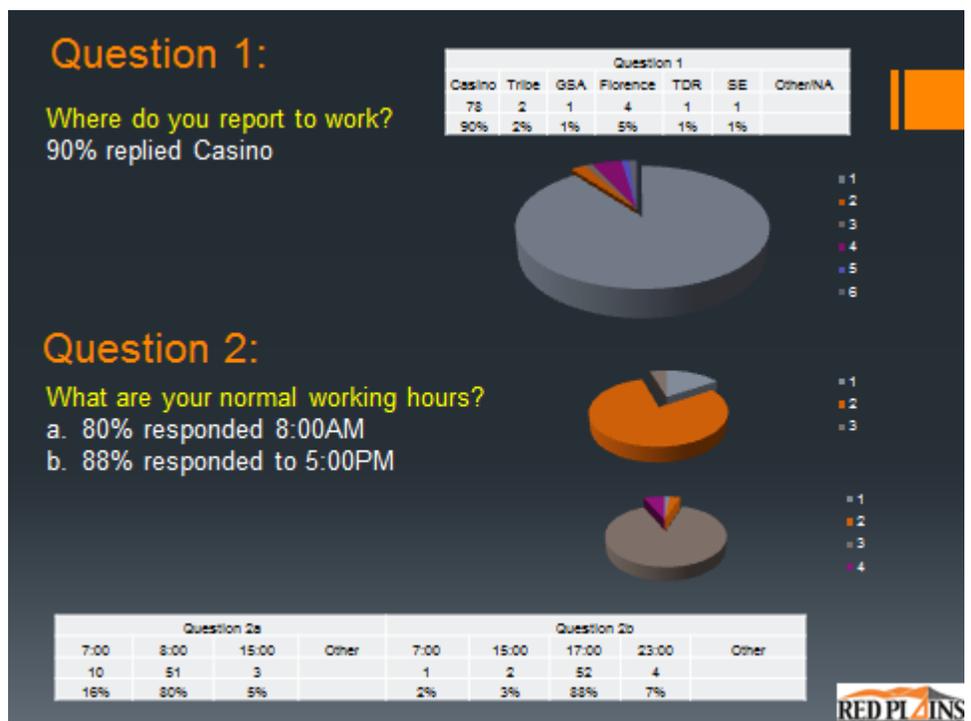


**Question 1:**

The majority of the responses for this survey are employees of the Three Rivers Casino and Hotel. Since this business is the largest employer in the County, it would seem justifiable to add public transit service to further support this economic contributor to the region.

**Question 2:**

Transit service routes should be added for typical working hours of operation with the casino.



**Question 3:**

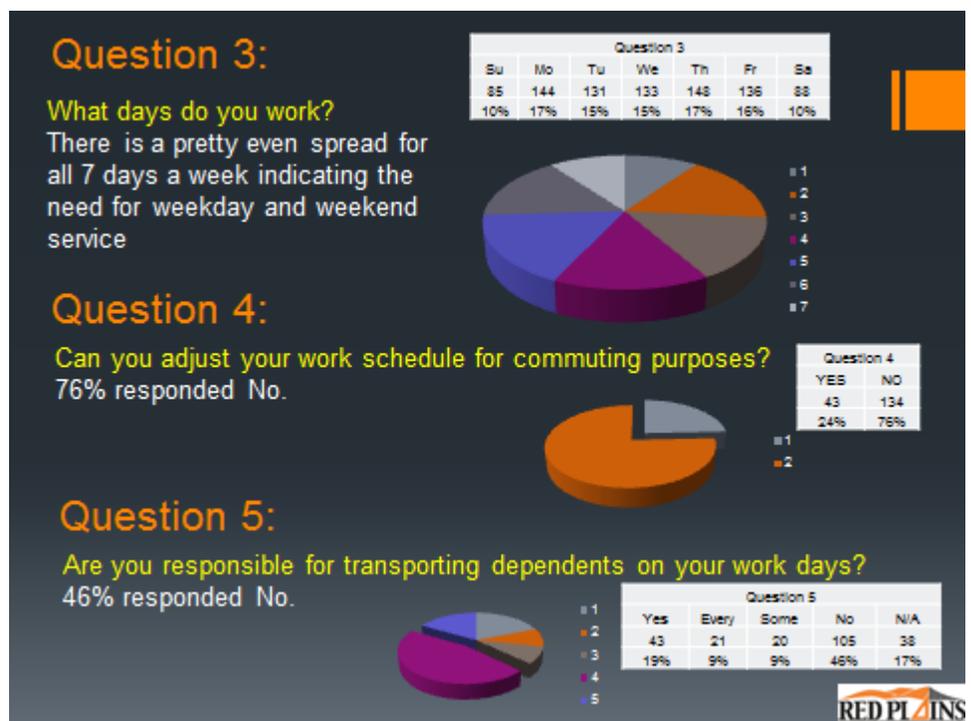
Transit service should be provided for 7 days a week since the distribution is so spread. The demand exists.

**Question 4:**

Most employees work on fixed schedules with set hours.

**Question 5:**

With 37% of employees also being responsible to transport children, it is likely they would not utilize a public transit services. 46%, the majority answering this question would likely utilize this service.



**Questions 6:**

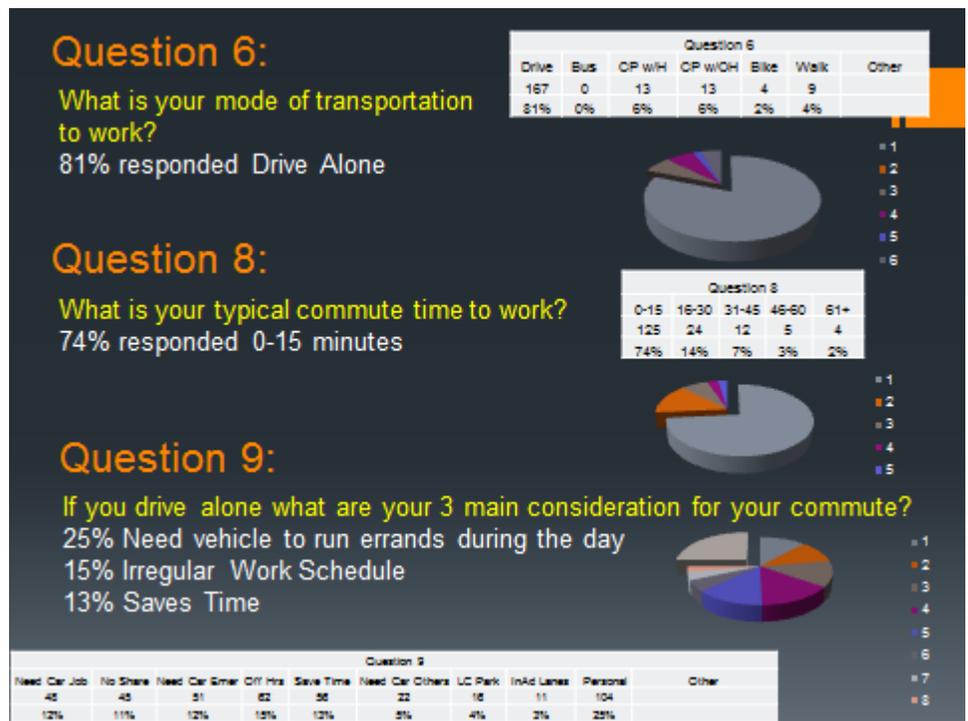
The majority of the tribal employees commute and drive alone to work. This is the trend in the United States leading to roadway congestion.

**Question 8:**

The majority of tribal employees are fortunate to have an under 15 minute commute time. A significant percentage would be impacted by local transit routes.

**Question 9:**

Tribal employees like the convenience of commuting in their own vehicle. Tribal employees often do not have set work schedules so relying on a transit service is difficult. Transit services often have longer commute times.

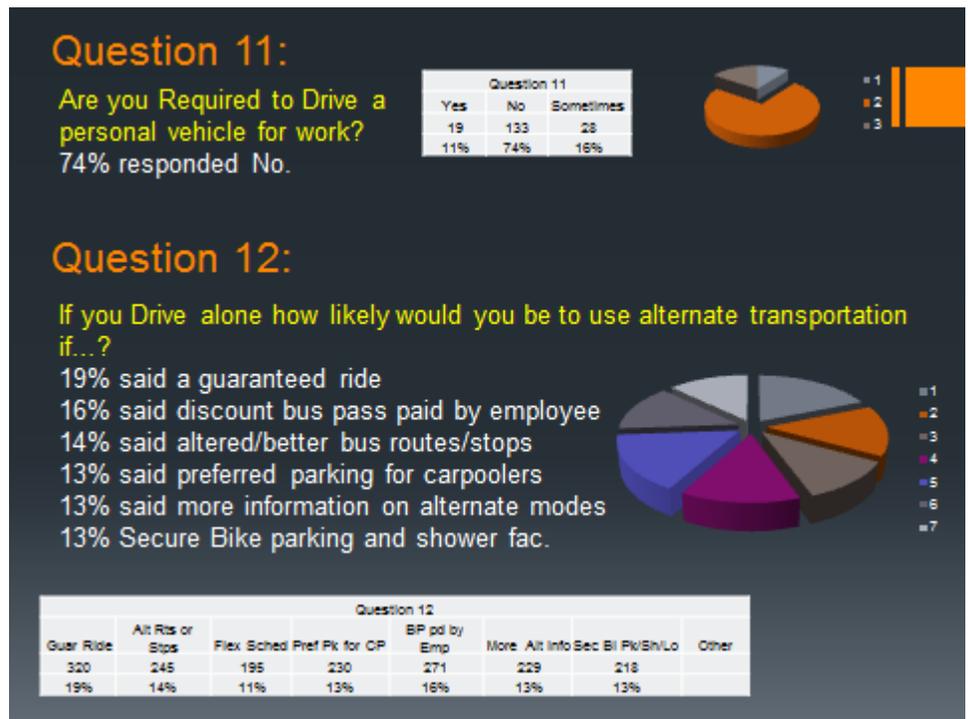


**Question 11:**

The majority of tribal employees are not required to use their vehicle for work purposes.

**Question 12:**

A guaranteed and reliable transit service would most impact the use of a public system. If the Tribe paid for or discounted employee transit fees more employees would utilize the public service. Additional bus stops or routes are required to support the commute of more rural living employees. Better organized



carpool programs, better advertised public transit options, and safer bike and pedestrian trails particularly along Highway 126 would reduce the number of employees driving alone and promote the use of alternative transportation or public transit.



## ADDENDUM I

### Proposed Strategies and Actions

#### PROPOSED STRATEGIES AND ACTIONS

To update and bring the Coordinated Tribal Transit Plan into alignment with other regional Coordinated Plans, an expansion of strategies and implementation actions is recommended. These updated Strategies and Actions are also intended to ensure that the Tribe is strategically positioned to compete for STF and Section 5310 funds.

**Strategy 1: *Develop the transportation infrastructure and policy necessary to implement the Preferred Option in the 2015 Coordinated Tribal Transit Plan.***

#### *Need:*

Tribal staff has indicated that additional, dedicated personnel are needed to coordinate STF funding and transit services. The 2015 Plan directs staff to seek STF funding for a Community Health representative to serve as transit coordinator. A key function will be to coordinate different federal and state funding sources. The 2015 Plan also indicated that policy direction is needed from the Tribal Council on the services desired and priorities for the allocation of resources. Key questions to be addressed are whether transportation services are provided to all Tribal members irrespective of where they live and the types of services to be provided.

#### *Proposed Actions*

- 1.1 Expand the existing Community Health Representative (CHR) service in the Health and Human Services Department to include transportation.
- 1.2 Ensure adequate funding for staff and technical assistance in implementing Coordinated Plan priorities and actions and other public transportation-related activities.
- 1.3 Update Tribal transit policy and procedures to ensure that all Tribal members are eligible to receive transportation services, as well as the types of service to be provided.
- 1.4 Evaluate the program after one year and determine what modifications are needed and report on ridership and on success of negotiations with existing service providers.
- 1.5 Determine whether to operate the service through ODOT or through Federal Transit Authority or both.
- 1.6 Actively participate on the Coos County and Curry County Special Transportation Fund Advisory Committees.
- 1.7 Determine appropriate levels of Tribal financial contributions to CCAT and other public transportation providers within the service area.



**Strategy 2:** *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 Tribes' service area.*

*Need:*

The current Plan calls for continuing to improve the accessibility and types of transportation services to all Tribal members wherever they live. Support services for Elders and persons with disabilities are a health care priority. 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.

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 often a cultural discomfort with the use of public transportation. As a consequence, the Tribes 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.

While the focus will remain on medical trips with priority given to Elders, Tribal Council has advised staff of its interest in expanding service to include event transportation, including youth camps and shopping trips. TransLink provides Medicaid-related transportation. Disabled transportation is provided through contracted services. Bus vouchers to access employment is a priority.

*Actions:*

- 2.1 Continue to seek additional federal and state funding to preserve and expand transportation services, both by the Tribal and by non-Tribal public transportation providers, (e.g., CCAT, Curry County Transit, and Lane Transit District), to Tribal members.
- 2.2 Ensure convenient access to services for Tribal Elders, disabled persons, and low-income persons as the highest priority for Tribal public transportation services.
- 2.3 Continue to assess the need for and the availability of transportation services by Tribal members living outside the service area.
- 2.4 Where possible and cost effective, negotiate with existing service providers for expanded services and/or tribal vouchers or passes.
- 2.5 Develop programs for transportation services to youth camps and shopping trips (i.e., shopping shuttle for Elders) to Eugene on periodic basis.
- 2.6 Continue to develop strategies to expand transportation services to disabled and low income non-Elders.
- 2.7 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.
- 2.8 Provide travel training and escorted services to facilitate the use of public transportation, including Elders-sponsored bus field trips for purposes of travel training.
- 2.9 Coordinate with Southwest Veterans on transportation services for Tribal veterans.



- 2.10 Investigate opportunities, including the use of volunteer drivers, to expand transportation of youth to after-school programs (e.g. Boys and Girls Club) from schools in Coos Bay and North Bend.
- 2.11 Investigate opportunities to facilitate student use of public transportation to access education facilities, including SW Oregon Community College.
- 2.12 Coordinate with CCAT and other public transportation 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.
- 2.13 Consider providing bicycles and bicycle infrastructure to support short-distance trips.
- 2.14 Seek funding to develop driver recruitment and training programs.
- 2.15 To supplement or replace Tribal funds, explore options for using STF funds to pay for drivers to take members to medical appointments.
- 2.16 Continue to coordinate with the Coquille Tribe for access to health and dental services and with regional agencies on common transportation needs.

**Strategy 3: *Evaluate the long-term effectiveness of Tribal 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.

A new bus acquired by the Tribes with STF funds is wheelchair accessible, but opportunities for staff training for accommodating persons with disabilities are limited.

*Actions:*

- 3.1 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 services.
- 3.2 Secure fleet management software programs and utilize to determine ridership levels, appropriate fleet size and use, and the useful life of the vehicles.
- 3.3 To expand the ability to serve persons with disabilities, obtain an additional, smaller wheelchair accessible vehicle.
- 3.4 Provide training to staff on the use of wheelchair accessible vehicles.
- 3.5 Consider the dedication of a van to provide transportation to medical appointments outside the service area, e.g. Eugene.
- 3.6 Ensure that vehicles are equipped to accommodate all riders irrespective of physical conditions.

**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. Technology tools can help the Tribes obtain and manage information on their members to ensure that transportation services are both known about and being appropriately provided.

*Actions:*

- 4.1 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.
- 4.2 To assist in organizing and targeting information about transportation services, develop a database that identifies Tribal members by geographic area or other appropriate categories.
- 4.3 Survey members residing outside the service area on how well their transportation needs are being met.
- 4.4 Collect information on the number of Tribal members with disabilities to help inform how to respond to their special transportation needs.
- 4.5 Conduct ongoing mapping of the locations where Tribal members live and work and of available transportation services.

**Strategy 5:** *Ensure that transportation needs for casino employees are being addressed, with a focus on those employees just entering the workforce or without vehicles/licenses.*

*Need:*

The lack of child care and transportation are typically cited as the primary reasons for employees missing work at hospitality industries. Staff indicates that the Rhody Express generally provides adequate commuting opportunities to the casino. Many Tribal employees live in Florence and have expressed interest in accessing the casino via bike and pedestrian trails/paths.

*Actions:*

- 5.1 Coordinate with Lane Transit District for service that meets employee shift needs.
- 5.2 Continue to investigate options to provide or subsidize transportation services for casino employees.

**Strategy 6:** *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 in the Actions below.

*Actions:*

- 6.1 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. STF staff periodically attend Coos and Lane County STF Advisory Committee meetings.
- 1.2 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.
- 1.3 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.
- 1.4 Continue to coordinate with Coastal Express, Greyhound, Pacific Crest Bus Lines and other intercity and regional providers to promote access to regional destinations.
- 1.5 Assist ODOT or other appropriate parties to biennially update the database of transportation providers/resources in the region.

**Strategy 7: *Expand efforts to inform Tribal members of available Tribal and public transportation services.***

*Need:*

Knowledge of the public transportation services provided by the Tribes and other public transportation providers, e.g. CCAT and Curry County Transit, is 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:*

- 7.1 Improve website information about available services, including information about CCAT, Lane Transit District and other public transportation services available within the service area.
- 7.2 Regularly provide transit information in the Tribal newsletter.
- 7.3 Explore the use of social media to communicate information about available transportation services.

- 7.4 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.
- 7.5 Periodically provide presentations on available transportation services at Elders luncheons and other gatherings.
- 7.6 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 8:     *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:*

- 8.1 Assign the Community Health Representative and/or other appropriate staff the responsibility to coordinate the transportation component of emergency preparedness planning and provide appropriate training.
- 8.2 Coordinate with CCAT, Curry County Transit, Lane Transit District and other local agencies to identify transportation roles and programs for response to emergencies.

