CURRY COUNTY COORDINATED HUMAN SERVICES PUBLIC TRANSPORTATION PLAN

ADOPTED December 21, 2016

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INTRODUCTION

The Oregon Department of Transportation (ODOT) Public Transit Division has undertaken an update to all Coordinated Plans in the state, including the June 2009 Curry County Coordinated Human Services Public Transportation Plan (Coordinated Plan).

A Coordinated Plan is distinct from a Transit Development Plan, which focuses on improving transit services generally, as well as from a Transportation System Plan that addresses all modes of transportation, including transit. Rather, 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, medical appointments and other essential services. 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 regional resources on strategies with the greatest benefit to the target populations and the 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 market and helps inform the identification of needs of public transportation users within that market.   It includes descriptions of existing Countywide and regional transportation services, highlighting any gaps in transportation service and identifying the transportation needs of target populations.   To respond 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. Transit providers will use the Coordinated Plan to select the highest-priority strategies that match available resources and related timeframes. The Coordinated Plan also supports ongoing coordination among regional 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. Curry County will use the plan to allocate funding and, along with local partners, will use the plan to develop and enhance public transportation services.

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 public transportation users within Curry County.

Area Profile

Curry County, located along the southern Oregon coast, covers 1,627 square miles and has a population of 22,361. The County is bordered by Coos and Douglas counties to the north, Josephine County to the east, the State of California to the south, and the Pacific Ocean to the west. Curry County makes up the Brookings Metropolitan Statistical Area, a Census designation for areas with more than 10,000 people but less than 50,000 people. Curry County's major transportation artery is U.S. 101, running along the entire west side of the County.

Curry County's population density is low, with 14 people per square mile. Large concentrations of U.S. Forest Service owned land in the eastern portion of the County contribute to low population densities throughout the County. Gold Beach, the County seat, lies on the central west coast of the County between Brookings and Port Orford.

An overview of the Curry County study area, including key destinations, is illustrated in Figure 1. The map highlights available transit service in the County as well as major services and attractions. These will be discussed in subsequent sections of the report.

Figure 1   Study Area

Population Centers

As shown in Figure 2, Brookings is the most populous city in Curry County. The three cities in Curry County are all located along the County's west coast. Gold Beach and Brookings experienced the most significant population growth in population from 2000 to 2013. The population growth of Brookings may be attributable to land annexations (over 650 acres) over the past decade. Overall, the County population increased by 6% between 2000 and 2013, compared to 14.5 % growth for the state of Oregon.

Figure 2   Population Centers in Curry County

	Place	Population (2000)	Population (2013)	% Change (2000-2013)
Cities	Brookings	5,447	6,334	16%
	Gold Beach	1,897	2,433	28%
	Port Orford	1,153	1,229	7%
Cities Total		8,497	9,996	18%
Unincorporated Curry County		12,640	12,365	-2%
Curry County		**21,137**	**22,361**	**6%**

Source: US Census 2000 and American Community Survey 2013 5-year estimates

Figure 3 shows the historic and predicted population trends in Curry County. Projections suggest that the County's population is expected to continue to grow at a moderate rate between 2015 and 2050. The rate of increase is expected to be more rapid from 2015 to 2035 and then slow down between 2035 and 2050. These projections, produced by the Oregon Office of Economic Analysis, utilize the cohort-component projection model, which "survives" the initial population size and allocates growth based upon predicted births, deaths, and migration.[1]

Figure 3   Historic and Predicted Population in Curry County
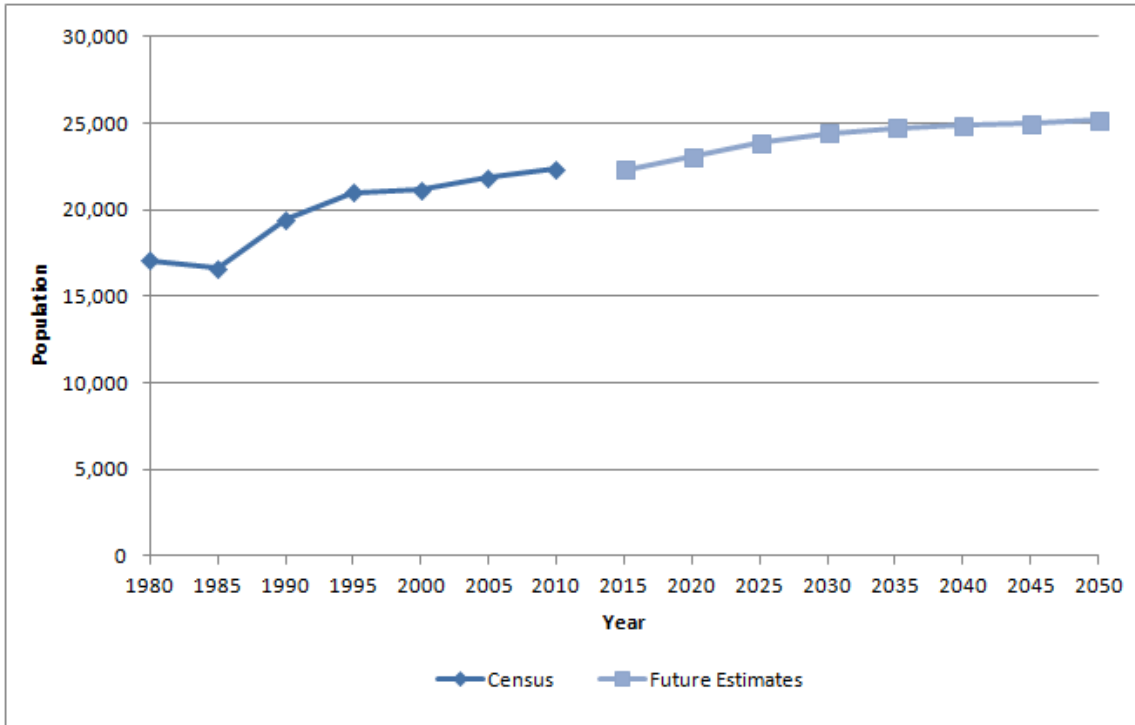
Source: State of Oregon Office of Economic Analysis, 2013

Socioeconomic Conditions

Demographic and socioeconomic conditions are strong indicators of the propensity for transit use. Specific population segments are considerably more likely to utilize transit for their transportation needs. Recent data from the U.S. Census Bureau's American Community Survey (ACS) and Longitudinal Employer-Household Dynamics (LEHD) were collected and analyzed to describe the geographic distributions of population segments with high propensity for transit use. Planning for future human transportation services provisions requires an understanding of the geographic distributions of these population segments. Socioeconomic data regarding job growth by sector also paints a picture of when and where transit service may be needed.

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[1] Office of Economic Analysis. 2013. Retrieved from
http://www.oregon.gov/DAS/OEA/Pages/demographic.aspx.

Employment Patterns

As of December 2015, there were approximately 6,030 non-farm jobs in Curry County. Figure 4 shows the distribution of employment by sector. The largest proportion of employees work in trade, transportation, and utilities (20%), local government (17%), and accommodation and food services (15%).

Figure 4   Non-Farm Employment by Sector in Curry County, December 2015
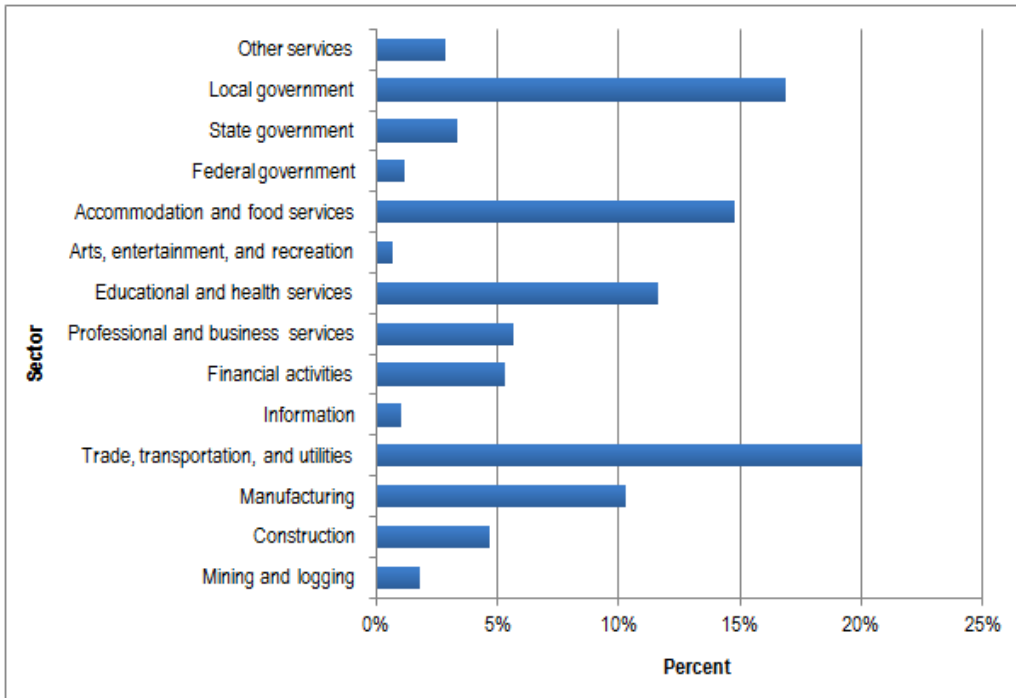
Source: State of Oregon Employment Department

Transit-Supportive Demographics

Human services transportation focuses on older adults (65 and older), 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. Figure 5 compares vulnerable populations nationally and in Oregon to those in Curry County and its cities. Curry County houses a higher percentage of older adults population compared to the state and nation overall. All Curry County cities have a senior population of 20% or higher. Curry County has a similar percentage of low-income individuals compared to the state and a higher percentage of persons with disabilities.

Figure 5   Summary of Vulnerable Populations in Curry County, 2013

	Place	Total Population	% of County	Older Adult Population	Population with Disabilities	Low-Income Population
Cities	Brookings	6,334	28%	26%	23%	22%
	Gold Beach	2,433	11%	22%	28%	29%
	Port Orford	1,229	5%	27%	32%	40%
Cities Total		9,996	45%	25%	25%	26%
Unincorporated Curry County		12,365	55%	31%	27%	27%
Curry County		**22,361**	**100%**	**29%**	**26%**	**26%**
Oregon		**3,868,721**	**-**	**14%**	**15%**	**26%**
United States		**311,536,594**	**-**	**13%**	**13%**	**25%**

Source: U.S. Census Bureau, 2009-13 American Community Survey 5-year Estimates

The following sections show both a table and map of each of the three populations under examination in this project: older adults, low-income households, and persons with disabilities. Tables illustrate trends over time of these populations while the maps translate demographic numbers into densities per block group to highlight the areas that might be in need of transportation. Efficient public transportation that can serve many passengers in an hour relies upon density. Therefore, the maps display how many people per acre per block group fall into the three population categories. To allow comparison across the population groups, the same category breaks have been used for all three maps. In some cases, while the percentage of a population such as older adults is very high, the density at the block group level is very low. This means that serving those potential customers may require demand-response style of service, yet the choice of what types of public transportation to provide ultimately rests with the community. Many places throughout the country, for example, run County-wide or regional curb- to-curb service in rural areas because that community values access for everyone who needs it over meeting certain productivity thresholds.

Older Adults

Figure 6 shows the population of older adults in Curry County has grown slower than both the nation and the state. As of 2013, the proportion of older adults in the County's (29%) was greater than both the nation and the state. The communities with the highest proportions of older adults included Port Orford and rural areas. As illustrated in Figure 8, the highest density of older adults is within the City of Brookings. The rest of the County, including Gold Beach and Port Orford, has a population density of persons with disabilities between 0.0 and 0.5 persons per acre.

Figure 6   Older Adult Population in Curry County by Place

	Place	Population 65 or older (2000)	Population 65 or older (2013)	% Change (2000-2013)	Proportion 65 or older (2013)
Cities	Brookings	1,302	1,667	28%	26%
	Gold Beach	360	531	48%	22%
	Port Orford	315	337	7%	27%
Cities Total		1,977	2,535	28%	25%
Unincorporated Curry County		3,651	3,862	6%	31%
Curry County		**5,628**	**6,397**	**14%**	**29%**
Oregon		438,177	560,073	28%	14%
United States		34,991,753	41,851,042	20%	13%

Source: US Census 2000 and American Community Survey 2013 5-year estimates

As shown in Figure 7, the older adult population is expected to continue to increase into the future. The Curry County proportion of older adults is expected to significantly increase and peak in 2030 at 43% before slightly declining to 41% by 2050.

Figure 7   Forecasted Trends in Curry County Older Adult Population

	Total Population	Population 65 or older	Proportion 65 or older
2010	22,355	6,349	28%
2015	22,321	7,330	33%
2020	23,087	8,645	37%
2025	23,854	9,904	42%
2030	24,440	10,595	43%
2035	24,751	10,605	43%
2040	24,912	10,384	42%
2045	25,019	9,983	40%
2050	25,187	10,252	41%

Source: State of Oregon Office of Economic Analysis, 2013

Figure 8   Population Density of Older Adults in Curry County
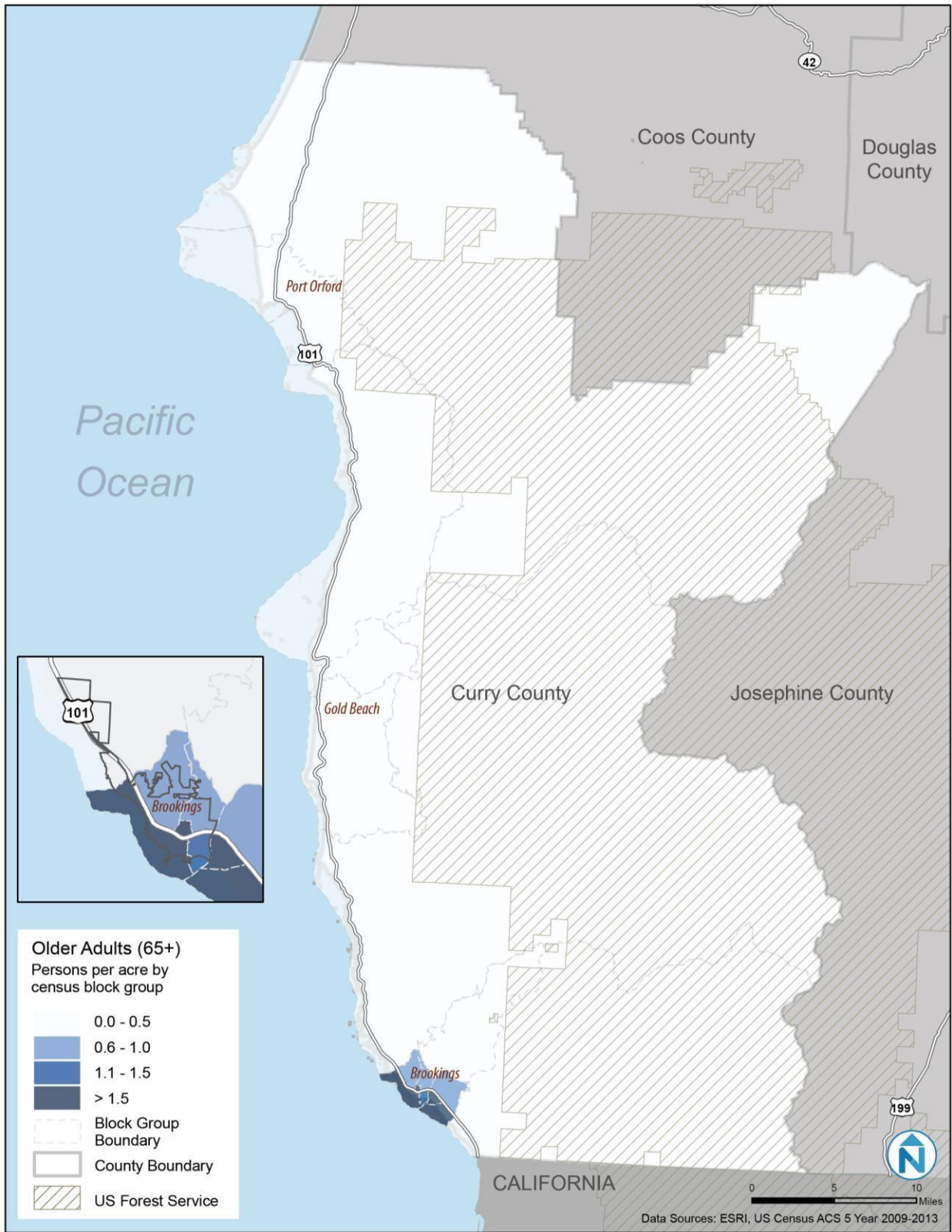
Persons with Disabilities

Figure 9 shows the proportions of persons with disabilities in Curry County, which are illustrated in Figure 10. Curry County experienced a small decline in the population of persons with disabilities, falling only 1% between 2000 and 2013. Gold Beach and Brookings experienced the largest increases in the population of persons with disabilities, while cities experienced a decrease. The small decline in the County overall and increase in cities indicates a shift in populations of persons with disabilities from unincorporated areas to cities. Port Orford has the highest percentage of population with disabilities, at 32%. The highest concentrations of persons with disabilities are in the City of Brookings. The rest of the County, including Gold Beach and Port Orford, has a population density of persons with disabilities between 0.0 and 0.5 persons per acre.

Figure 9   Persons with Disabilities in Curry County by Place

	Place	Total with a disability (2000)[1,2]	Total with a disability (2013)	% Change (2000-2013)	Proportion with a Disability (2013)
Cities	Brookings	1,202	1,378	15%	23%
	Gold Beach	542	635	17%	28%
	Port Orford	387	387	0%	32%
Cities Total		2,131	2,400	13%	25%
Unincorporated Curry County		3,486	3,158	-9%	27%
Curry County		**5,617**	**5,558**	**-1%**	**26%**
Oregon		**593,301**	**523,827**	**-12%**	**15%**
United States		**49,746,248**	**37,008,659**	**-26%**	**13%**

1 Data for persons with disabilities only reflects the population ages 5 years and older.
2 The data for 2000 was collected through U.S. Census Summary File 3 (SF3). SF3 data is compiled from a sample of the total population (about 1 in 6 households) that received the Census 2000 long-form questionnaire.
Source: US Census 2000 and American Community Survey 2013 5-year estimates

Figure 10 Population Density of Persons with Disabilities in Curry County
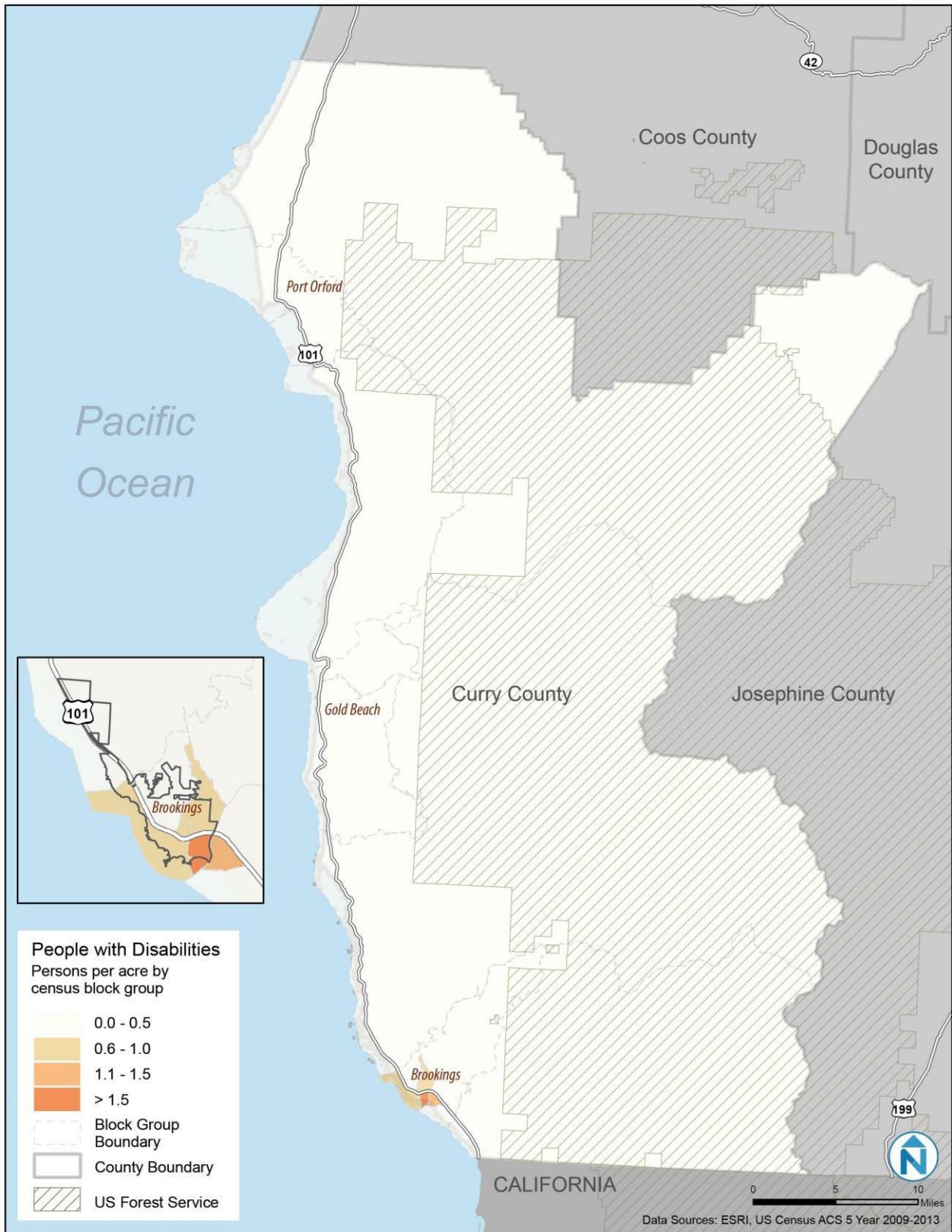
Low-Income

"Low-income" is defined as a person whose income totals less than 150% of the poverty level. Figure 11 shows trends in the proportion of low-income residents within Curry County, Oregon, and the U.S. Between 2000 and 2013, Curry County's low-income population grew by 13%, which was less than the state and the nation. The proportion of the County population identified as low- income in 2013 matched that of the state and nation. Of all residents in Curry County, 26% have low incomes. Figure 12 shows that most of these residents are concentrated in Brookings. The rest of the County, including Gold Beach and Port Orford, has a population density of persons with disabilities between 0.0 and 0.5 persons per acre. Overall, the low-income population rate of change from 2000-2013 varied between cities, which experienced significant growth, and unincorporated communities, which experienced less significant growth.

Figure 11 Low-Income Population in Curry County by Place

	Place	Population with Incomes <150% Poverty Level (2000)[1,2]	Population with Incomes <150% Poverty Level (2013)	% Change (2000-2013)	Proportion of Population with Incomes <150% Poverty Level (2013)
Cities	Brookings	1,205	1,396	16%	22%
	Gold Beach	506	684	35%	29%
	Port Orford	409	490	20%	40%
Cities Total		2,120	2,570	21%	26%
Unincorporated Curry County		3,069	3,285	7%	27%
Curry County		**5,189**	**5,855**	**13%**	**26%**
Oregon		**680,596**	**998,512**	**47%**	**26%**
United States		**57,320,149**	**75,713,774**	**32%**	**25%**

1 Data for persons of low-income only reflects a portion of the population for which poverty status is determined. The income cannot be determined for children under the age of 15 not related by birth, marriage, or adoption to a reference person within the household, therefore their poverty status cannot be determined.
2 The data for 2000 was collected through U.S. Census Summary File 3 (SF3). SF3 data is compiled from a sample of the total population (about 1 in 6 households) that received the Census 2000 long-form questionnaire.
Source: US Census 2000 and American Community Survey 2013 5-year estimates

Figure 12 Population Density of Low-Income Residents in Curry County
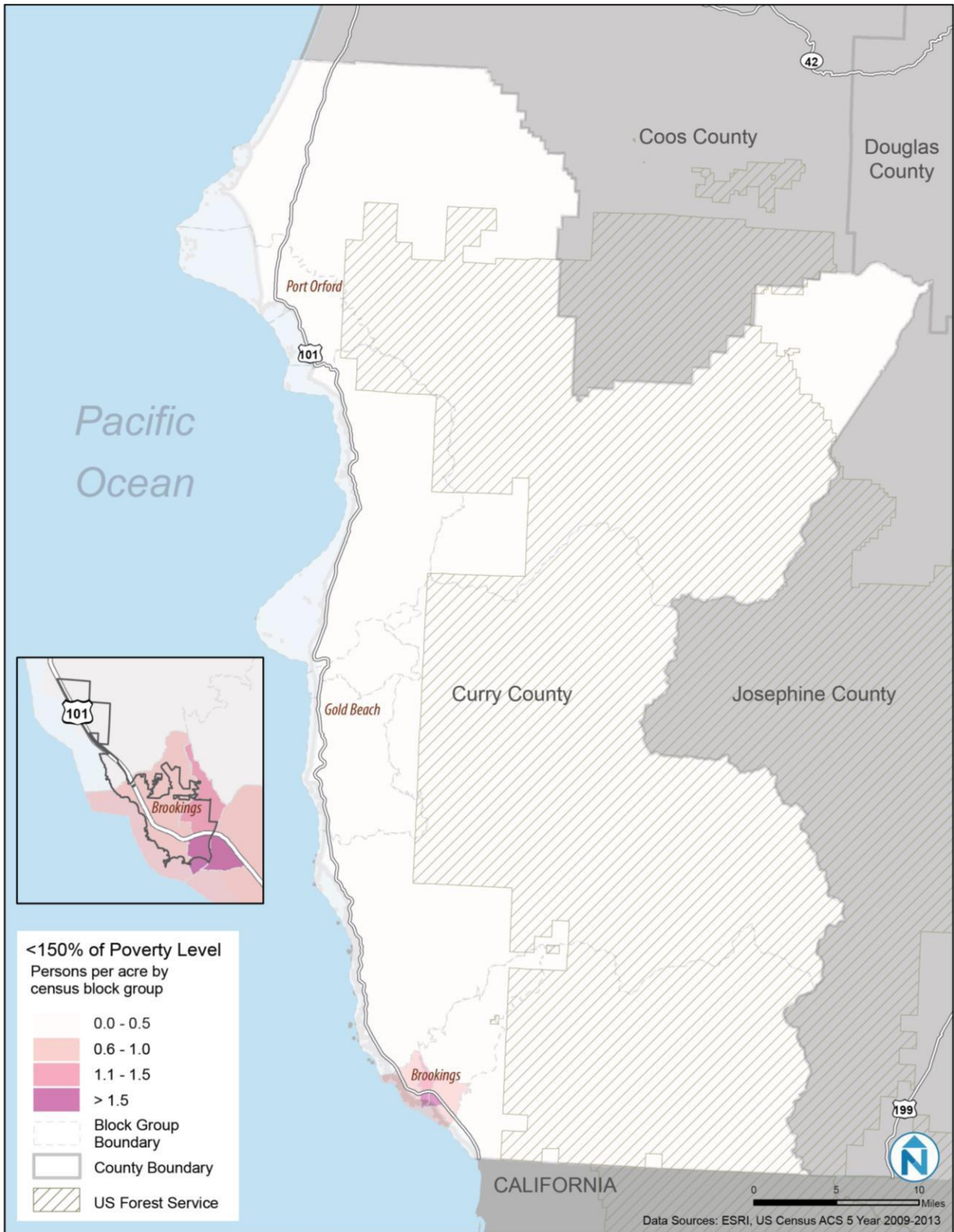
Veterans

Veterans tend to have a higher propensity for using transit, relying on public transportation for work, education, work, healthcare, and other trip purposes. Although Veterans are not directly included in the Transit Propensity Index (discussed in one of the following sections), the selected indicators for the TPI address the underlying factors, which influence the demand for veteran public transportation needs. Curry County is home to approximately 3,554 veterans, or 16% of the County population (relative to 8.4% for the entire state).[2]

Limited English Proficiency

Persons with limited English proficiency (LEP) have a higher propensity for using transit as their primary means of transportation, assuming no language barriers deter ridership. In areas with a high number LEP people, transit providers should offer extra assistance riders in a competent and effective manner to ensure services are safe, reliable, convenient, and accessible to those persons. Although LEP is not directly included in the Transit Propensity Index (discussed in the following section), the selected indicators for the TPI address the underlying factors, which influence the demand for LEP services. Curry County has a very low LEP rate. Approximately, 1% of households do not have someone over the age of 14 who speaks English (relative to 2.9% for the entire state).[3]

Transit Propensity Index

The Transit Propensity Index (TPI) is a composite indicator adding the densities of the three target populations within a given geography. Each of the three densities (older adults, low-income households, and persons with disabilities) is equally weighted in the TPI. Figure 13 illustrates how the TPI allows for geographic comparisons that take all three variables into account, allowing for a potentially more holistic assessment of the need for transit (or the likelihood that transit could be useful). To allow for comparisons of each of the three target populations, the previous maps used the same category thresholds for population density. However, the TPI map (Figure 14) divides Curry County's Census Tracts using quantile analysis, meaning that for each of the three populations the block groups are rated relative to each other (highest density, second highest density, etc.) regardless of how the density compares to that of the other populations.

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[2] American Community Survey 5-year Estimates, 2009-2013
[3] Ibid

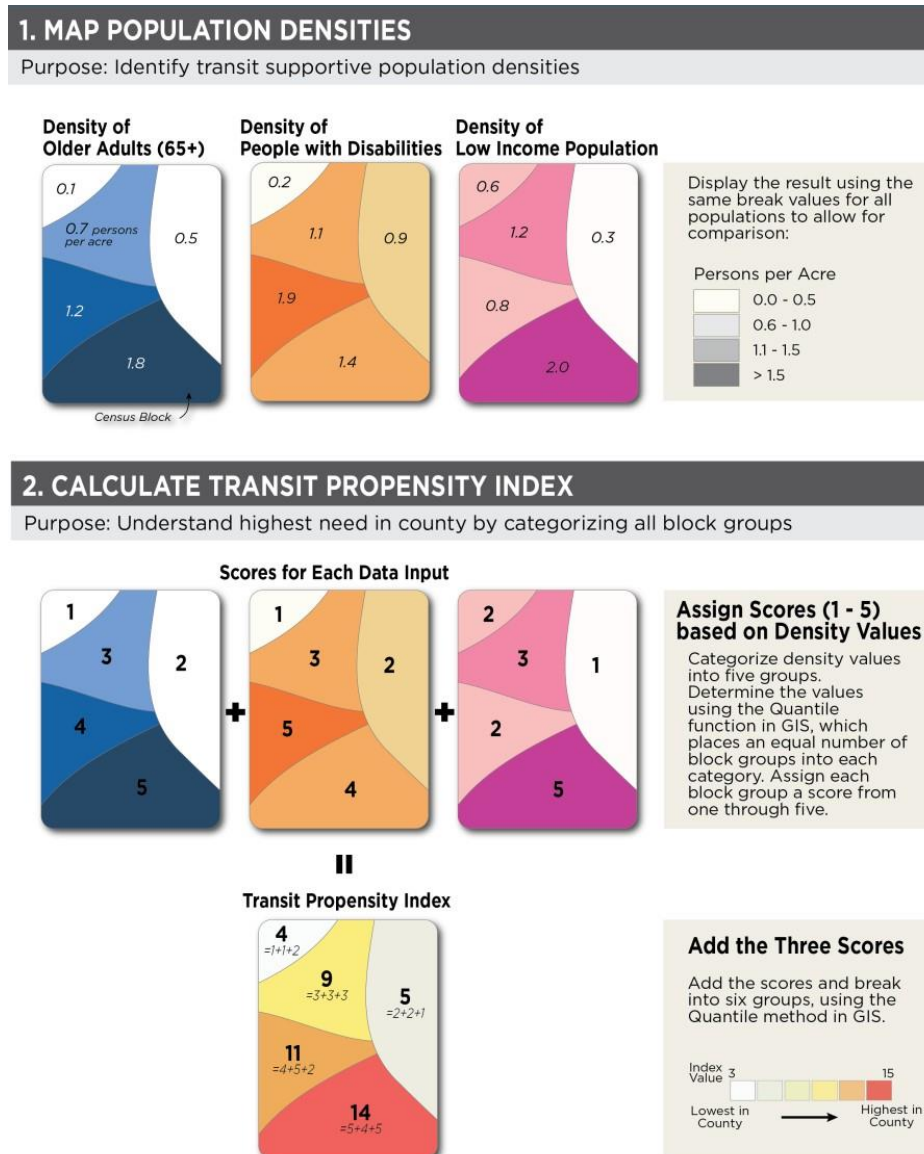**Figure 13 Transit Propensity Index Methodology**

Figure 14 shows the TPI for Curry County illustrated across Census Tracts. Brookings has the highest propensity for transit use. Additionally, the coastal region between Gold Beach and Port Orford has a lower relative propensity for transit use than Brookings but higher than the remainder of the County.

Figure 14 Transit Propensity Index for Curry County
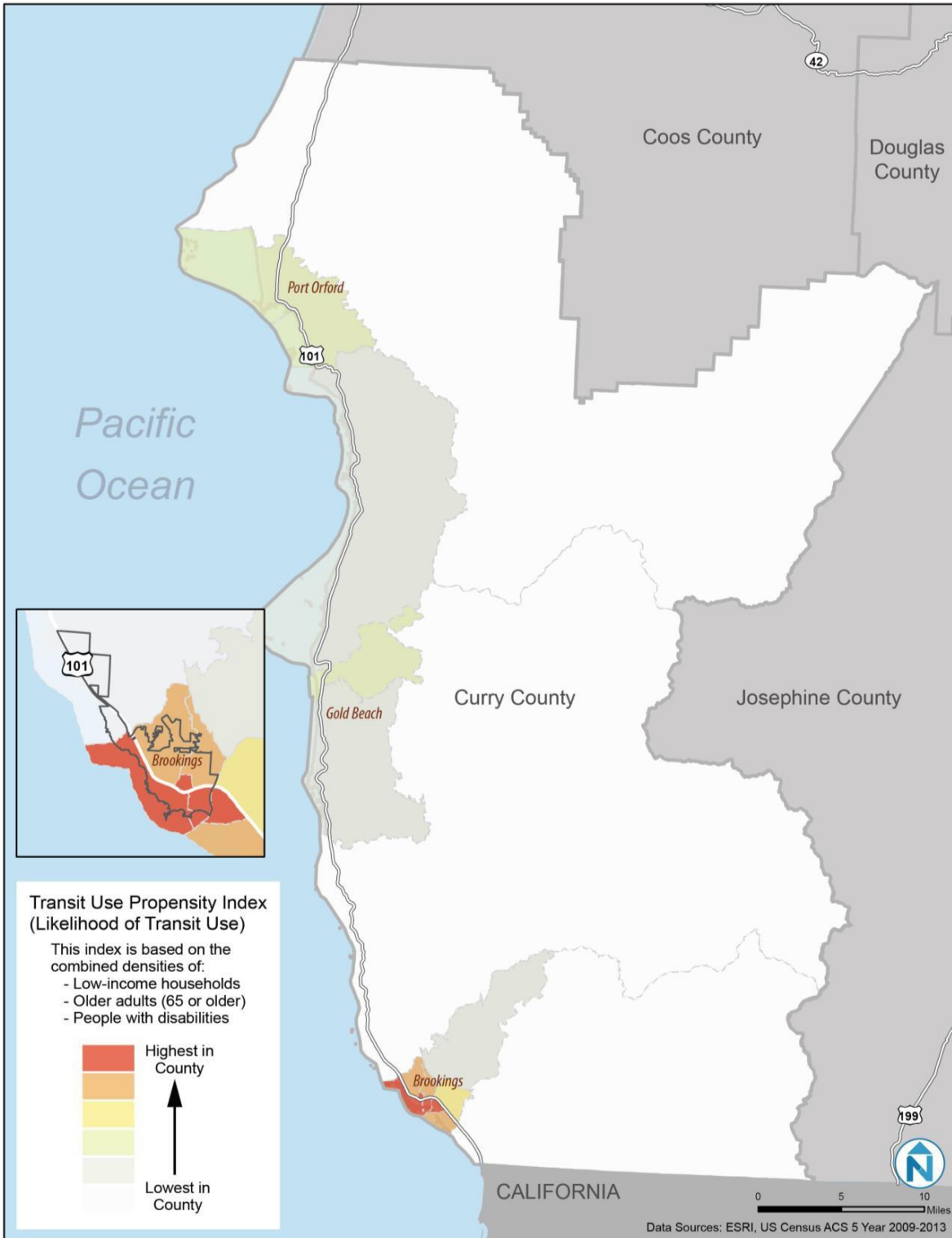
Major Employers and Work Commutes

Approximately 5,822 people were employed within Curry County in 2013, of which 61% also lived in Curry County. As shown in Figure 15, employees travel from surrounding counties to jobs in Curry County, with the highest number coming from Coos and Del Norte counties.

Figure 15 Employment Flow of Curry County

	Number of Employees	Percent of All Employees
People that work and live in Curry County	2,578[A]	61%
People that work in Curry County and live outside Curry County	2,244	39%
Benton County, OR	43	1%
Clatsop County, OR	36	1%
Coos County, OR	429	7%
Del Norte County, CA	316	5%
Deschutes County, OR	45	1%
Douglas County, OR	319	5%
Humboldt County, CA	97	2%
Jackson County, OR	160	3%
Josephine County, OR	269	5%
Lane County, OR	130	2%
Other	400	7%
Total People employed in Curry County	**5,822[B]**	**100%**

Source: LEHD

A: Refer to Figure 16 for home locations of individuals that both live and work in Curry County

B: Refer to Figure 17 for employment locations of all workers within Curry County

The home locations of workers that both live and work in Curry County are illustrated in Figure16. Home locations are primarily concentrated around Brookings as well as Gold Beach and Port Orford. There are also Curry County employees that reside in rural areas of the County and therefore are more difficult to serve with transit. Figure 17 illustrates that work locations for employees living in Curry County and surrounding counties are primarily concentrated along the coastal cities of Brookings, Gold Beach, and Port Orford.

Figure 16 Home Locations for Curry County Workers
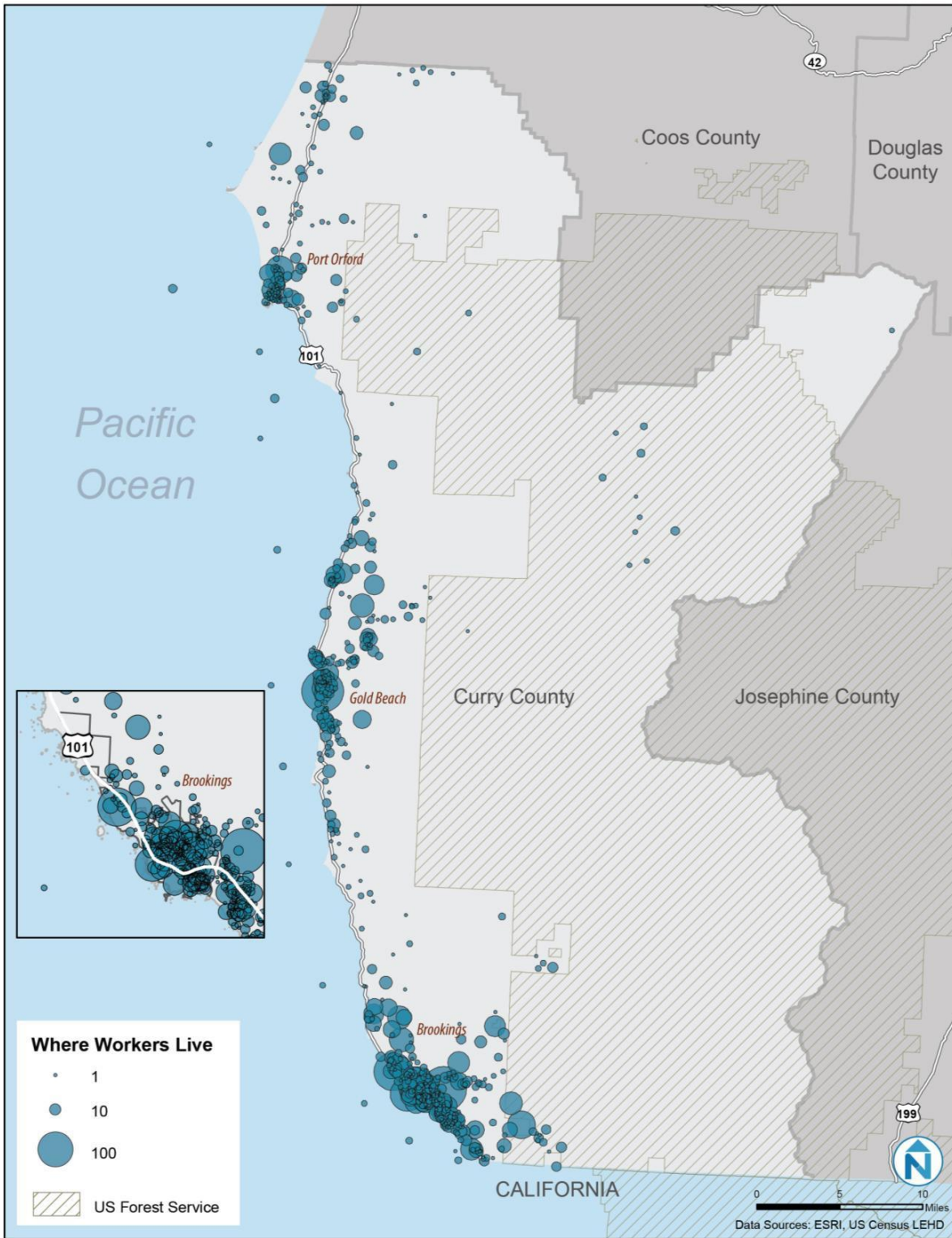
Figure 17 Work Locations for Curry County Workers
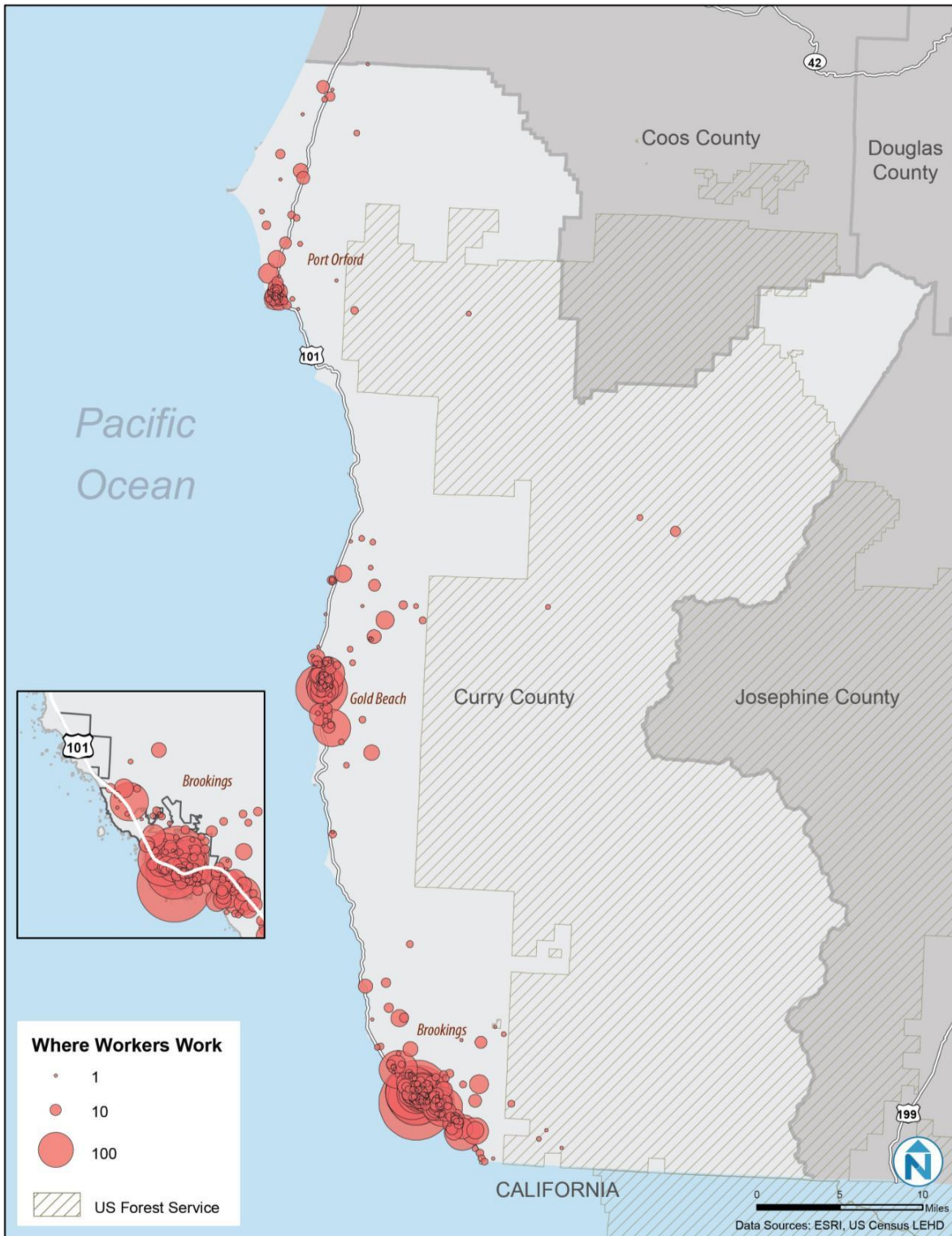
EXISTING PUBLIC TRANSPORTATION SERVICES

Public transportation service is concentrated along the western coast of Curry County, providing service to major cities within the County and neighboring counties. Curry Public Transit operates fixed- route and demand-response services. Regional services are also available along with non- emergency medical transportation for Curry County residents with Medicaid. Transit service available within Curry County includes:

- Public Transportation Service
  - Curry Public Transit Coastal Express
  - Curry Public Transit Dial-A-Ride
  - ReadyRide
  - Redwood Coast Transit
  - SouthWest Point
  - TransLink
- Client-Based Transportation Service
  - Chetco Inn Residential Care
  - Good Samaritan Society-Curry Village
  - Sea View Senior Living
  - Shore Pines Assisted Living
- Other Transportation Services
- 661 Taxi

Figure 18 lists the available public transportation services in Curry County by geography. These services are also illustrated in Figure 19.

Figure 18 Curry County Transportation Services by Geography

Geography	Transportation Services Available
Brookings	Curry Public Transit Coastal Express, Curry Public Transit Dial-A-Ride, ReadyRide, SouthWest POINT, TransLink
Gold Beach	Curry Public Transit Coastal Express, Curry Public Transit Dial-A-Ride, ReadyRide, TransLink
Port Orford	Curry Public Transit Coastal Express, ReadyRide, TransLink
Unincorporated Areas	Curry Public Transit Coastal Express, ReadyRide, TransLink

Figure 19 Curry County Transit Service

Public Transportation Service

The public transportation services provided in Curry County—both local and regional—are summarized below. Services provided by Curry County public entities are listed first, including a summary of the ridership trends, available vehicle fleet, funding sources, and technology investments for these Curry County services. This is followed by a description of additional public transportation services, including Redwood Coast Transit, SouthWest POINT, TransLink .

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, see Figure 20 for details on hours of operation 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. Curry Public Transit also provides free passes to the Food Bank in Brookings.

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.

Figure 20 shows the schedule for the Coastal Express. The Coastal Express vehicle fleet, listed in Figure 24, includes nine vehicles, all of which are ADA accessible and have at least one wheelchair securement space.

Figure 20 Curry County Transit Coastal Express Schedule

Route	Direction	Departure	Arrival
Brookings to Smith River	Southbound	6:20 a.m.	6:30 a.m.
		8:45 a.m.	9:15 a.m.
		9:15 a.m.	9:45 a.m.
		1:45 p.m.	2:15 p.m.
Smith River to Brookings	Northbound	6:30 p.m.	7:05 p.m.
Smith River to North Bend	Northbound	6:45 a.m.	10:55 a.m.
		11:15 a.m.*	2:35 p.m.
		2:15 p.m.	6:20 p.m.
North Bend to Smith River	Southbound	7:25 a.m.	10:45 a.m.*
		11:10 a.m.	2:40 p.m.*
		2:30 p.m.	6:30 p.m.

* Arrival or departure is in Brookings not Smith River.

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 between8:00 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 listed in Figure 24 includes 11 vehicles for Dial-A-Ride, which are ADA accessible and have at least one wheelchair securement space.

Curry Public Transit Ridership

Figure 21 shows the annual ridership for Curry Public Transit fixed-route and Dial-A-Ride from FY 11/12 to FY 15/16. Ridership decreased for both services between FY 11/12 and FY 12/13 but then increased between FY 12/13 to FY 14/15. Fixed-route ridership declined last year while Dial-A-Ride grew modestly again.

Figure 22 shows the ridership trends for Curry Public Transit fixed-route service from FY 11/12 to FY 15/16 by month. Ridership repeatedly peaks around July and October but has remained fairly consistent from FY 11/12 to FY 14/15.

Thus far, ridership for FY 15/16 has been lower than previous years. Figure 23 shows the ridership trends for Curry Public Transit Dial-A-Ride service from FY 11/12 to FY 15/16 by month. Ridership for this service is more consistent month to month than ridership for fixed-route service. Dial-A-Ride ridership for FY 15/16 was higher in the months of July through October than in previous years but fell in the winter and spring months.

Figure 21 Curry Public Transit Ridership, FY11/12–FY15/16

Fiscal Year	Ridership	% Change from Previous Fiscal Year	Ridership	% Change from Previous Fiscal Year
	Fixed-Route		Dial-A-Ride	
FY 11/12	14,541	N/A	13,162	N/A
FY 12/13	14,408	-1%	12,405	-6%
FY 13/14	14,409	0.1%	13,476	9%
FY 14/15	15,072	5%	13,761	2%
FY 15/16	13,521	-10%	7,020	3%

Note: Ridership data includes the Coastal Connector, Brookings Dial-A-Ride, and Gold Beach Dial-A-Ride. FY15/16 data are for partial year.

Source: Curry Public Transit

Figure 22 Curry Public Transit Fixed-Route Ridership Trends,   FY11/12–FY15/16
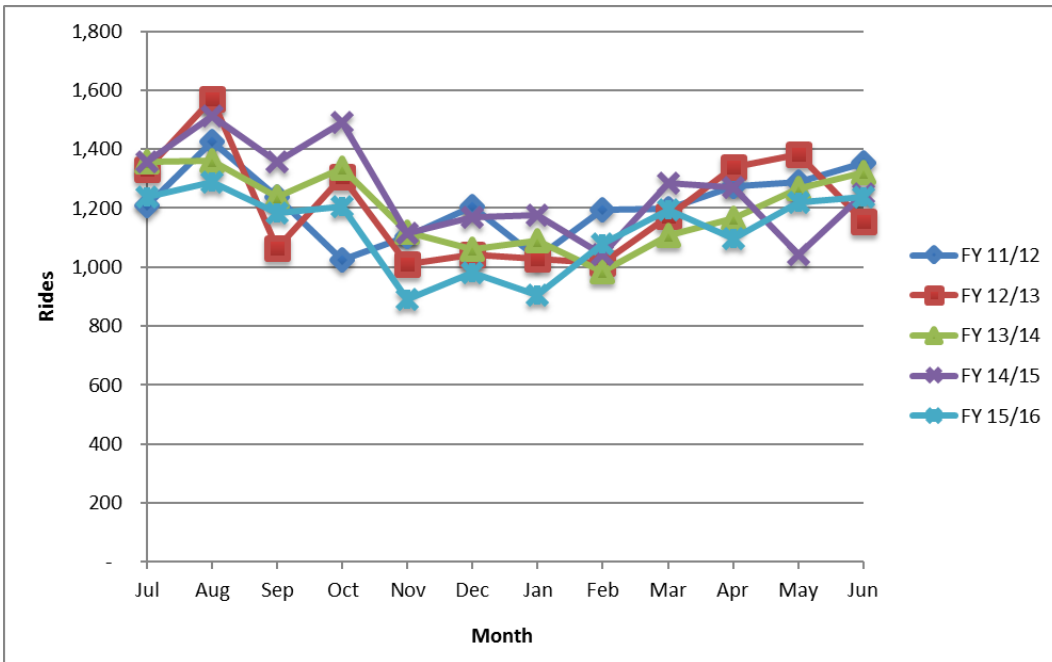
Note: Ridership data includes the Coastal Connector.
Source: Curry Public Transit

Figure 23 Curry Public Transit Dial-A-Ride Ridership Trends,   FY11/12–FY15/16
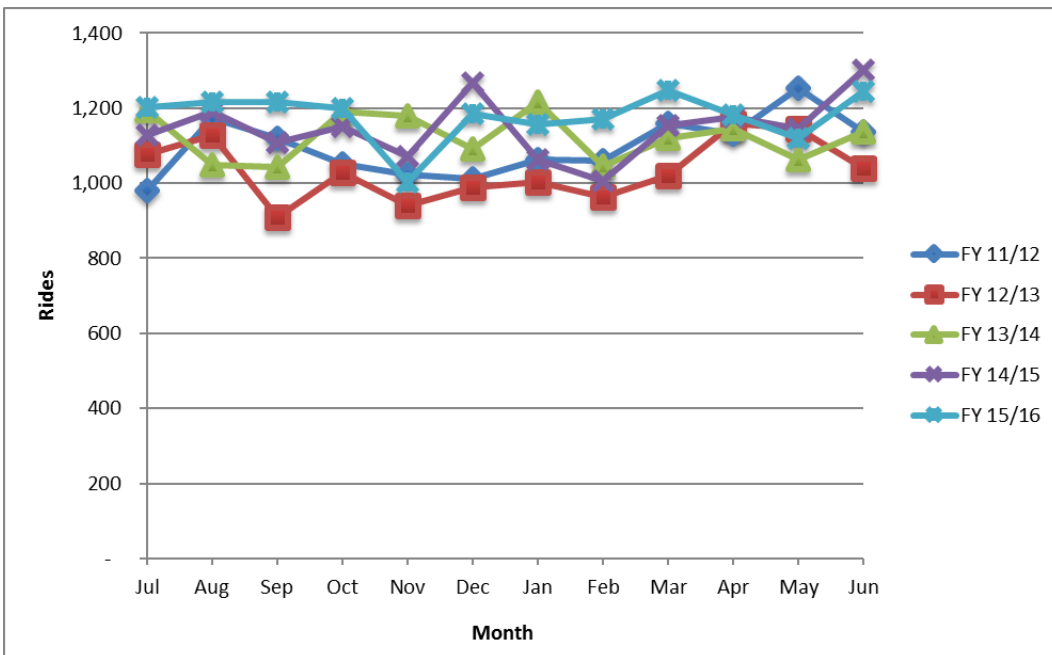
Note: Ridership data includes the Brookings Dial-A-Ride and Gold Beach Dial-A-Ride.
Source: Curry Public Transit

Curry Public Transit Vehicle Fleet

Curry Public Transit has a total of 13 vehicles available for fixed-route and demand-response services. Figure 24 lists the year, type, fuel type, mileage, service uses, number of passengers, and number of wheelchair securement spaces for each vehicle.

Figure 24 Curry Public Transit Vehicle Fleet

Year	Type	Fuel Type	Mileage*	Service Use	# Pass	# WC
2008	Ford E450	Gas	221,246	Coos Bay Coastal Express	14	2
2009	Ford E450	Gas	152,390	Brookings and Coos Bay Coastal Express	12	2
2010	Dodge Van	Gas	92,208	Gold Beach DAR	5	1
2012	Chevy	Gas	46,613	Brookings DAR; Coastal Express	14	2
2012	Chevy	Gas	44,279	Brookings DAR; Coastal Express	14	2
2013	Dodge Van	Gas	32,057	Brookings DAR	5	1
2016	Ford El Dorado Aerolite 200	Gas	2,887	Gold Beach DAR	8	2
2016	Chevy Glaval Titan	Gas/Propane	N/A	Brookings DAR; Coastal Express	14	2
2016	Chevy Glaval Titan	Gas/Propane	N/A	Brookings DAR; Coastal Express	14	1
2016	Chevy Glaval Titan	Diesel	N/A	Brookings Coastal Express	14	1
2016	Chevy Glaval Titan	Diesel	N/A	Gold Beach Coastal Express	14	2
2016	Chevy Glaval Titan	Diesel	N/A	Brookings Coastal Express	14	2
2016	Chevy Glaval Titan	Diesel	N/A	Gold Beach Coastal Express	14	2

Mileage was last measured on 3/31/16. Vehicles with "N/A" for the mileage were received on or after 3/31/16 and do not yet have a vehicle mileage recorded.

Source: Curry Public Transit

Curry Public Transit Funding

The most recent funding information available for Curry Public Transit covers FY 2015/2016 (July 2015 to June 2016). Curry Public Transit receives funding from local sources as well as federal and state grants. Local sources for the adopted FY 2015/2016 budget totaled to $256,900, including investment returns, fares, and miscellaneous sources. Farebox revenues are the highest contributing source of $155,400 with an additional $99,000 from insurance reimbursements and bus sales. A total of $292,700 was secured through federal grant sources including 5310 and 5311 funds. STF funds provide Curry Public Transit with an additional $80,000. In the 2015/16 budget year, total expenses matched revenues of $629,600.

Curry Public Transit Technology

Currently, Curry Public Transit uses a handwritten chart for scheduling and cell phones and two- way radios for dispatching. Dispatching software is being considered for future investment but Curry Public Transit has been informed that the costs associated with installing a new system may outweigh the benefits for a transit system of this size.

ReadyRide

Service Area Description	Non-emergency medical transportation for Curry, Douglas, Jackson, and Josephine Counties
Days and Hours of Operation	Monday–Friday 8:00 a.m. to 6:00 p.m. (office hours)
Fare	Fareless
Connections to other services	May be used to connect to other services; not service design

AllCare—one of two Coordinated Care Organizations (CCO) in Curry County—provides non-emergency medical rides to AllCare members through ReadyRide. Rides are available 24 hours a day, 7 days a week in Curry, Douglas, Jackson, and Josephine counties but must be scheduled at least two days in advance during office hours, Monday through Friday 8 a.m. to 6 p.m. TransLink (described later in this section) also provides similar rides.

Redwood Coast Transit

Service Area Description	Redwood Coast Transit Route 20 provides service in northern California between Smith River, Crescent City, and Arcata
Days and Hours of Operation	Monday – Saturday Smith River to Arcata: 5 runs between 6:45 a.m. to 9:30 p.m. (Some runs have limited stops) Arcata to Smith River: 6 runs between 6:15 a.m. to 12:35 a.m. (Some runs have limited stops)
Fare	Varies by origin and destination. Two children may ride for free with an adult. Between Del Norte & Humboldt Counties - General Public: $30.00; Seniors/Persons with disabilities: $30.00 Between Smith River and Crescent City - General Public: $1.50; Seniors/Persons with disabilities: $1.05 Crescent City & Klamath: General Public - General Public: $1.50; Seniors/Persons with disabilities: $1.05 Within Humboldt County - General Public: $5.00; Seniors/Persons with disabilities: $5.00
Connections to other services	Amtrak, Coastal Express, Greyhound, SouthWest POINT

Redwood Coast Transit operates one route between Smith River and Arcata. Although, this service does not operate in Curry County, it directly connects with the Coastal Express in Smith River. Service is available Monday through Saturday at varying times depending on the direction of travel. All buses are wheelchair lift equipped can accommodate up two bicycles.

SouthWest POINT

Service Area Description	Service between Klamath Falls and Brookings with 23 stops along the way: White City, OR, Medford, OR, Ashland, OR, Gold Hill, OR, Grant Pass, OR, Selma, OR, Cave Junction, OR, O'Brien, OR, Del Norte County, CA, Gasquet, CA, Crescent City, CA, Smith River, CA
Days and Hours of Operation	Sunday–Saturday, one trip daily in each direction. Klamath Falls to Brookings: Departing at 9:45 a.m. and arriving at 7:15 p.m. Brookings to Klamath Falls: Departing at 8:00 a.m. and arriving at 7:15 p.m.
Fare	Fares vary based on origin and destination. Child: $7.50 to $37.50; Adult: $10.00 to $50.00; Senior: $9.00 to $45.00
Connections to other services	Amtrak, Coastal Express, Greyhound, Redwood Coast Transit

The SouthWest POINT, operated by Pacific Crest Bus Lines, provides transportation between Klamath Falls and Brookings, stopping in Oregon and California communities. One trip per day is made in each direction, departing Klamath Falls at 9:45 a.m. and arriving in Brookings at 7:15 p.m.; also departing Brookings at 8:00 a.m. and arriving in Klamath Falls at 7:15 p.m. SouthWest POINT vehicles accommodate 22 to 24 passengers, are wheelchair accessible, and can accommodate two bicycles.

TransLink

Service Area Description	Medicaid Transportation Broker for Jackson, Josephine, Douglas, Coos, Curry, Lake and Klamath Counties
Days and Hours of Operation	Monday–Friday 7:00 a.m. to 6:00 p.m. (office hours)
Fare	Fareless
Connections to other services	May be used to connect to other services; not service design

Non-emergency medical transportation (NEMT) for Oregon Health Plan (Medicaid) recipients is an important provider of specialized services. Rouge Valley Transportation District (RVTD) manages the TransLink brokerage service for the Western Oregon Advanced Health, LLC members living in Jackson, Josephine, Douglas, Coos, Curry, Lake and Klamath counties, as well as members of other CCOs in Jackson, Josephine, and Klamath counties. Transportation is provided free of charge to those eligible clients living in Coos and Curry counties who have no other way to get to their medical services. As previously described, AllCare (the other CCO in Curry County) provides similar rides through its ReadyRide program.

TransLink contracts with the following transit providers in the region to provide this service for residents in Curry County:

- Bay Cities Ambulance
- B & R Medical Transport
- Central Coast Transportation
- Curry Public Transit
- Grants Pass Cab
- Millennium Transport
- United Community Action Network
- Yellow Cab

In 2015, NEMT rides provided by all of these providers totaled to 2,639. As shown in Figure 25, ridership for the non-emergency medical transportation provided by Curry Public Transit greatly fluctuates by month and fiscal year.

Figure 25 TransLink Ridership Trends for Curry Public Transit, FY11/12–FY15/16
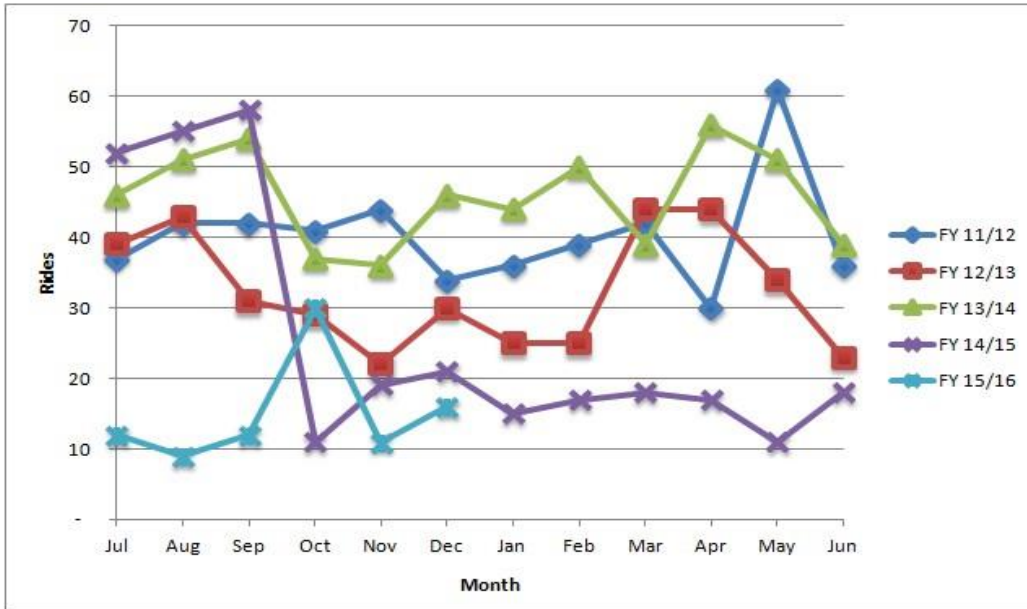
Note: Ridership data includes the non-emergency medical transportation provided by Curry Public Transit.
Source: Curry Public Transit

Client-Based Transportation Service

Some transportation services in Curry County are privately provided to specific clients.

Chetco Inn Residential Care

Chetco Inn is an assisted living facility located in Brookings which offers transportation to residents for medical appointments. The facility has one 10-passenger wheelchair accessible bus.

Good Samaritan Society-Curry Village

Curry Village is an assisted living facility managed by the Good Samaritan Society and located in Brookings. Skilled nurses and certified nursing assistants are available on site as well as treatment for rehabilitation therapies. For those in need of transportation off-site, two vehicles are available for shopping trips or medical appointments. This includes one Ford 12-passenger bus with six wheelchair securement spaces, and one Ford van with one wheelchair securement space.

Sea View Senior Living

Sea View is a senior assisted living facility located in Brookings which offers transportation to residents for scheduled social outings, shopping, and medical appointments. The facility has one wheelchair accessible bus.

Shore Pines Assisted Living

Shore Pines is a senior assisted living facility located in Gold Beach which offers transportation to residents for scheduled social outings, shopping, and medical appointments. The facility has one wheelchair accessible bus that accommodates 12 passengers.

Other Transportation Services

661 Taxi

661 Taxi is a local cab company based in Brookings. Rides are available in Brookings 24 hours a day, seven day a week. Passengers Vehicles are charged a $3.00 base fare in addition to $2.50 per mile.

Coordination with Emergency Preparedness

The Curry County Emergency Operations Plan (EOP) provides an organizational framework for how Curry County will respond to emergencies and disasters within the community. Agencies responsibilities are listed by function, which includes transportation. The Curry County Road Department is the primary agency responsible for transportation in the event of an emergency. There are also a variety of support agencies, such as the Sheriff's Department and Public Transit Department.[4] Curry Public Transit does not have any formal protocol set in place for evacuation but is currently in the process of initiating conversations with local entities to develop an emergency plan.

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[4] Curry County Emergency Services. Curry County Emergency Operations Plan. June 2011. Retrieved from
http://www.co.curry.or.us/Portals/0/Documents/Sheriff/CURRY%20COUNTY%20EOP.pdf

Observations

The demographic and socioeconomic analyses indicate some clear trends that will affect the current and future demand for public transportation in Curry County:

- **Increasing population.** Overall, the County population is expected to continue to increase. In the past decade, the population of major cities within the County increased while that of unincorporated areas slightly decreased. Per Oregon population projections, Curry County is expected to experience minimal growth.

- **Aging population.** All cities as well as the County overall experienced an increase in the older adult population over the last decade. The greatest increases were in Gold Beach and Brookings, which may heighten the demand for transit in these areas. Although Curry County is forecasted to have minimal population growth, the already high proportion of older adults (33% in 2015) is expected to continue to increase to over 40% over the next decade.

- **High proportions of vulnerable populations.** As of 2013, Curry County had higher proportions of older adults, persons with disabilities, and veterans than both the state and the nation. Public transportation services should be designed to accommodate these populations, as they may have more limited mobility and are more dependent on public transportation.

- **Employment flow into Curry County.** A significant portion of Curry County's workforce commutes into the County for employment, with the highest number of employees from Coos, Douglas, and Josephine counties in Oregon, and Del Notre County in California.

The inventory of existing transit services in Curry County highlighted the following barriers and opportunities:

- **Transit is highly concentrated in the western portion of the County.** A large portion of the County is government owned land, confining public transit to the western coast of Curry County and through the three major cities. The majority of the population resides in these three cities but this leaves some unincorporated areas without access to public transit.

- **Demand response service limited to Brookings and Gold Beach.** Port Orford and unincorporated areas lack demand response services. Service to Brookings and Gold Beach is limited to weekdays (Gold Beach also lacks service on Thursdays).

- **Lack of evening and weekend service.** Public transportation service within the County is unavailable on weekends and evenings.

- **Close proximity to California.** With transit services extending into California, there is potential for bi-state transit coordination. Currently, Curry Public Transit and Redwood Coast Transit connect in Smith River, CA.

The increase in the aging population and significant employment flow from outside the County highlights the need for more flexible transportation services, such as demand response services or potentially more frequent regional transportation service. Bi-state coordination or consolidation efforts have the potential to boost ridership and improve utilization of staff and funding for multiple transit systems including Curry Public Transit.

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 public, and has had two components:

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

Stakeholder interviews have been conducted with local elected officials and transportation, human and health service providers 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.

- In addressing public transportation in Curry County, respondents frequently note that it is important to understand that the County has an aging population, is predominantly rural, and has significant budget constraints.
- Curry County has highest number of older adults per capita in the state. Many elderly are on limited budgets, are homebound, have disabilities and cannot walk to a bus stop. Barriers in using public transit are significant for this population.
- While the north part of the County may have the least amount of public transportation, it also has the fewest people.
- Curry Public Transit is generally seen to be providing excellent service, given its budget and service area constraints.
- More funding for transit generally is a frequently mentioned need.
- Key barriers in inter-city transit are frequency, hours of operation, and connections to services outside the County, e.g. Medford and Eugene. While the County is proximate to California with good service provided by Redwood Coast Transit, most individuals that require medical and human services obtain those in Medford. Anyone who requires specialty care has to go to the Rogue Valley which is three hours away.   Even general medical care can require long-distant travel, e.g. a mother taking a child to a pediatrician must go into Coos Bay. Many clients lack resources to take the bus or to purchase fuel; some forego treatment because they cannot get

there.

- The most common suggestion for improvements to inter-city service is to increase the frequency of that service. In addition to more frequent and expanded hours of service, desired service improvements include new buses, bus stops and shelters. It is suggested that Curry Public Transit needs a new operations center and more accessible bus storage facility.

- Several respondents believe that additional demand response services are needed, especially if seniors are to maintain their independence. It is suggested that a Countywide needs assessment be conducted to ascertain how much and where demand responsive services should be expanded. It was noted that there is no such service in Port Orford, despite the number of residents that rely on public transportation.

- The County has a high percentage of veterans but transportation services are insufficient to serve this population.

- More information sharing between transit providers and the health sector and human services agency is suggested.

- Consideration of the connection between public transportation and the siting of low income housing is desired. Also, better transportation options for low income persons and veterans accessing housing and human services are needed, e.g. travel to North Bend is required to obtain low income housing vouchers and veterans services.

- There is a disconnect between emergency services and public transportation, with little understanding of the role that transit could and should play in case of natural disasters.

- Bus rentals for special events should be investigated as an additional source of income.

Parties Interviewed

In addition to three work sessions with the STF Advisory committee, the following individuals have been interviewed:

1. Curry County -- Susan Brown, Commissioner
2. City of Port Orford -- James Auburn, Mayor
3. City of Brookings -- Garry Milliman, City Manager
4. City of Brookings -- Donna Colby-Hanks, Planning Director
5. Curry Community Health – Beth Barker-Hidalgo
6. Chetco Inn Residential Care Facility -- Daisy Rogers
7. Sutter Coast Hospital Surgical Center -- Aubrey Murdach
8. Oregon Coast Community Action -- Laura Hunter-Schmitt
9. Area Agency on Aging -- Melissa Nagel
10. Coast Community Health (Port Orford) -- Ginger Pearson

NEEDS, STRATEGIES AND PRIORITIES

The Coordinated Plan documents transportation needs, opportunities, and challenges for the target populations. Identifying unmet needs typically includes comparing public transportation 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 Coordinated 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 Needs, Strategies and Priorities

In identifying current transportation needs, it is worthwhile to highlight some of those listed in the County's 2007 Coordinated Transportation Plan and its 2009 Update:

- Many of the unmet transportation needs are a result of the low population density in Curry County. The number of riders and available financing are too low to have a viable system that appeals to the diversity of riders.

- Because of limited resources, a reduction in services was implemented. There are no transportation services in the evening or on weekends. The fixed route Coastal Express runs Monday, Wednesday, Friday (reduced from 6 days a week with a 40% reduction in rides).

- People, especially seniors and disabled, need transportation assistance to get to out-of-County destinations, such as airports, medical specialists and specialty shopping trips.

- Many people without dependable personal transportation need assistance getting to work, job training programs and jobs.

- Some passengers need a higher level of service, door-to-door rather than the current curb-to-curb.

- The transportation needs of the younger population should include transport to academic classes in Coos Bay.

- Medical transportation for those not covered by Medicaid and the Oregon Health Plan is needed, especially for seniors.

- Low income people have difficulty affording the cost of public and private transportation.

- Currently, there is a lack of information within the community about the transportation services that are available in the County, to whom they are available, and how to access them.

The 2009 Coordinated Plan Update included the following strategies:

Public Transit

- Preserve existing public transit services within the county.

- Restore service cuts on the Coastal Express, especially those on Tuesday and Thursday.

- Develop a marketing/advertising program to inform the public of our available services and how to access them.

- Expand operations to include some evening and weekend service as resources become available.

- Provide service to people without dependable, personal transportation who need assistance getting to work and job training programs.

- Provide more frequent bus service on heavily used routes.

- Extend very limited public transportation services to outlying areas of the county. This may include deviated or flexible routes or special shuttles.

- Offer discounted fares or other strategies to address the cost of public transportation for low income riders.

- Establish an out-of-county connection to Del Norte County (California) and to medical treatment destinations in Medford and Grants Pass.

Specialized Transportation

- Preserve the dial-a-ride services currently available to older adults, people with disabilities and the general public.

- Provide local transit service for community events and festivals. There are no other transportation options available in Curry County except for private vehicles.

- Expand volunteer driver training and recruitment program in areas of very low population.

Medical Transportation

- Continue existing Service contracts for medical transportation coordinating medical trips and assuring access to health services.

- Develop partnerships with nearby hospitals and other health care providers to provide patients transportation to services, treatment, and home when discharged.

- Implement strategies involving the coordination of patient schedules with transport availability. Coordinate and provide out-of-county trips to Medford and Ashland medical facilities.

Employment Transportation

- Improve transportation access to employment sites for low income workers, including service to casinos, resorts and other hospitality industry sites.

Coordination Strategies

- Establish central information clearinghouse covering all transportation services in the county – telephone hotline, website, etc.

- Either the Board of Directors of Curry Public Transit, or the STF Advisory Committee, or a combination will add to their functions and serve as a Coordination Working

Group to help insure continuity in improving mobility and coordination of human service transportation. This working group would include, when possible, representatives of transit dependent populations, human service agencies, local officials and transit providers.

Three community priorities were established by the Curry County Transit Service District Advisory Committee and the Special Transportation Fund Advisory Committee in the 2009 Update:

- Preserve existing services.
- Restore some of the discontinued services.
- Increase awareness of public transit and its use.

Current Transportation Needs and Proposed Strategies and Priorities

Current public transportation needs in Curry County are identified below based on input from the County's Special Transportation Advisory Committee, interviews with key stakeholders, survey results associated with other planning efforts, review of the needs identified above from the 2007 Coordinated Plan and its 2009 Update, and the Existing Conditions element of this Plan.

In many Coordinated Plans, a separate section 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, strategies and priorities into a single section.

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 and potential action numbering is not intended to represent ranking of priorities or any sub- ranking within categories of priorities.*
- *Implementation of these strategies and potential actions may require additional and sustainable funding and fiscal partnerships with local jurisdictions and programs. Transportation system improvements will generally require assessment of realistic and sustainable funding options.*
- *Additional research and review may be required to determine the feasibility, timing, responsibilities and other factors associated with implementing strategies and potential actions.*

High Priorities

(Strategy and potential action numbering is not intended to represent ranking of priorities or any sub- ranking within categories of priorities.)

_____

Strategy #1: **Seek funding to sustain existing levels of public transit services within the County as the highest priority.**

Need:

Sustaining the current level of service was the highest priority identified in both the 2007 Coordinated Plan and its 2009 Update. Preserving existing services remains the highest priority in order to ensure that existing fixed-route, demand response, and regional services can continue to be provided and expanded to meet demand if and when additional funding is available. Securing adequate and sustainable funding will be essential to preserve current public transportation services; an increase in funding to the County will be needed in order to expand those services to address the needs identified in this Plan. The need for more funding for public transportation is one of the most frequently mentioned comments in stakeholder interviews.

Securing sustainable funding is especially critical, as ODOT is proposing a 17% reduction in STF funds and 11% reduction in Section 5310 funds in 2017-2019.

Curry County has higher proportions of older adults, persons with disabilities, and veterans than both the state and the nation and thus a proportionally higher demand for public transportation services.

Private providers can be critical in complementing the limited public transportation services in the County, especially early mornings, evenings, nights and in rural areas. In addition to filling gaps in the timing of available services, smaller vehicles such as taxis can provide service in areas physically inaccessible by transit vehicles.

Potential Actions:

1.1   Continue to strive to capture available federal and state transit funding and advocate for equitable, effective, sufficient and sustainable Federal and State programs and policies.

1.2   Encourage state human service agencies to equitably fund transportation for clients of state programs, including persons with intellectual/development disabilities.

1.3   Investigate options to expand the Transit District's funding base, including through alternative funding sources, such as financial contributions by health care providers (e.g., Coordinated Care Organizations – Western Oregon Health Alliance and AllCare) toward the cost of transportation services.

1.4   Continue to allocate STF and Section 5310 funds to programs and projects that currently receive such funds as the highest priority for County funding.

1.5   Continue to utilize private providers to assist in providing demand-response services and to serve areas lacking public transportation services.

1.6   Maintain coordination with Southwest Point, TAC, Redwood Coast Transit, CCAT and other public transportation providers.

Strategy #2: **As sustainable funding permits and as demand is demonstrated, expand access to and convenience of public transportation through expansion of and/or improvements to existing services.**

Need:

While stakeholders feel that Curry Public Transit is generally seen to be providing excellent service, given its budget and service area constraints, current public transportation services serve only the County's three cities. Rural areas are not being served by either fixed route or demand response services. This is of special concern due to the aging of rural area populations.

Neither fixed route nor demand response service is available in early morning or evening timeframes or on weekends. This limits access to employment for those working outside normal working hours, particularly service sector employees. While weekend service would not be cost effective at this time due to a limited market, with increased growth it may become warranted for access to employment and social activities. However, increased frequency of service is identified in interviews as a higher priority. Providing more frequent service would require obtaining funding for additional buses.

Transportation to/from medical services has been identified as a growing need. A contract is in place with Sutter Coast Hospital to transport out-patient surgery patients. This could serve as a model for portal-to-portal services at Curry general Hospital.

There is good regional connectivity to the north to Coos Bay/North Bend and south into California through Redwood Coast Transit. Improved coordination among regional transit providers is needed to help address service schedules that make regional connections challenging.

Potential Actions:

2.1   As demand warrants and in coordination with local jurisdictions, expand fixed-route and demand response services.

- As resources become available, expand fixed route operations to include early morning, evening and weekend service, with expanded hours of weekday service a higher priority than weekend service.

- Explore the feasibility of and demand for limited (1-2 days/week) service to two-three rural areas in the County. Investigate alternative types of service such as deviated or flexible bus routes, feeder services, shopping or medical shuttles, volunteer-based demand response programs, or privately provided services (e.g., taxis).

2.2   Work with ODOT to ensure connectivity between Curry Public Transit and Southwest Point.

2.3   Investigate providing portal-to-portal transportation on a contracted basis to Curry General Hospital.

2.4   Investigate opportunities to expand out-of-County connections to Del Norte County medical destinations and to medical treatment destinations in Coos Bay, Medford and Grants Pass.

2.5   Allow for complementary use of bus tickets/passes among the various public transportation services in the region.

Strategy #3: ***Improve freedom of movement and quality of life for transit dependent populations and assure transportation access to jobs, health care, education, social opportunities and other basic services.***

Need:

As is typical in most areas of the state, the growth in special needs populations and associated need for human and health services is creating increased demand for public transportation services in the County. The projected growth in the older adult population over the next several decades to over 40% of the total County population will make it particularly challenging to meet the need for demand responses services. Ride delays and ride denials may become commonplace due to a lack of available vehicles.

Currently, demand response service is limited to Brookings Gold Beach. Port Orford and unincorporated areas lack demand response services.   Demand responsive service was tried in Port Orford five years ago but demand did not justify its continuation. Service to Brookings and Gold Beach is limited to weekdays and Gold Beach is not served on Thursdays.

To help accommodate the growth in the older adult population, the senior care industry -- retirement centers, assisted living centers, foster homes, etc. -- has been growing. While some of these facilities provide their own transportation, there is no coordination among them or with public transportation providers to try to maximize utilization of vehicles. Overall, the growth in senior care facilities increases demand for demand response services at a time when such service is essentially at capacity.

The number of persons with disabilities is also increasing as a percentage of the county's population, creating a need for more wheelchair accessible vehicles. Expanded travel training is needed for older adults and people with disabilities to help them understand what transportation services exist and how to use them. There is also the need to work with the Chetco Activity Centers and nursing homes to prepare clients for rides and to explain the different types of services, e.g. non-emergent medical transportation (NEMT) provided by ReadyRide versus non-ADA demand response service provided by Curry Public Transit.

Currently, transportation options for people with intellectual/developmental disabilities are limited and transportation services are under-funded by the state and federal governments. In comparison to other The State's phasing out of sheltered workshops is disrupting the transportation of persons with intellectual/developmental disabilities, as they are now distributed to a larger number of employment settings and, in turn, placing greater demands on demand response services. In addition, there is the challenge of finding employment; unless staff can find day jobs (8-5) for these clients, they are challenged to obtain jobs because they have limited to no transportation at other hours. The State is not reimbursing local providers for their additional transportation costs associated with this program change.

Special needs populations, especially older adults and people with disabilities, need transportation assistance to get to out-of-County destinations, such as airports, medical specialists and specialty shopping trips. Medical transportation for those not covered by Medicaid and the Oregon Health Plan is needed, especially for seniors.

As noted under Strategy #2, public transportation is limited for those working outside normal working hours, including many lower income persons with service sector positions.

The special transportation needs of veterans to access medical care are also a challenge. The Disabled American Veterans program is designed to provide transportation to medical and other services for disabled veterans, but it struggles to find and retain volunteer drivers and wheelchair accessible vehicles. The Veterans Choice program enables veterans to access local medical and mental health services. Access to specialized services in Redding, Medford, Roseburg, Eugene, and Portland remains limited.

Potential Actions:

3.1   Preserve the existing demand response services and, as resources permit, expand these services, including to rural areas, to accommodate both current and projected demand.

- Conduct a countywide assessment to determine how much and where demand response services are needed.

- Strive to reduce the demand on demand response services through promotion and public education of fixed route services.

- As a pilot project, employ a trip model program that focuses on the user to arrange services.

- Investigate expanding demand response services in Brookings and Gold Beach.

- As a pilot project, establish limited demand responsive service in Port Orford. After six months, assess whether usage justifies continuing, discontinuing, or expanding the service.

3.2   Continuously strive to coordinate the planning for and provision of public transportation services with the provision of human and health services.

- Coordinate with human service, health service, and senior facilities to manage the increasing demand for demand response services through travel training, escorted services on fixed routes, and other approaches.

- Encourage DHS and other human/health service providers to assess and communicate the needs of their clients for access to public transportation.

- Coordinate with ReadyRide and the Chetco Activity Center, assisted living centers, and retirement centers both on the use of public transportation by their clients and on opportunities for these facilities to provide or increase their own transportation services.

- Coordinate with Coordinated Care Organizations on an ongoing basis on transportation service needs and seek funding to assist with rides for wellness and other human and health services.

- Continue to locate Dial-a-Ride bus stops at the Chetco Activity Center and retirement facilities.

- Coordinate with medical centers and clinics on scheduling of medical visits

- Develop partnerships with hospital and other health care providers to assure that non-Medicaid patients can get to services and treatment, and have transportation home when discharged.

- Coordinate with medical facilities on opportunities to provide transportation for their employees**.**

- Regularly convene meetings with human and health service providers to identify mutual transportation needs and opportunities to coordinate services.

- Encourage appointment to the STF Advisory Committee of eligible representatives with human and health services experience, including CCO representatives. Explore opportunities to expand the breadth of interests and experience through ex-officio positions or other means.

- Continue to participate on countywide and regional human and health services advisory committees that link public transportation to human and health services.

3.3   Coordinate with police departments on transportation services for released prisoners to destinations of choice, including continuing to provide bus passes to police departments.

3.4   Seek funding for smaller wheelchair accessible vehicles capable of accessing difficult to reach locations and for vehicles targeted to transporting intellectually/developmentally disabled persons, especially those in rural areas, to vocational and residential programs.

3.5   Pursue opportunities to improve transportation access to employment sites and to employment training for low-income workers.

- Assess options such as vanpools, shuttles or other flexible transportation services.

- Increase outreach and marketing of services to low-income residents.

3.6   Continue to offer discounted fares or other strategies to address the cost of public transportation for low income riders.

3.7   Explore opportunities to expand transportation assistance for veterans.

- Continue to provide free rides to veterans for medical appointments and work with veteran service agencies and organizations to expand information about free rides within the District's service area.

- Contract to provide services as needed to veterans to the new veterans' clinic in Brookings.

- Coordinate trips to veterans' medical facilities in Coos Bay and Roseburg.

<u>Strategy 4:</u>   ***As funding permits, upgrade and expand the fleet of public transportation vehicles and undertake capital improvements needed to ensure the desirability, safety and convenience of transit services***.

<u>Need:</u>

It is critical that sufficient funding be obtained for replacement and maintenance of existing vehicles and acquisition of additional vehicles, as well as for capital improvements that ensure the safety, convenience and desirability of public transportation services. Funding for additional, accessible vehicles remains an ongoing need. To help maintain the safe and useful life of vehicles, an effective preventive maintenance program is very important.

The need for a new operations center was identified through stakeholder outreach, as well as for upgrades to bike racks to accommodate fat tire bicycles.

A new bus shelter is being installed in Gold Beach; shelters are needed in Port Orford.

Interviewees also identified the need to ensure that various modes of public transportation are connected, including bicycles. Physical and safety barriers to accessing transportation services, e.g. lack of curb cuts and bus shelters, need to be assessed.

<u>Potential Actions:</u>

4.1   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 fixed route and demand response services identified in this Plan.

- Assist eligible agencies to apply for state and federal funds for vehicles and preventive maintenance.

- Encourage maintenance managers to participate in opportunities, such as ODOT's newly formed Transit Maintenance Council, to obtain information on best practices to improve reliability, efficiency and effectiveness of bus operations; reducing costs of maintenance facility operations; improving passenger comfort; and developing new and improved bus technologies.

- Work with ODOT to address challenges created by current standards for replacement vehicles.

4.2   Provide facilities needed to address physical barriers to access and to ensure convenient and safe access to transit, including curb cuts, bus stops/shelters, and more and better signage. Increase ADA accessibility and safety at bus stops.

4.3   Seek funding (e.g. *Connect*Oregon) to construct a new multi-modal operations center and more accessible bus storage facility for Curry Public Transit. Improve security at current facilities.

4.4   Improve branding/marketing through logo update, bus wraps driver uniforms, etc.

4.5   Seek Safe Routes to Schools and/or other funding to help improve pedestrian/bicycle connections to transit.

Medium Priorities

(Strategy and potential action numbering is not intended to represent ranking of priorities or any sub- ranking within categories of priorities.)

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Strategy #5: **Expand efforts to inform the public of available public transportation services, including low-income and non-English speaking populations.**

Need:

The 2009 Coordinated Plan cites a general lack of information within the community about the transportation services that are available in the County, to whom they are available, and how to access them. Stakeholders interviewed for this update report that awareness of public transportation services in Curry County is generally good, but note that there is an ongoing need to communicate broadly about available services and to outreach to those populations without convenient access to public transportation, that are hesitant to use public transportation, or that are unaware of available services. While public transportation users may be aware of the specific services that they utilize, they have little to no knowledge of connecting services or of transportation opportunities within the region.

Efforts to engage with the public about available services are ongoing and a variety of mechanisms are utilized. For example, Curry Public Transit's website was recently revamped to be more user-friendly.

Potential Actions:

5.1 Investigate the feasibility of a central information clearinghouse (e.g., telephone hotline, website, etc.) covering all transportation services in the county.

5.2 Continuously engage in public education and outreach efforts to inform County residents and visitors of available public transportation services and how to access them.

- Update website information and improve sharing of website information among providers about the various services available within the County and region.

- Continue radio and print media advertisements.

- Explore social media opportunities, e.g. Facebook pages.

- Seek volunteers to distribute printed materials in doctors' offices, clinics, hotels/motels, Welcome Center, etc.

- Periodically offer free transit days as a public education tool.

5.3 Help improve knowledge of and comfort in use of public transportation services by non-English speaking populations by continuing to provide translated information that explains how to use public transportation services.

5.4 Periodically participate in cultural awareness training programs.

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 are included in the Potential Actions below.

Potential 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.

- Periodically attend Coos County STF Advisory Committee meetings and contribute information to Coquille Tribe and CTCLUSI staff for transmittal to their STF Advisory Committees.

- 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.

6.2 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.

6.3 Continue to coordinate with Coastal Express, Greyhound, Pacific Crest Bus Lines and other intercity and regional providers to promote access to regional destinations.

6.4 Assist ODOT or other appropriate parties to biennially update the database of transportation providers/resources in the region.

Low Priorities

(Strategy and potential action numbering is not intended to represent ranking of priorities or any sub- ranking within categories of priorities.)

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Strategy #7:   To facilitate provision of services, ensure that Curry Public Transit and other providers are using the most efficient and cost-effective technologies and, subject to availability and funding, provide regular trainings for staff, drivers and volunteers.

Need:

Funding for technological improvements is an ongoing need. Providers have a need for instant communication through radio and GPS technologies. There is an increasing reliance by all age groups, but most noticeable younger persons, on immediate, Smart phone accessible information on public services. While most of Curry Public Transit's technology is up to date, improvements would help to help plan and execute trips. Given the system's size, the cost of major upgrades is difficult to justify. Also, the lack of call service in parts of the County limits the use of newer technologies.

While the need is well recognized, there is limited availability of training due to the County's location and small population, as well as the lack of funding for such. A shortage of drivers also limits the ability to provide trainings.

Potential Actions:

7.1   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.

- Pursue technology to allow acceptance of credit cards for ride payments.

- Investigate the use of apps that enable people to request demand response service.

- Install notebooks in buses.

- Explore tools such as Mobilitat

7.2   Seek funding for and pursue cooperative opportunities for training.

- Investigate opportunities to piggyback training with private and non-profit organizations providing or contracting for related training programs.

7.3   Participate in planning groups for emergency preparedness to define what it means for Curry Public Transit to be a support agency for transportation. Propose training exercises.

<u>Strategy #8:</u>   ***Develop an expanded pool of volunteer drivers to address the aging of the current driver pool and the increase in the demand for services.***

Need:

As the population ages and as mobility challenges impact a larger number of residents, the need to provide individualized transportation service increases. Volunteers often provide door-to-door service (rather than curb-to-curb service), sometimes including non-transportation assistance (for example, assistance with medical office reception/appointment items). While the demand for volunteer driver is increasing, especially as a means to control the costs of demand response services, the use of volunteers to provide transportation in Curry County has been constrained by the number of available volunteers and financial resources. Standards for volunteer drivers and health and aging issues limit the available pool. Interviewees note that it is very difficult to recruit volunteer drivers. Liability insurance, a lack of vehicles and a lack of licensed drivers for larger buses are also challenges.

Potential Actions:

8.1   In partnership with local communities, continue to promote volunteer-based programs, particularly in underserved areas, focusing on those that provide curb-to-curb service between communities and to rural portions of the County.

8.2   Support opportunities to better coordinate the recruitment of volunteers.

8.3   Seek funding for volunteer recruitment and training. Identify and share best practices on the training and retention of volunteers.

8.4   Investigate opportunities to share vehicles among public agencies, non-profits, churches, schools, vocational facilities, group homes and senior care facilities. Explore strategies to overcome barriers (including insurance, driver screening/training and cost reimbursement) to sharing vehicles.

Strategy 9:   Establish mechanisms for routinely monitoring Plan implementation.

Need:

The 2009 Coordinated Plan Update identified the need to establish central information clearinghouse covering all transportation services in the county. It also identified the need for a Coordination Working Group to help insure continuity in improving mobility and coordination of human service transportation.

Potential Actions:

9.1   Cooperate in the establishment of a central information clearinghouse covering all transportation services in the county – telephone hotline, website, etc.

9.2   Work with Curry County to establish a countywide County's Social Services/Transportation Advisory Committee to help insure continuity in improving mobility and coordination of human service transportation and to monitor implementation of the Coordinated Plan.

9.3   Regularly assess customer and driver needs through surveys and other mechanisms.

9.4   Ensure adequate funding for staff and technical assistance, including implementation of the Coordinated Plan priorities and potential actions and other public transportation-related activities.

9.5   Request County and city planning and community development departments to notify public transportation providers of land use proposals that potentially effect the demand for and provision of public transportation services.

9.6   Actively engage the STF Advisory Committee in annually monitoring implementation of the Coordinated Plan.