

Coos County Area Transportation District

Coordinated Health and Human Services Transportation Plan

November 2022 Update

N NELSON
NYGAARD



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1 EXECUTIVE SUMMARY

Coos County, in cooperation with the Oregon Department of Transportation (ODOT), is updating its 2017 Coordinated Public Transportation-Human Services Plan (Coordinated Plan). Coordinated Plans aim to improve transportation services for populations that typically depend on transit more and are less likely to have access to a personal vehicle. This Coordinated Plan consists of the following elements:

- An assessment of transportation needs for focus populations living in Coos County, such as older adults, people with disabilities, people with lower incomes, veterans, and youth/students;
- An inventory of available transportation services;
- A summary of public and stakeholder engagement; and
- A comprehensive list of strategies and actions to address identified transportation needs and service gaps.

The Federal Transit Administration (FTA) and ODOT require recipients of FTA Section 5310 program funds 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 funds provide operating assistance to transportation providers and programs that serve these targeted populations. Projects submitted for FTA funding must be included in the Coordinated Plan. Coordinated Plans are updated every five years.

GOALS OF THE COORDINATED PLAN

The goals of this Coordinated Plan are:

- Improve freedom of movement and quality of life for older adults, people with disabilities, people with low incomes, veterans, and youth
- Optimize CCATD's services and the passenger experience
- Identify new funding sources and leverage existing one effectively

EXISTING CONDITIONS

Coos County is located on the southern Oregon coast and covers 1,596 square miles and has a population of 64,175. The Coos Bay Metropolitan Statistical Area, a Census designation for areas centered on an urban cluster with more than 10,000 people but less than 50,000 people, includes the entire county. Coos County's population density is low, with 40 people per square mile.

Summary of Key Takeaways

- **Low population growth and low population density.** Minimal growth in the County's population is projected over the next several decades. The County also has low population density, especially outside the Coos Bay area. Transit generally attracts the highest ridership in places with greater population density and distributing resources effectively in less dense areas can be challenging.
- **Population concentrated in more urban areas.** The population in incorporated cities in Coos County has increased by about 10% since 2013 while the population in unincorporated areas of the county has gone down by 10%. It can be challenging to balance transit service for cities where more people live with the crucial services needed by residents of smaller communities.
- **Aging population.** Growth in the population of adults aged 65 and older continues to exceed the overall rate of population growth in every part of Coos County. Over the next several decades, the older adult population is expected to make up about 30% of the total County population, far above state and national averages. This may lead to increased demand for demand response services to assisted living facilities or residences where people are aging in place.
- **High proportions of vulnerable populations.** Coos County has higher proportions of older adults, people with disabilities, people of low-income, and veterans than both the state and the nation. Public transportation should be designed to accommodate these populations as they have more limited mobility and are more likely to be dependent on public transportation.
- **Youth concentrated in cities.** The portion of Coos County's population that is under 18 is lower than the statewide average, but youth make up 20 to 25% of residents in several communities, including Coos Bay, Coquille, Myrtle Point, North Bend and Powers. People who are too young to drive have potential to use public transit services but have different needs than the other Coordinated Plan focus populations in terms of schedules, destinations, and ability to access fixed-route services.
- **In-County workforce.** The majority of Coos County's workforce lives and works within the County, reducing the demand on the transportation system to bring in

out-of-county residents for local jobs and vice versa. While the Coos Bay area is the site of most jobs, Bandon and Coquille also provide significant employment and attract commuters from other places in the County.

EXISTING TRANSIT SERVICES

Transit service is concentrated in the northwest region of Coos County, extending out to other major cities within the county and neighboring counties. CCATD operates comingled fixed-route and paratransit service, intercity service, and dial-a-ride paratransit. Regional transportation options provide transit to neighboring counties, including Curry, Douglas, and Lane counties. Bay Cities Brokerage provides local and regional non-emergency medical transportation for Coos County residents with Medicare. Additionally, there are some local facilities and organizations that provide transportation for clients.

Summary of Key Takeaways

- **Long travel distances.** Long travel distances between communities limit the attractiveness of fixed-route transit as a transportation mode and result in high operational costs for CCATD.
- **Lack of evening and weekend service.** Local transportation service within the County is unavailable on weekends and before 7:00 a.m. and after 5 p.m. on weekdays. Saturday service and expanded hours would help people who need transportation for work and social events on the weekend, early mornings, and evenings.
- **Travel needs vary by season.** Communities on the coast see more tourism in the summer. Seasonal variation in transit schedules could allow service to better meet the needs of students during the school year and visitors during the summer months.
- **Limited intercity connections.** Intercity service is available during the week but schedules are limited. This can make connections to other transit services more difficult and does not always allow transit riders convenient access to critical health care and social services. Connections to communities outside Coos County are also limited.
- **Capacity limitations.** The CCATD Board and Advisory Committee noted that finding transit vehicle operators is a challenge. The lack of staffing and funding places limits on how well public transit can meet the needs of focus populations.

NEEDS AND GAPS

Public and stakeholder engagement was a critical element of the CCATD Coordinated Human Services and Public Transportation Plan process. A series of public and stakeholder engagement activities were conducted to inform the Coordinated Plan. The engagement process included interviews and focus group meetings with transit agencies and health and human service providers, as well as onboard surveys of bus passengers on various CCATD routes, such as the Bulldog, Pirate, and Charleston routes.

Summary of Key Takeaways

- **Transit Service Needs**
 - Increase service span and frequency while maintaining cost-efficiency
 - Increase geographic coverage of public transportation services within the Coos Bay area
 - Serve a large geographic area, while balancing transportation needs of denser cities and less dense regions
- **Infrastructure, Capital, and Technology Needs**
 - Improve bus stop amenities
 - Coordinate with cities and the county to improve access to bus stops
 - Upgrade information and technology
- **Coordination Needs**
 - Make connections between transit services and facilitate regional travel
 - Work with Health and Human Services to meet the needs of older adults
- **Marketing, Customer Service, and Outreach Needs**
 - Increase reach and availability of transit agency information
- **Human Resources and Funding Needs**
 - Attract and retain transit vehicle operators
 - Seek funding to maintain and expand service

STRATEGIES, ACTIONS, AND PRIORITIES

Strategies are initiatives that transportation and human service providers in Coos County can implement or facilitate. The strategies and actions for this Coordinated Plan are informed by the identified needs, an evaluation of strategies and actions from the 2017 Coordinated Plan, and a review of strategies that have been adopted by similar transit agencies in Oregon. These strategies are subject to change based on community needs, population changes, staff

capacity, and available funding. This section lists all the recommended strategies and their highest priority actions.

1. **Seek funding to sustain existing levels of service.**
 - a. Continue to seek additional federal and state funding to preserve and expand transportation services.
 - b. Continue to investigate dedicated funding sources for CCATD services, including contributions from cities in Coos County.
2. **Expand and/or improve existing services as funding permits and demand is demonstrated.**
 - a. Expand fixed-route and demand response services to early mornings, evenings, and weekends as resources become available.
3. **Coordinate transportation and human services needs for focus populations of older adults, people with disabilities, people with low incomes, veterans, and youth within Coos County.**
 - a. Preserve existing paratransit services and, as resources permit, expand these services to accommodate both current and projected demand.
 - b. Adopt strategies to address the cost of public transportation for low-income riders (for more details and examples of strategies adopted by other transit providers in Oregon, see Chapter 6)
 - c. Work with veteran service agencies and health care providers to coordinate transportation services for veterans and to medical facilities
 - d. Seek funding from DHS to augment that provided by the Title XIX DD53 Local Match Program for transportation to residential and vocational programs serving people with intellectual/developmental disabilities
 - e. Ensure that public transportation providers are regularly trained in emergency preparedness and have up-to-date plans to assist as needed in emergency management.
4. **Expand efforts to inform the public of available public transportation services.**
 - a. Engage in public education and outreach efforts to inform County residents and visitors of available public transportation services and how to access them.
 - b. Expand travel training program, with a focus on older adults and people with disabilities.
5. **Pursue opportunities for regional collaboration and expansion of the regional transportation system.**
 - a. Continue to participate in regular communication and coordination among STIF Coordinators and Committees.

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- b. Work with other transit providers in the region to identify next steps for expansion and coordination of services.
 - c. Investigate complementary use of bus tickets/passes among transit providers in neighboring counties and/or a regional or coastal transit pass, including digital options.
 - d. Explore partnerships with Coos County Emergency Management, the U.S. Coast Guard, local emergency response services, and private partners (e.g., the Dunes) to develop an emergency response and evacuation plan for vulnerable populations (e.g., older adults, persons with disabilities).
6. **Establish mechanisms for routinely monitoring plan implementation.**
- a. Regularly assess customer and driver needs through surveys and other mechanisms.
 - b. Collaborate and stay informed on transportation and land use planning in the state, region, and local jurisdictions in the County.
 - c. Actively engage the STIF Advisory Committee in annually monitoring implementation of the Coordinated Plan.

CONCLUSION

This Coordinated Plan is designed to guide transportation investments and policy recommendations for the next five years. The strategies and actions discussed in this plan will improve the transportation options and connectivity within Coos County. As shown in the recommended prioritization, not all strategies may be implemented immediately. While facilitator organizations will be responsible for championing the implementation of these strategies and actions, support from partner organizations and community members will be essential for the continued success of this planning effort.

2 INTRODUCTION

Coos County, in cooperation with the Oregon Department of Transportation (ODOT), is updating its 2017 Coordinated Public Transportation-Human Services Plan (Coordinated Plan). Coordinated Plans aim to improve transportation services for populations that typically depend on transit more and are less likely to have access to a personal vehicle. This Coordinated Plan consists of the following elements:

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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

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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. Coos County will use the plan to allocate funding and, along with local partners, will use the plan to develop and enhance public transportation services.



3 EXISTING CONDITIONS

This chapter contains a description of the demographic trends occurring throughout Coos County, looking closely at the focus populations that tend to rely on transit services and would benefit from greater coordination between human service agencies and transportation providers. This chapter also reviews data on employment and commuting. Where available, American Community Survey (ACS) data from the U.S. Census Bureau was used as a baseline for comparison from the previous Coordinated Plan.

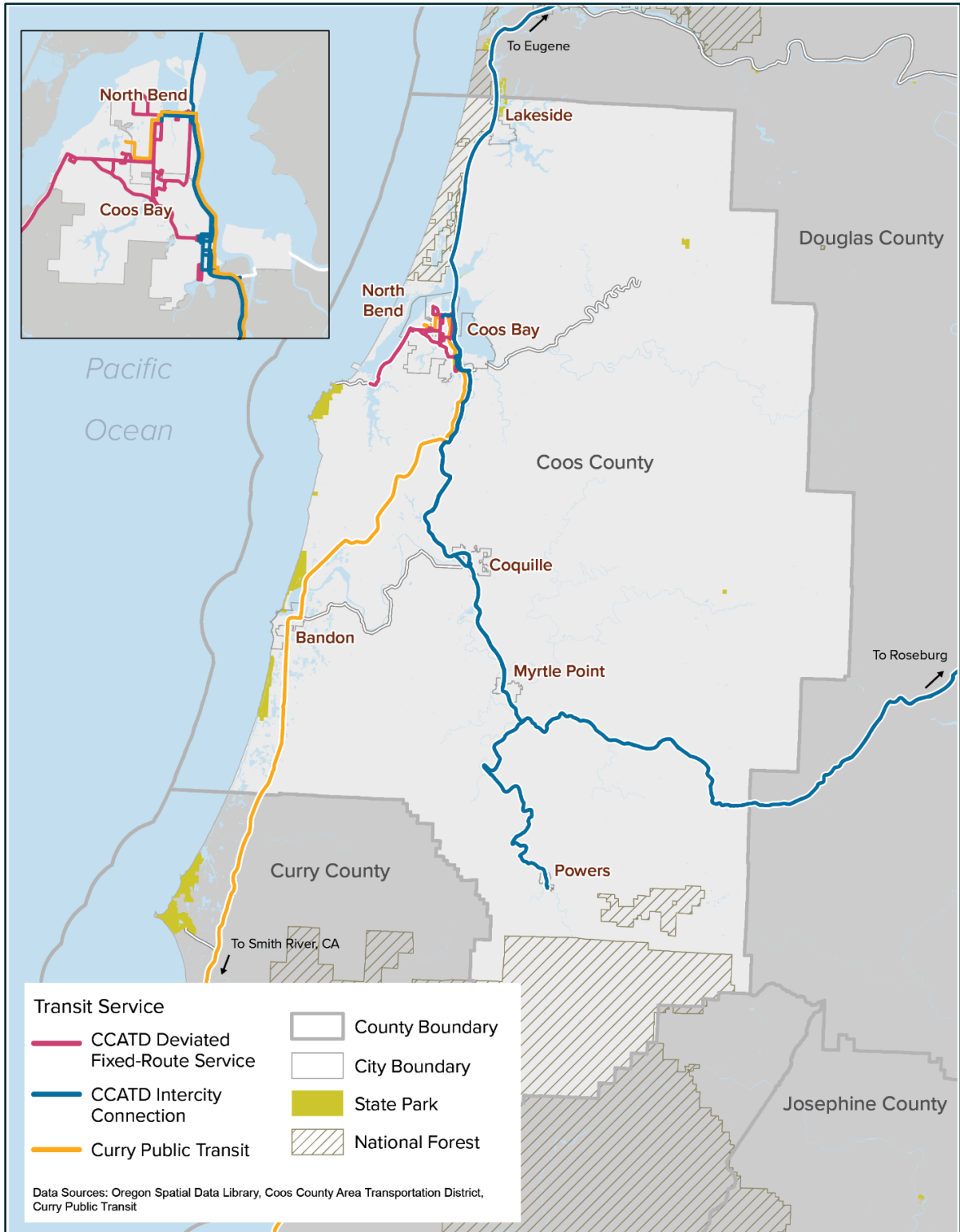
AREA PROFILE

Coos County, located on the southern Oregon coast, covers 1,596 square miles and has a population of 64,175. The county is bordered by Douglas County to the north and east, Curry County to the south, and the Pacific Ocean to the west. The Coos Bay Metropolitan Statistical Area, a Census designation for areas centered on an urban cluster with more than 10,000 people but less than 50,000 people, includes the entire county.

Coos County's population density is low, with 40 people per square mile. Coquille, the county seat, lies in the central part of the county near other population centers including Coos Bay, North Bend, and Myrtle Point. Coos County's major transportation artery is U.S. 101, running along the entire west side of the county. Coos County Area Transportation District (CCATD) is the primary public transit provider in the county.

An overview of the Coos County study area, including existing transit service, is illustrated in Figure 1.

Figure 1: Study Area and Public Transit Services (Summer 2022)



Population Centers

Coos County’s overall population grew by 2.3% from 2013 to 2020, representing a growth of 1,422 residents. As shown in Figure 2, Coos Bay and North Bend top the list of population centers in Coos County in 2020. Other larger communities, such as Bandon, Coquille, and Myrtle Point, all experienced similar growth during this same time period, ranging from approximately 2% to 4%. It is worth noting that the cities have seen an increase in growth as a whole since the 2017 Coordinated Plan (which used data from 2013), compared to the unincorporated areas of the county.

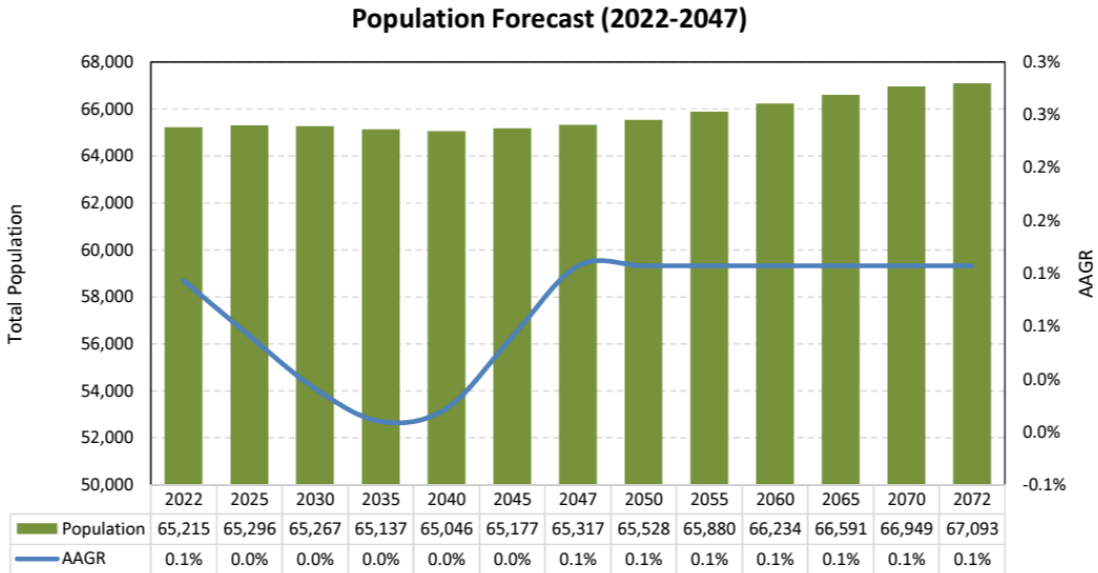
Figure 2: Population Centers in Coos County, 2013-2020

Place	Population (2013)	Population (2020)	% Change (2013-2020)
Bandon	3,058	3,122	2.1%
Coos Bay	15,982	16,326	2.2%
Coquille	3,851	3,925	1.9%
Lakeside	1,643	1,621	-1.3%
Myrtle Point	2,454	2,557	4.2%
North Bend	9,623	9,708	0.9%
Powers	925	922	0.3%
Cities Total	37,536	41,471	10.5%
Unincorporated Coos County	25,217	22,704	-10%
Coos County	62,753	64,175	2.3%

Source: American Community Survey 2013 and 2020 5-year estimates

Figure 3 shows predicted population trends in Coos County. Population forecasts show a slight decline in population from 2030 to 2040, with population increasing only slightly from 2040 into the 2070s.

Figure 3: Population Forecast for Coos County, 2022-2047



Source: Forecasted by Population Research Center

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) was 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 populations. Socioeconomic data regarding job growth by sector also paints a picture of when and where transit service may be needed.

Focus Populations

The federal regulatory direction for this Coordinated Plan update establishes four population groups of interest: older adults, people with disabilities, people of low income, and veterans. A fifth population group of interest—youth/students—is considered because they have transportation needs that differ from those of the public. All of the five focus populations for

this Coordinated Plan update have certain attributes that can present challenges for them to independently access key destinations, such as schools, health services, and community facilities.

The project team utilized 2020 U.S. Census Bureau American Community Survey (ACS) demographic data, the most recent dataset available at the time of this analysis, to assess population changes since the 2017 Coordinated Plan. The 2017 Plan referenced 2013 ACS block group data for its demographic analysis. It should be noted that this Coordinated Plan update references 2020 ACS census tract data instead of 2020 block group data due to the higher margin of error for smaller census geographies during this period.

Focus Populations in Coos County

Figure 5 compares Coordinated Plan focus populations nationally and in Oregon to those in Coos County and its cities.

Coos County has a higher percentage of older adults compared to the state and nation overall. Many Coos County cities have a senior population of 20% or higher. Coos County also has a higher percentage of both people with disabilities and low-income individuals compared to the state and nation.

Figure 4: Summary of Focus Populations in Coos County, 2020

Place	Total Population	% of County	Older Adults	People w/ Disability	People of Low-Income	Veterans	Youth	Students
Bandon	3,122	4.9%	1,037	751	892	191	572	501
Coos Bay	16,326	25.4%	3,662	3,816	3,890	1101	3,899	3,228
Coquille	3,925	6.1%	1,111	949	1,509	351	880	917
Lakeside	1,621	2.5%	695	528	283	210	134	116
Myrtle Point	2,557	4.0%	684	611	919	269	511	436
North Bend	9,708	15.1%	2,285	1,658	2,326	596	2,078	1,792
Powers	922	1.4%	265	330	335	91	226	153
Cities Total	38,181	59.5%	9,739	7,892	10,154	2,809	8,300	7,143
Unincorporated	25,994	40.5%	6,862	7,364	7,111	3,143	3,484	4,647
Coos County	64,175	100%	16,601	15,256	17,265	5,952	11,784	11,790
Oregon	4,176,346	-	734,932	592,689	849,562	232,696	965,716	948,174
United States	326,569,30	-	52,362,817	33,389,930	67,342,071	3,740,235	81,912,0	80,497,96

Source: U.S. Census Bureau, 2020 ACS 5-year Estimates

The following sections provide both tabular data and population density maps for older adults, low-income households, people with disabilities, veterans, and youth. Tables illustrate trends over time of these populations, while the maps translate demographic numbers into densities per census tract to highlight the areas that might be in need of more transportation services and infrastructure. Efficient public transportation relies upon densities of population that enable serving large numbers of passengers in any given timeframe. The maps display how many people per acre per census tract fall into the focus population categories. To allow comparison across the population groups, the same category breaks have been used for all maps.

Older Adults

Driving may reduce with age due to health problems or general aging, such as reductions in response time and changes in eyesight, which affect the ability to or comfort driving in certain conditions. As such, older adults may need additional support for mobility, and transit can help serve that need. Adults 65 years or older made up 27% of Coos County’s population in 2020, a higher proportion than the national and state averages. As illustrated in Figure 6 and Figure 8, the older adult population is primarily concentrated around the County’s major population centers, such as Coos Bay, North Bend, and Bandon. Although the County’s overall population increased by only 2%, the older adult population has increased by 19.2% since 2013.

Figure 5: Older Adults (65 and over) Population in Coos County by Place, 2013-2020

Place	Older Adults (2013)	Older Adults (2020)	% Change (2013-2020)	% Total Pop Older Adults (2020)
Bandon	930	1,037	11.5%	33.2%
Coos Bay	3,234	3,662	13.2%	22.4%
Coquille	834	1,111	33.2%	28.3%
Lakeside	598	695	16.2%	42.9%
Myrtle Point	491	684	39.3%	26.8%
North Bend	1,799	2,285	27.0%	23.5%
Powers	264	265	0.4%	28.7%
Cities Total	8,150	9,739	19.5%	25.9%
Unincorporated	5,773	6,862	18.8%	27.2%
Coos County	13,923	16,601	19.2%	26.5%
Oregon	560,073	734,932	31.2%	17.6%
United States	41,851,042	52,362,817	25.1%	16.0%

Source: American Community Survey 2013 and U.S. Census Bureau 2020 ACS 5-year estimates

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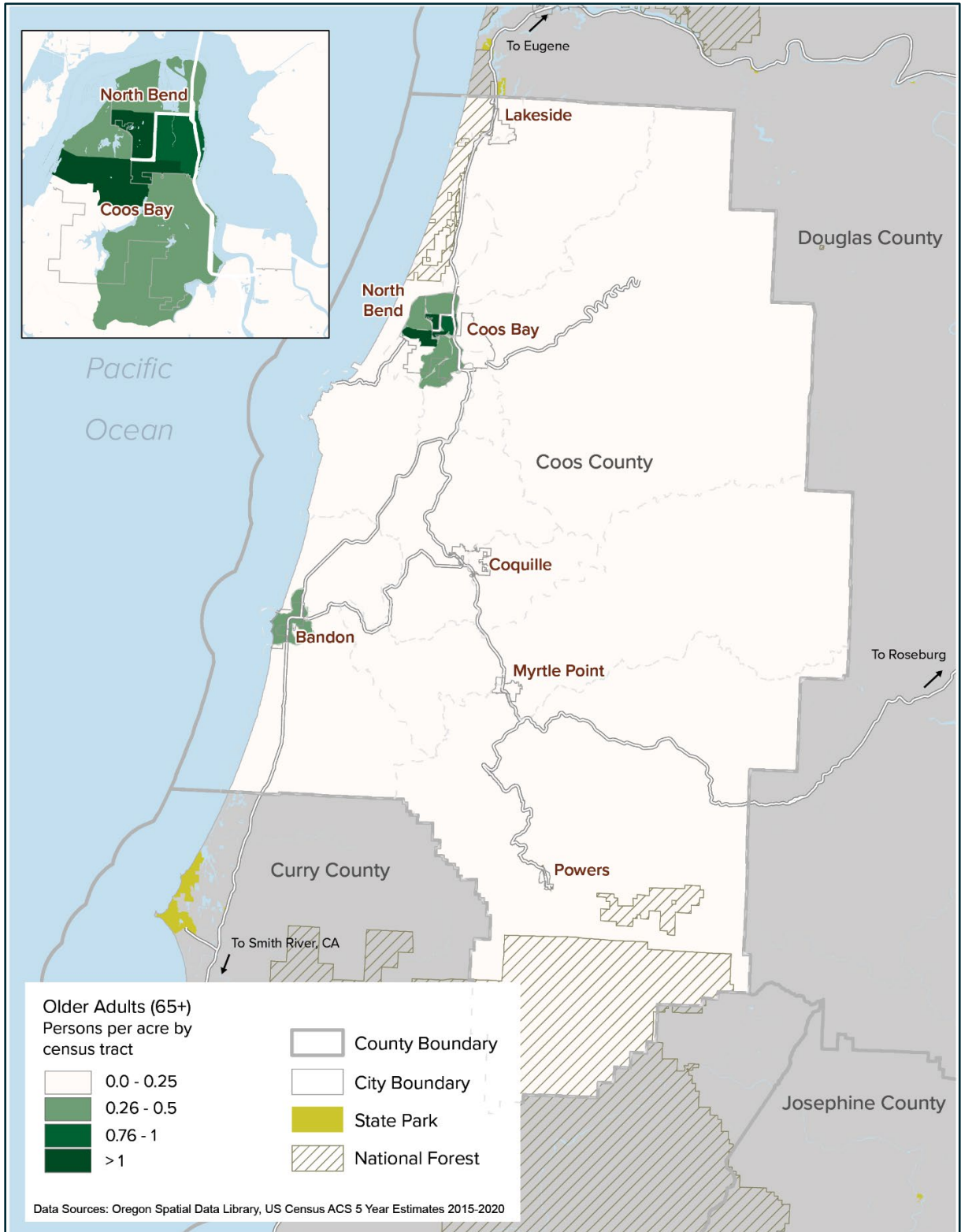
As shown in Figure 7, the older adult population in Coos County is expected to grow. The Coos County proportion of older adults is expected to peak in 2030 at 32% before slightly declining to 30% by 2050, still far above state and national averages.

Figure 6: Forecasted Trends in Coos County Older Adult Population, 2025-2050

Year	Total Population	Older Adults	Proportion Older Adults
2025	64,816	19,921	31%
2030	65,210	20,943	32%
2035	65,172	20,493	31%
2040	64,935	19,712	30%
2045	64,695	19,255	30%
2050	64,654	19,455	30%

Source: Forecasted by Population Research Center

Figure 7: Population Density of Older Adults in Coos County



People with Disabilities

People with disabilities may have physical or cognitive challenges that make it difficult to operate a vehicle or travel independently and may need additional support for mobility. Figure 9 shows the proportions of people with disabilities in Coos County, which are illustrated in Figure 10. Coos County experienced an increase in its population of people with disabilities, increasing around 12.1% since 2013. In 2020, 24% of the Coos County population had a disability, more than twice the US average and above the statewide average as well. Bandon and Coos Bay experienced the largest increases at 27.1% and 23.3%, respectively. While the highest concentrations of people with disabilities are in Bandon, Coos Bay, Coquille, and North Bend, a large portion of people with disabilities (7,364) also reside in the unincorporated areas within the County.

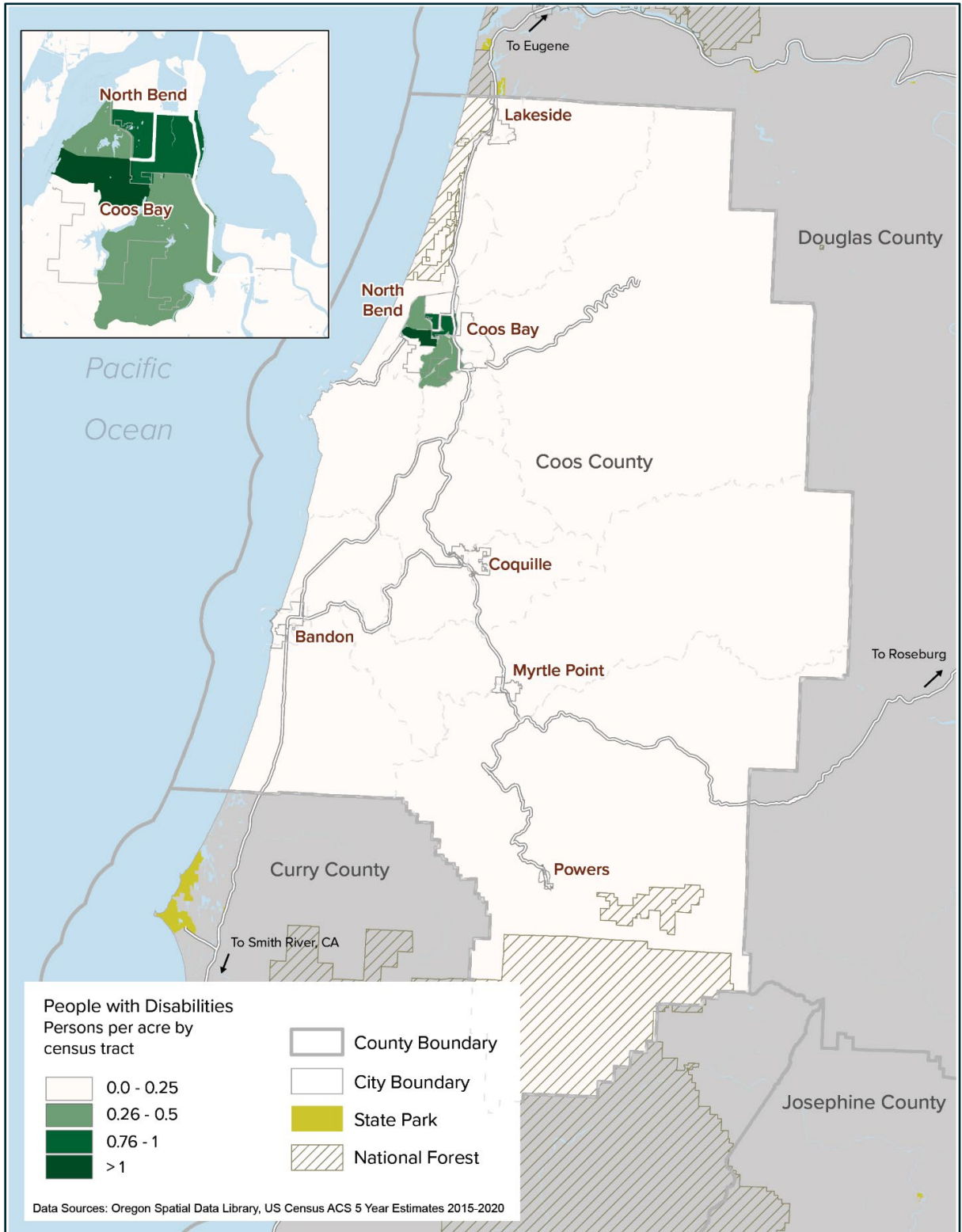
Figure 8: People with Disabilities in Coos County by Place, 2013-2020

Place	Total w/ a disability (2013)	Total w/ a disability (2020)	% Change (2013-2020)	% of Total Pop w/a Disability (2020)
Bandon	591	751	27.1%	24.1%
Coos Bay	3,094	3,816	23.3%	23.4%
Coquille	978	949	3%	24.2%
Lakeside	478	528	10.5%	32.6%
Myrtle Point	696	611	-12.2%	23.9%
North Bend	1,566	1,658	5.9%	17.1%
Powers	317	330	4.1%	35.8%
Cities Total	7,720	7,892	2.2%	21.0%
Unincorporated	5,886	7,364	25.1%	29.2%
Coos County	13,606	15,256	12.1%	24.3%
Oregon	523,827	592,689	13.1%	14.2%
United States	37,008,659	33,389,930	-9.8%	10.2%

1. Data for people with disabilities only reflects the population ages 5 years and older.

Source: American Community Survey 2013 and 2020 5-year estimates

Figure 9: Population Density of People with Disabilities in Coos County



People with Low-Incomes

People with low incomes tend to use transit more frequently than people with higher incomes because they may not have the financial ability to purchase, own, maintain, or fuel a personal vehicle. “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 Coos County and Figure 12 illustrates the population density of low-income residents in the County. Between 2013 and 2020, Coos County’s low-income population decreased by 8.6%, however, 26.9% of the County population has an income of less than 150% of the federal poverty level. Coos Bay, Coquille, and North Bend had the highest proportions of low-income residents in 2020, with Coquille seeing significant growth from 2013. Lakeside and Coos Bay also saw large decreases in their populations with incomes below the 150% of the poverty level.

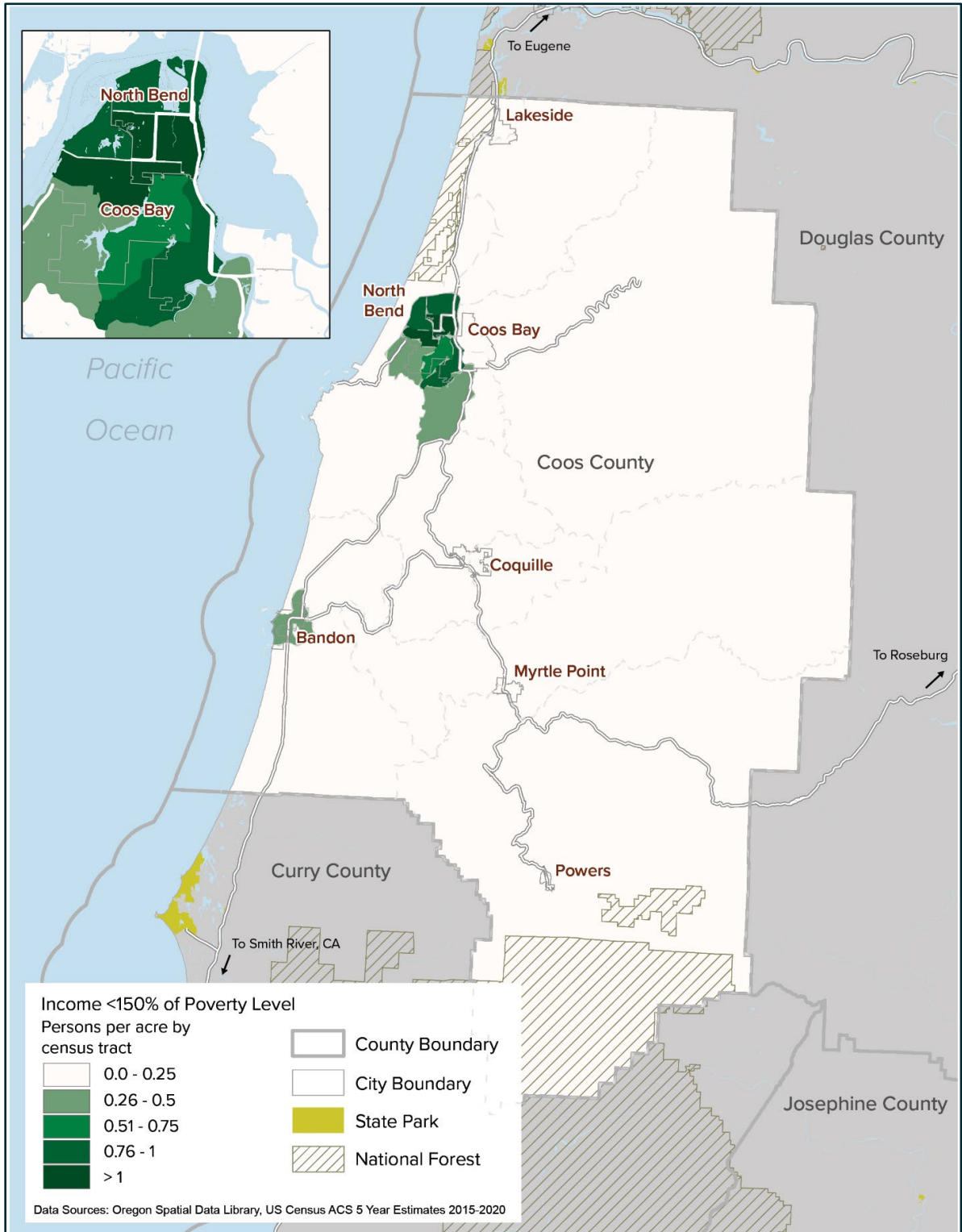
Figure 10: People with Low Incomes in Coos County by Place, 2013-2020

Place	Population w/ Incomes <150% Poverty Level (2013)	Population w/ Incomes <150% Poverty Level (2020)	% Change (2013-2020)	% of Total Pop w/ Income <150% Poverty Level (2020)
Bandon	843	892	-5.8%	1.4%
Coos Bay	5,829	3,890	-33.3%	6.1%
Coquille	909	1,509	66%	2.4%
Lakeside	491	283	-42.4%	<1%
Myrtle Point	1,052	919	-12.6%	1%
North Bend	2,323	2,326	<1%	4%
Powers	350	335	-4.3%	<1%
Cities Total	11,797	10,154	-13.9%	15.8%
Unincorporated	7,094	7,111	<1%	11.1%
Coos County	18,891	17,265	-8.6%	26.9%
Oregon	998,512	849,562	-14.9%	-
United States	75,713,774	67,342,071	-11.1%	-

1. Data for people 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.

Source: American Community Survey 2013 and 2020 5-year estimates

Figure 11: Population Density of Low-Income Residents in Coos County



Veterans

Coos County veterans are included in this planning effort because they share many of the same mobility challenges as the other focus populations. As such, Veterans may have a higher propensity for using transit, relying on public transportation for work, education, 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 Transit Propensity Index address the underlying factors, which influence the demand for veteran public transportation needs. As shown in Figure 13, Coos County is home to approximately 5,952 veterans, or 9.5% of the county population. Between 2013 and 2020, the county’s veteran population decreased by 25.7%. Coos Bay and Coquille saw the largest increases in their veteran population at 6.1% and 1.7%, respectively.

Figure 12: Veteran Population in Coos County by Place, 2013-2020

Place	Total Veterans (2020)	% of Total Population (2020)
Bandon	191	6.1%
Coos Bay	1101	6.7%
Coquille	351	8.9%
Lakeside	210	13.0%
Myrtle Point	269	10.5%
North Bend	596	6.1%
Powers	91	9.9%
Cities Total	2,809	7.5%
Unincorporated	3,143	12.5%
Coos County	5,952	9.5%
Oregon	232,696	5.6%
United States	3,740,235	1.1%

Source: American Community Survey 2020 5-year estimates

Youth and Students

The 2017 Coordinated Plan did not include youth aged 17 years and under as a focus population. However, youth in Coos County are included in this Coordinated Plan Update effort because they often have different mobility needs compared to the public. Census estimates indicate that there are 11,784 people under the age of 17, accounting for 18.8% of the county’s total population.

Coordinated Health and Human Services Transportation Plan

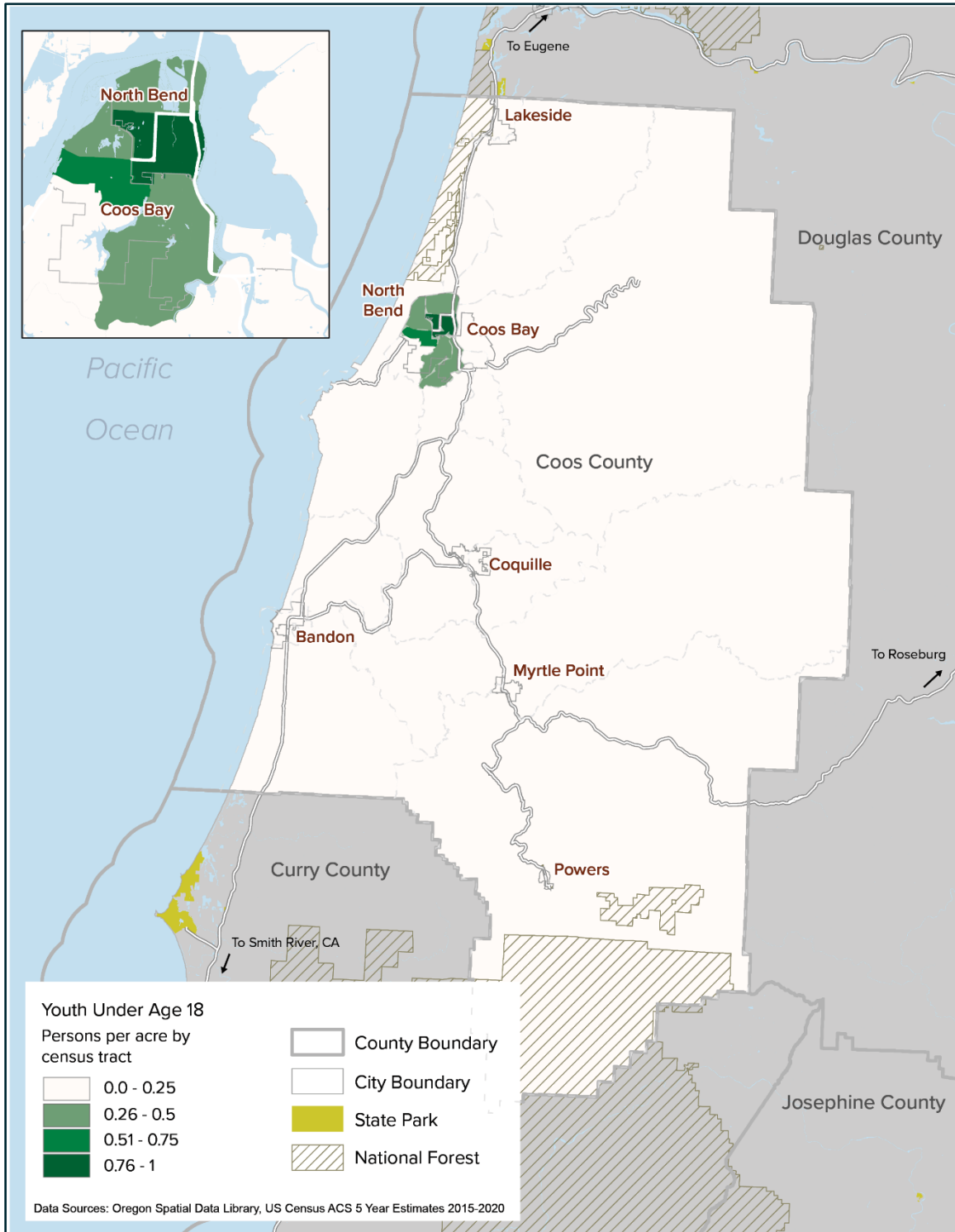
Census data also estimates that there are 11,790 students (over the age of three) enrolled in the county, representing nearly 18.8% of the county’s total population. An overwhelming majority of the students enrolled in Coos County, around 82.1%, are students in grades Pre-K-12, while 17.9% are in college or graduate school.

Figure 13: Youth and Student Populations in Coos County by Place

Place	Total Youth (2020)	% of Total Population – Youth (2020)	Total Students (2020)	% of Total Population - Students (2020)
Bandon	572	18.3%	501	16.0%
Coos Bay	3,899	23.9%	3,228	19.8%
Coquille	880	22.4%	917	23.4%
Lakeside	134	8.3%	116	7.2%
Myrtle Point	511	20.0%	436	17.1%
North Bend	2,078	21.4%	1,792	18.5%
Powers	226	24.5%	153	16.6%
Cities Total	8,300	22.1%	7,143	19.0%
Unincorporated	3,484	13.8%	4,647	18.4%
Coos County	11,784	18.8%	11,790	18.8%
Oregon	965,716	23.1%	948,174	22.7%
United States	81,912,096	25.1%	80,497,960	24.6%

Source: American Community Survey 2020 5-year estimates

Figure 14: Population Density of Youth Under Age 18 in Coos County



Limited English Proficiency

Although LEP is not directly included in the Transit Propensity Index (discussed in the following section), the selected indicators for the Transit Propensity Index address the underlying factors, which influence the demand for LEP services. Coos County has a very low rate of LEP, with approximately, 0.4% of total households (relative to 2.9% for the entire state).¹

Transit Propensity Index

The Transit Propensity Index (TPI) is a composite indicator adding the densities of the focus populations within a given geography. Each of the three densities (older adults, low-income households, and people with disabilities) is equally weighted in the TPI. Figure 16 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 focus populations, the previous maps used the same category thresholds for population density. However, the TPI map (Figure 18) divides Coos 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.

¹ Ibid

Figure 15: Transit Propensity Index Methodology

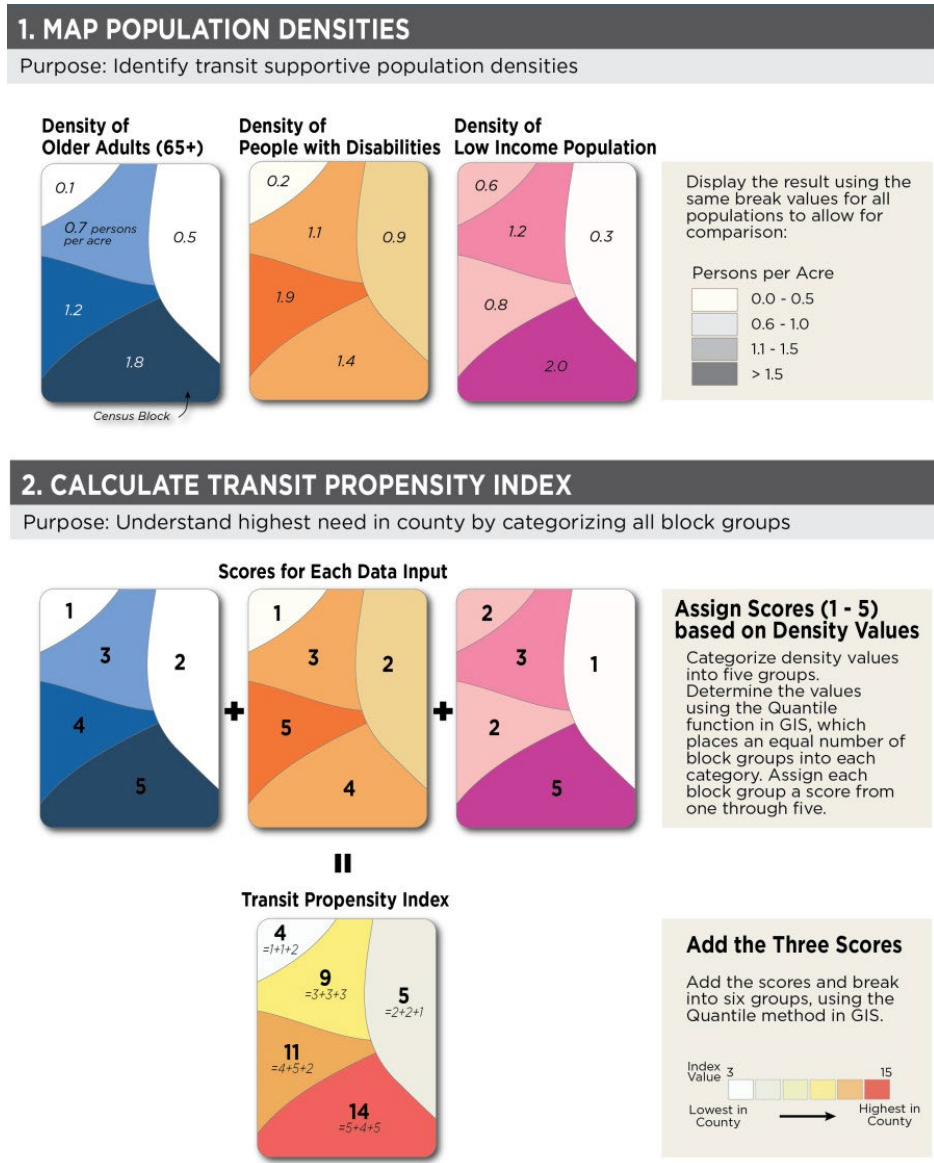
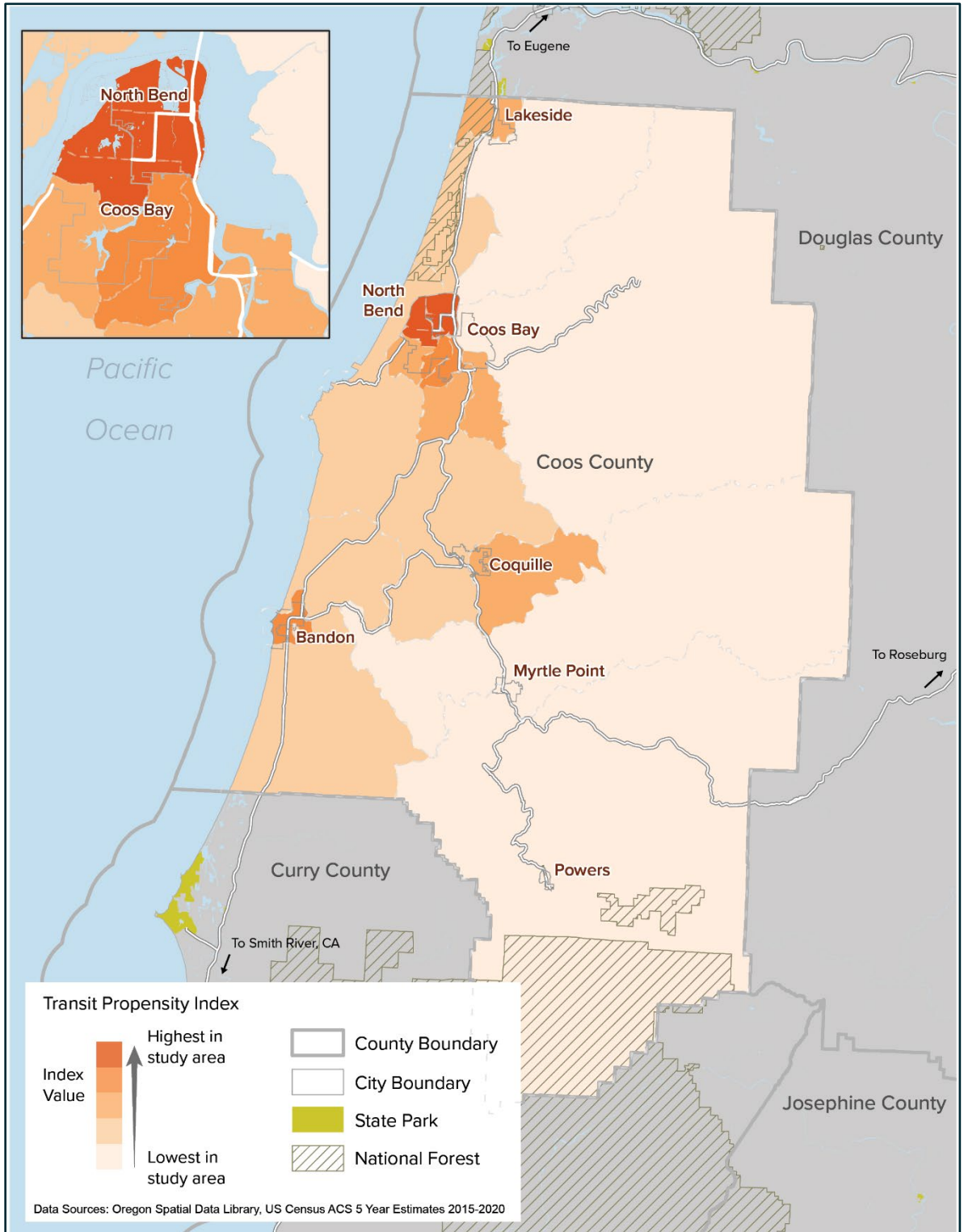


Figure 17 shows the TPI for Coos County illustrated across Census Tracts. North Bend and Coos Bay have the highest relative propensity for transit use, followed by Bandon. Some smaller communities, such as Myrtle Point, that have relatively large numbers of low-income residents, older adults, and residents with disabilities, do not appear on the map because they are in Census Tracts with an overall low population density. Serving transit-dependent people in these communities is also important.

Figure 16: Transit Propensity Index for Coos County

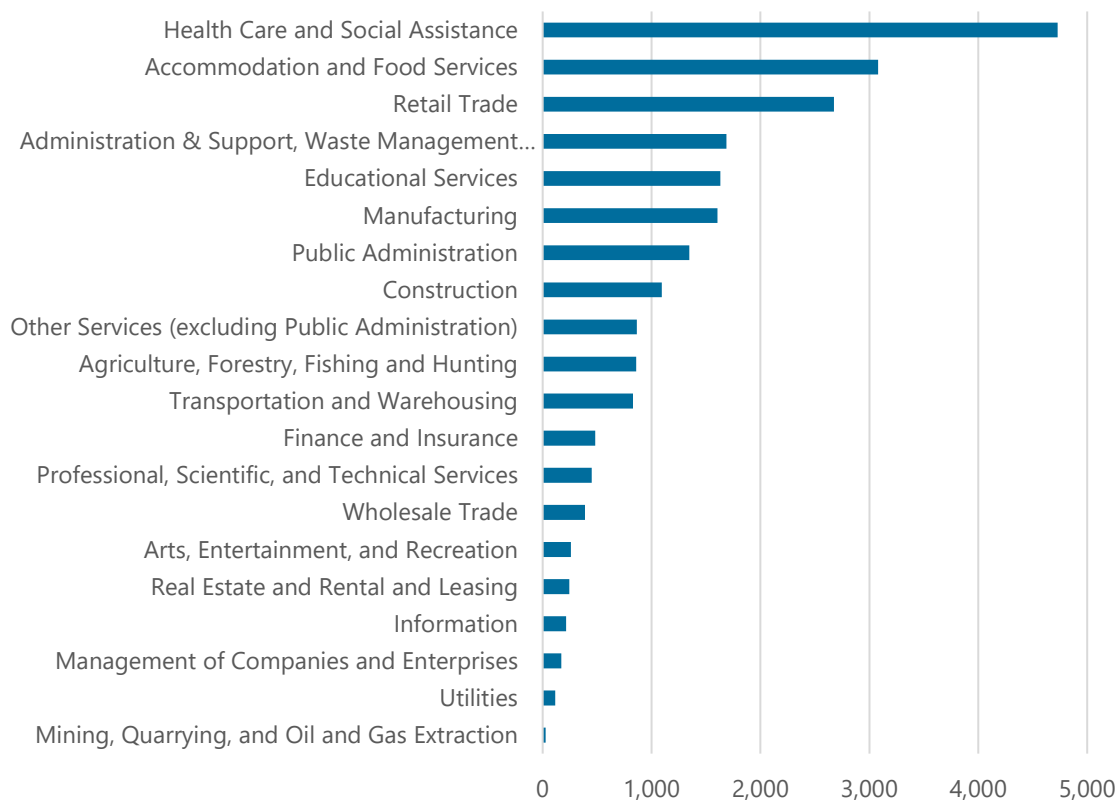


Employment and Commutes

Employment Patterns

In 2019 there were approximately 22,750 jobs in Coos County. Figure 18 shows the distribution of employment by sector. The largest proportion of employees work in health care and social assistance (21%), accommodation and food services (14%), and retail trade (12%).

Figure 17: Employment by Sector in Coos County, 2019



Source: US Census Longitudinal Employer-Household Dynamics

Employment

Nearly three-quarters of people who worked in Coos County in 2019 also lived in the county. As shown in Figure 19, employees travel from surrounding counties to jobs in Coos County, with the highest numbers coming from Douglas and Lane counties. The number of people both living and working in Coos County has increased since 2013, while the number of people coming from other counties decreased, indicating that people may have shorter commutes with greater potential to use Coos County transit services.

Figure 18: Employment Flow into Coos County, 2013-2019

	Number of Employees (2013)	Number of Employees (2019)	Percent of All Employees (2019)
People that work and live in Coos	15,207^A	16,880	74.2%
People that work in Coos County and live outside Coos County	6,252	5,871	25.8%
Clackamas County, OR	153	115	0.5%
Curry County, OR	572	462	2.0%
Douglas County, OR	1,670	1,448	6.4%
Jackson County, OR	287	299	1.3%
Josephine County, OR	448	465	2.0%
Lane County, OR	1,047	958	4.2%
Linn County, OR	126	135	0.6%
Marion County, OR	168	184	0.8%
Multnomah County, OR	287	236	1.0%
Washington County, OR	287	154	0.7%
Other	158	1,530	6.7%
Total People Employed in Coos County	21,459^B	22,751	100%

Source: LEHD 2013 and 2019

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The number of jobs in each census tract in Coos County is illustrated in Figure 20. Jobs are primarily concentrated in Coos Bay, North Bend, Bunker Hill, Bandon, and Coquille. Figure 21 illustrates the relationship between home and work locations for people who both live and work in Coos County. While the data does not consider residents who work remotely, it can be used to visualize where the greatest number of trips between home and work are occurring. The greatest number of commute trips are within the Bay area. There are also significant commute flows between Bandon and Coquille, between Coquille and Coos Bay, and between the southeastern part of the county and the Bay area.

Figure 19: Work Locations in Coos County

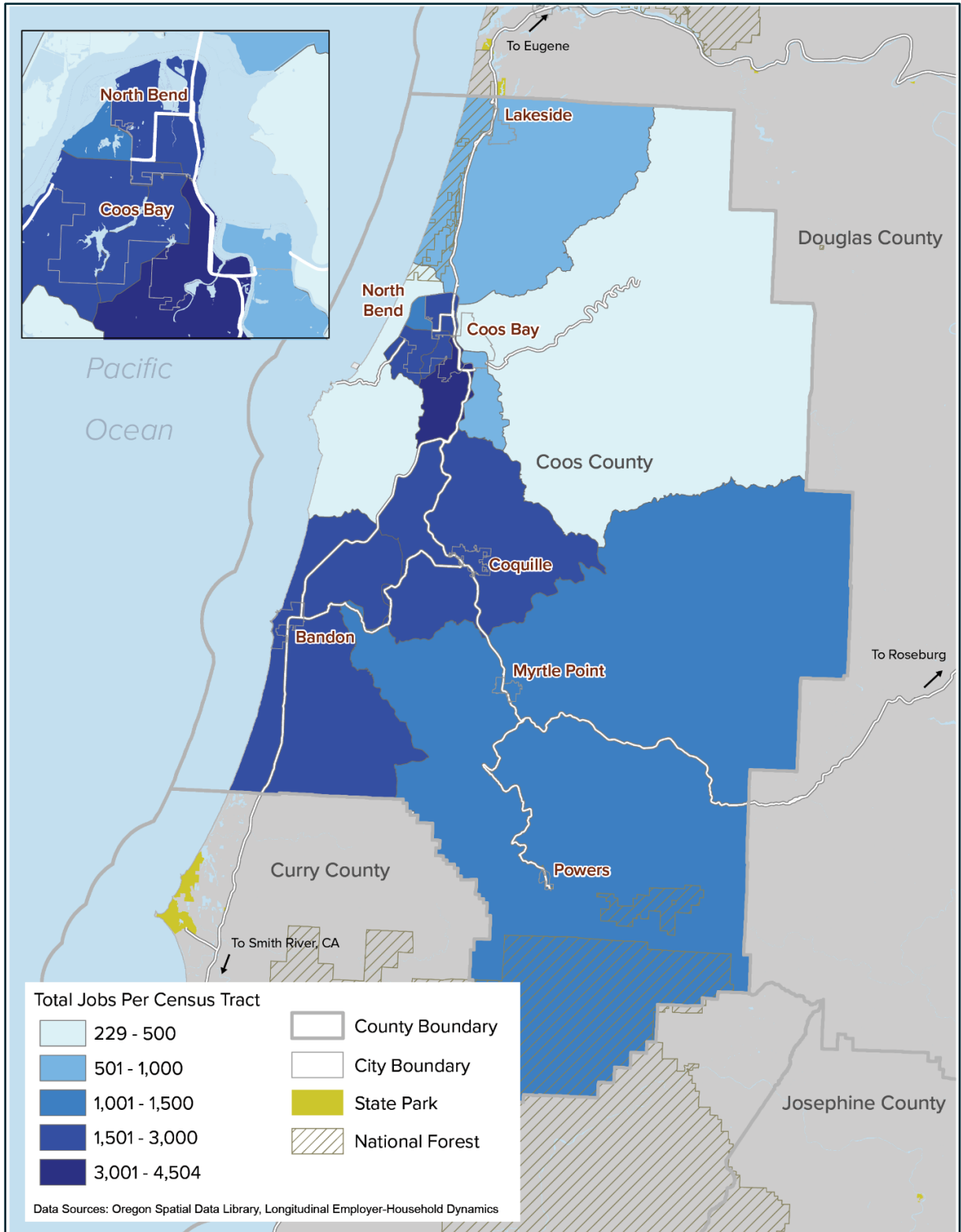
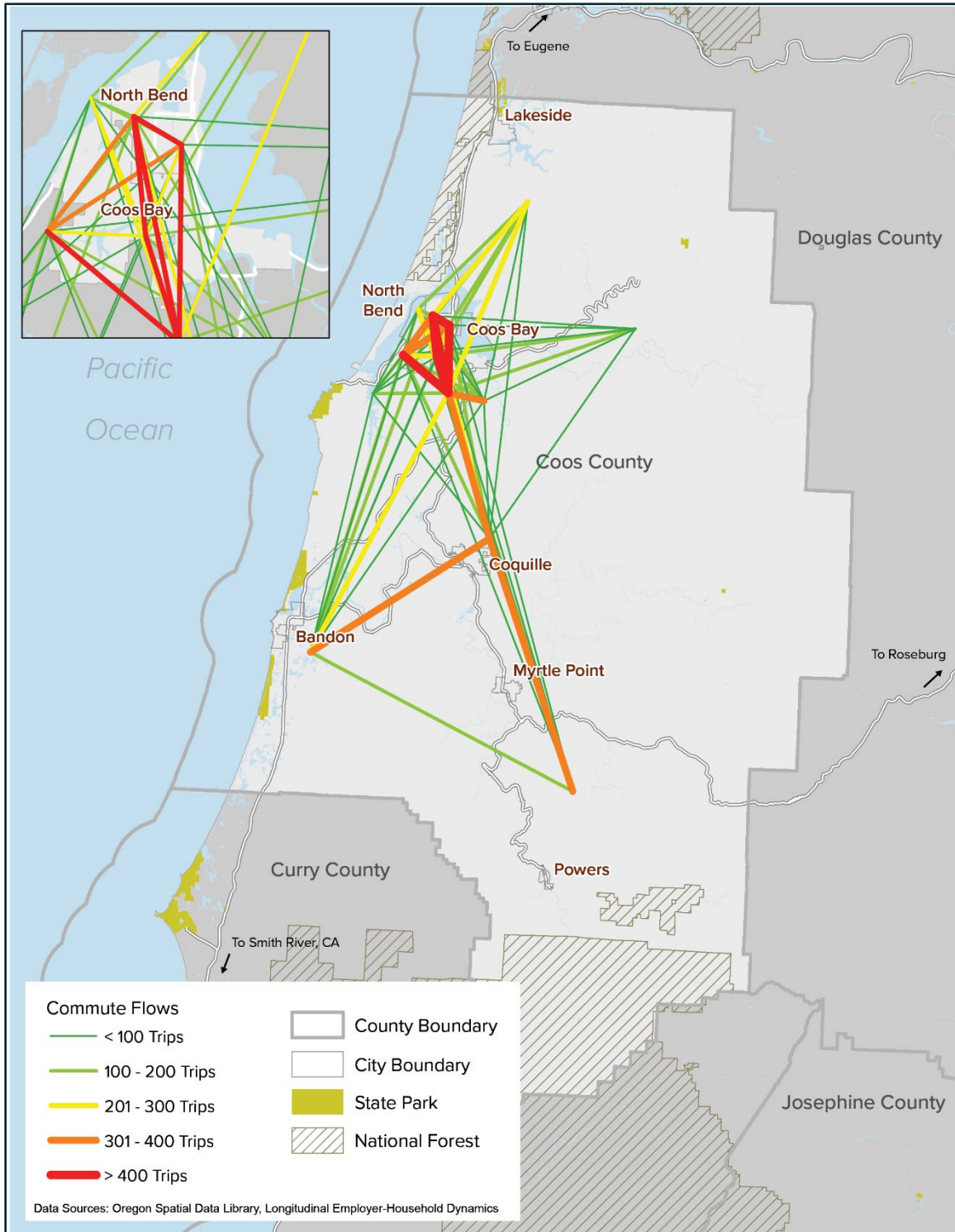


Figure 20: Commute Flows Between Census Tracts Within Coos County



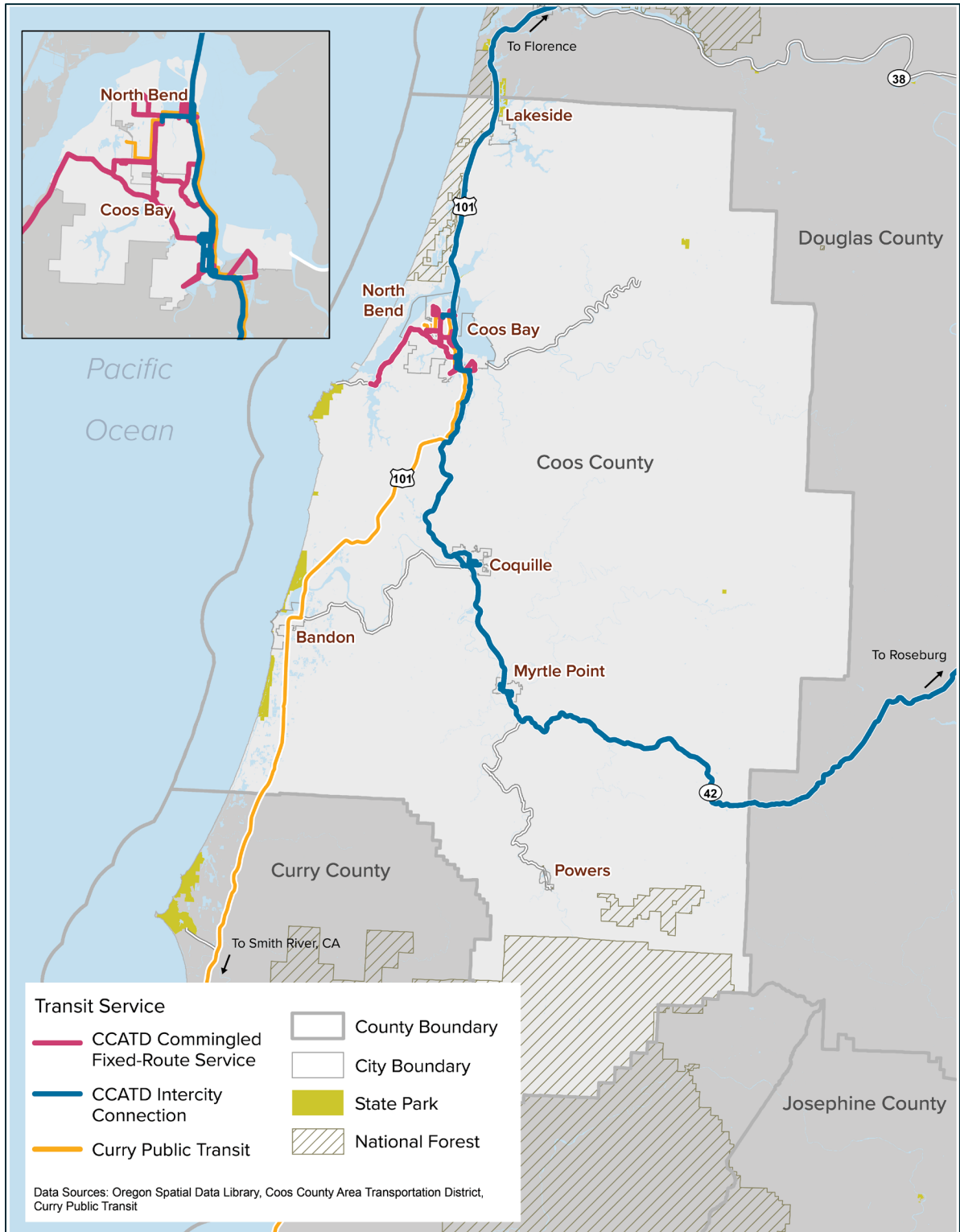
4 EXISTING TRANSIT SERVICES

Transit service is concentrated in the northwest region of Coos County, extending out to other major cities within the county and neighboring counties. CCATD operates comingled fixed-route and paratransit service, intercity service, and dial-a-ride paratransit. Regional transportation options provide transit to neighboring counties, including Curry, Douglas, and Lane counties. Bay Cities Brokerage provides local and regional non-emergency medical transportation for Coos County residents with Medicare. Additionally, there are some local facilities and organizations that provide transportation for clients.

Figure 22 show public transit routes in Coos County as of September 2022. Transportation services available within Coos County include:

1. Local Public Transportation Service
 - a. CCATD Comingled Fixed Route and Paratransit Service
 - b. CCATD Dial-A-Ride
 - c. CCATD Intercity Connector
2. Regional Transportation Service
 - a. Coastal Express
 - b. Bay Cities Brokerage
3. Client-Based Transportation Service
 - a. Senior and assisted living
 - b. Education
 - c. Tribes
4. Other Transportation Service
 - a. South Coast Taxi
 - b. Yellow Cab

Figure 21: Coos County Transit Service



LOCAL PUBLIC TRANSPORTATION SERVICE

Transportation services provided in Coos County by public entities are summarized below.

CCATD Fixed-Route and Paratransit Service

Service Area Description	Commingled fixed-route and paratransit service in the Bay Area region serving Coos Bay, North Bend, Myrtle Point, Coquille, and adjacent unincorporated communities.
Days and Hours of Operation	<p>Service runs Monday – Friday.</p> <ul style="list-style-type: none"> ▪ Red Line – 7:35 A.M. - 6:25 p.m. ▪ Green Line – 7:30 a.m. - 6:15 p.m. ▪ Blue Line - 6:30 a.m. - 6:15 p.m. ▪ Gold Line - 11:00 a.m. - 3:00 p.m. ▪ Myrtle Point – Coquille – 8:30 a.m.-11:30 a.m. and 12:30 p.m.-2:00 p.m.
Fare²	<ul style="list-style-type: none"> ▪ Regular - \$1.00 ▪ Senior - \$0.50 ▪ Kids (6-17) - \$0.50 ▪ Kids (under the age of 5) - Free
Connections to other services	Amtrak, CCATD Intercity Connector, Coastal Express, Greyhound, Pacific Crest Bus Lines

Prior to August 1, 2022, CCATD service in the Coos Bay area included dial-a-ride paratransit service and deviated fixed-route service, in which vehicles would deviate up to ¼-mile from the route to pick up and drop off passengers by request. As of August 1, four commingled fixed route and paratransit lines serve the Bay Area region of Coos Bay, North Bend, and adjacent unincorporated communities. In a commingled system, fixed route service and ADA paratransit are provided by the same vehicle. Deviations of up to ¼-mile from the fixed-route are available only to people who are eligible for paratransit service.

The four commingled routes are the Red Line, Green Line, Blue Line, and Gold Line. The Red and Green Lines both include 11 complete loops, generally operating from 7:30 a.m. to 6:00 p.m.. The Blue Line includes 12 complete loops and operates from 6:30 a.m. to 6:19 p.m.,

² Included in the price is 1 (one) transfer to connecting loop bus. Transfer not valid back to same loop bus.

while the Gold Line has 2 complete loops and runs from 10:30 a.m. to 10:55 a.m. and 2:45 p.m. to 3:10 p.m.. Additionally, CCATD operates four complete loops in the Myrtle Point-Coquille deviated fixed-route service. It runs Monday to Friday, from 8:30 a.m. to 11:30 a.m. and 12:30 p.m. and 2:00 p.m..

The CCATD service vehicle fleet, listed in Figure 26, includes seven 30-foot passenger buses (that seats anywhere from 12 to 16 riders), which are ADA accessible and have two wheelchair securements spaces.

Bandon Dial-A-Ride

Service Area Description	Shared-ride, origin-to-destination, wheelchair accessible transportation service within Bandon city limits.
Days and Hours of Operation	All DAR service runs Monday – Friday, 8:00 a.m. - 4:00 p.m.
Fare	General - \$2.00 per person per ride
Connections to other services	May be used to connect to Coastal Express

CCATD operates Dial-A-Ride (DAR) service with Bandon city limits. DAR service is provided to everyone in the general public. Requests for reservations for DAR services are accepted Monday through Friday (excluding holidays) from 8:00 a.m. until 4:45 p.m.³

³ Same-day service is not provided. Advanced reservations may be made from 1 to 14 days before a desired trip. The reservation taker will “negotiate trip times” by searching for available space up to one hour on either side of a requested pick-up time.

CCATD Intercity Connector

Service Area Description	Fixed-route service between Coos Bay/North Bend and Myrtle Point, Florence, Roseburg, and Powers.
Days and Hours of Operation	<p>Intercity Connector service generally runs Monday-Saturday</p> <ul style="list-style-type: none"> ▪ Myrtle Point-Coquille-Coos Bay/North Bend: Monday-Friday; 7:15 a.m.-6:25 p.m. ▪ Florence Express: Monday-Saturday; 7:30 a.m.-11:17 a.m. and 3:30 p.m.-7:17 p.m. ▪ Roseburg Shuttle: Tuesday-Wednesday; 7:30 a.m.-4:30 p.m. ▪ Powers Stage: Thursday; 7:00 a.m. - 3:30 p.m.
Fare⁴	<ul style="list-style-type: none"> ▪ Myrtle Point-Coquille-Coos Bay/North Bend: \$2.00 Per Zone (C.B. - M.P = 3 Zones) ▪ Florence Express - \$2.00 Per Zone (N.B. – Florence = 6 Zones) ▪ Roseburg Shuttle - \$2.00 Per Zone (N.B - Roseburg = 6 Zones) ▪ Powers Stage - \$ 2.00 Per City (Powers - C.B. = \$8.00 - \$16 .00 round trip)
Connections to other services	CCATD Fixed-Route and Paratransit, Coastal Express, LinkLane to Eugene and Yachats, Umpqua Public Transportation in Roseburg

The CCATD Intercity Connector operates fixed-route service to connect communities across the county including Powers, Myrtle Point, Coquille, Coos Bay, North Bend, and Powers. Intercity service also serves Florence, in Lane County, and Roseburg, in Douglas County.

The Myrtle Point-Coquille-Coos Bay/North Bend intercity fixed-route service operates between Myrtle Point, Coquille, Coos Bay, and North Bend. This service makes two runs per day Monday to Friday from 7:15 a.m.-6:25 p.m. There are three stops for this service and takes approximately 50 to 75 minutes to complete the whole route.

The Florence Express serves Coos Bay and Florence and makes three full loops that makes 15 stops over a duration of 227 minutes (nearly 4 hours). This service operates Monday to Saturday from 7:30 a.m. to 11:17 a.m. and 3:30 p.m. to 7:17 p.m.

Roseburg Shuttle is a reservation-based service available along Oregon Route 42 from North Bend to Roseburg. Operating days and times are Tuesday and Wednesday from 7:30 a.m. to 4:30 p.m., with the earliest drop off in Roseburg at 9:45 a.m. and latest pickup in Roseburg at 2:15 p.m. Individual fares for this service are \$12 each way or \$2 per zone (6 zones total).

The Powers Intercity Connection connects Powers to Myrtle Point, Coquille, and Coos Bay every Thursday. Reservations are required to use this service and must be made by the Wednesday prior to departure at the latest. The service is primarily used for access to retail, but passengers can also receive transportation to medical appointments or other requested errands. There is one morning departure from Powers Housing Development at 8:30 a.m.,

⁴ The CCATD Board will be passing a new fare structure for these routes during a November Board meeting for implementation on January 1, 2023.

which stops in Myrtle Point and Coquille before arriving in Coos Bay/North Bend. Fares are determined per intercity segment, which is defined as “from one community to the next”, therefore, a trip from Powers to Coos Bay would cost a total of \$8 one-way, \$16 round-trip.

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

CCATD Service Priorities

CCATD’s service priorities for FY 2022-2023 are listed below. Many of these changes were implemented in August 2022.

- Formally adopting a commingled fixed-route service in Coos Bay / North Bend where paratransit may be accommodated as a deviation up to ¼ mile from the route.
- Provisioning fixed route coverage in Coos Bay / North Bend along Hwy 101 and earlier hours of service to support employment.
- Instituting a free ride program for High School students who present a current high school ID card.
- Recasting the Roseburg Route to an advanced reservation service on Tuesdays and Wednesdays. This would be a curb-to-curb service starting in the service area of Coos Bay / North Bend and deviating up to ¾ mile along the route ending in a defined service area in Roseburg with the parameters of departure from CB/NB no earlier than 7:30AM and returning to CB/NB no later than 4:30PM.
- Recasting the Florence route from three times a day at four days a week to two times a day at 6 days a week.
- Implementing a community engagement strategy including travel training videos, pocket schedules, a new interactive website, and new rider’s guide.
- Implementing \$4.00 premium fares for same day Dial-A-Ride service and non-medical will calls.

CCATD Ridership

Figure 23 shows the annual ridership for all CCATD Transportation services (fixed-route and DAR) from 2016 to 2021. Ridership decreased from 2018 to 2021, particularly during the COVID-19 pandemic. Figure 24 shows the trend in ridership for all CCATD Transportation services from 2016 to 2021.

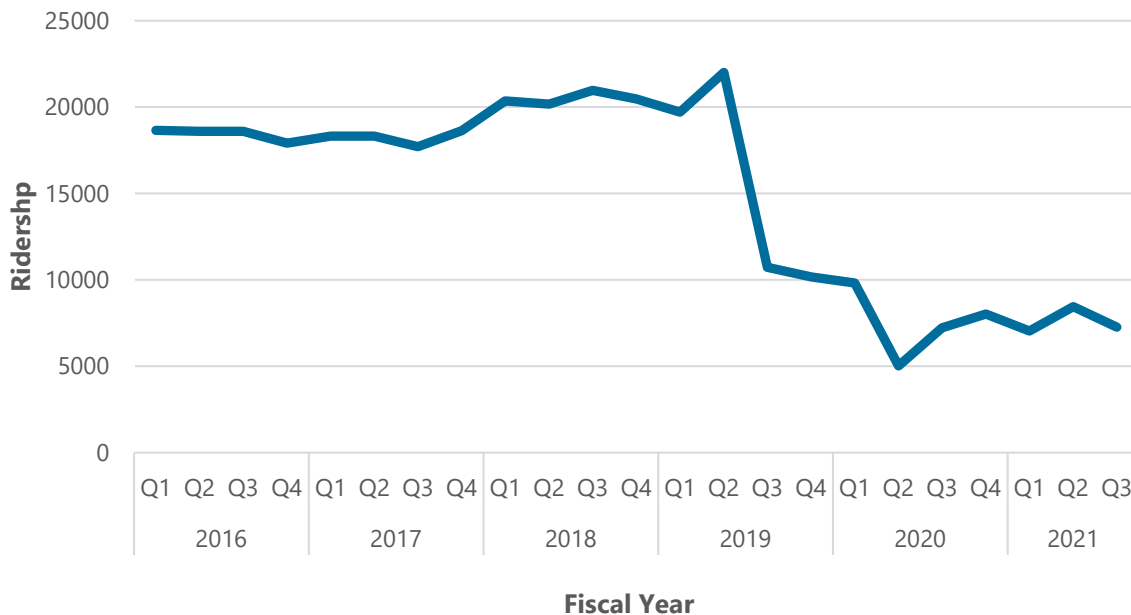
Figure 22: CCATD Yearly Ridership, 2016-2021

Year	Ridership	% Change from Previous Year
2016	73,772	-
2017	73,003	-1.0%
2018	81,962	12.3%
2019	62,617	-23.6%
2020	30,111	-51.9%
2021	22,750	-24.4%

Note: Ridership data includes CCATD Fixed-Route Deviated Service, CCATD Intercity Connector, CCATD DAR, and Powers Stage.

Source: CCATD

Figure 23: CCATD Yearly Ridership Trends, 2016-2021



Note: Ridership data includes CCATD Deviated Fixed-Route Service, CCATD Intercity Connector, CCATD DAR, and Powers Stage.

Source: CCATD

CCATD Vehicle Fleet

CCATD has a total of 14 vehicles available for fixed-route, demand-response, commuter, and maintenance services. Figure 24 lists the year, type, condition, primary and back-up uses, number of passengers, and number of wheelchair securement spaces for each CCATD vehicle.

Figure 24: CCATD Vehicle Fleet

Year	Type	Condition	Service Use	# Pass	# WC
1990	Ford PU F350	Poor	Maintenance Truck	4	0
2010	Dodge Caravan PU F350	Good	Employee	4	1
2013	Startrans Ford Candidate	Poor	DAR	9	2
2015	Ford TCN	Poor	DAR	2	2
2016	Starcraft Ford E450 Allstar	Good	Fixed Route / DAR	12	2
2016	Starcraft Ford E450 Allstar	Good	Fixed Route / DAR	14	2
2016	Starcraft Ford E450 Allstar	Good	Fixed Route / DAR	12	2
2017	Starcraft (Ford) Allstar	Good	Fixed Route	16	2
2017	Starcraft (Ford) Allstar	Good	Fixed Route	16	2
2017	FORD TCN	Poor	DAR - Bandon	3	1
2019	Arboc Ford Spirit of Independence E-350	Good	Intercity / Fixed Route	12	2
2019	Arboc Ford Spirit of Independence	Good	Intercity / Fixed Route	12	2
2019	Ford Transit 350	Good	DAR	5	2
2023	Ford STRC Allstar	New	Fixed Route	12	2

Source: CCATD

CCATD Funding

The most recent funding information available for CCATD covers FY 2022/2023 (July 2022 to June 2023).⁵ The FY 2022-2023 budget will provide the resources to improve transit services in Coos County consistent with the agency’s values of convenient, consistent and safe transit.

CCAT receives funding from local sources as well as federal and state grants. Local sources for the adopted FY 2022/2023 budget totaled to \$67,962, including advertising, donations, fares, local funds, and service contracts. A total of \$656,636 was secured through federal grant sources, including 5310, 5311, 5339, and 5304 funds. STF funds provide CCAT with an

⁵ <http://www.coostransit.org/wp-content/uploads/2022/04/CCATD-Budget-Packet-2022-23.pdf>

additional \$148,331 of income. Additionally, STIF Disc. & Formula funds provide CCAT with \$1,640,956, while other state funds (e.g., STP and the Oregon Department of Veteran Affairs) will bring in an additional \$232,021 in FY 2022-2023. CCAT’s projected total revenue for FY 2022-2023 is \$2,745,906 and should fully cover the budget expenses of \$2,645,906, leaving approximately \$100,000 in contingency funding.

CCATD Technology

Currently, CCATD uses the Ecolane system for dispatching. All vehicles are equipped with surveillance cameras and two-way radios for driver and dispatcher communication. CCATD expects that technological improvements will be necessary in the future, but additional funding will need to be secured for those investments.

REGIONAL TRANSPORTATION SERVICE

Regional transportation services within Coos County include Curry County Public Transit’s Coastal Express and non-emergency medical (NEMT) local and regional transportation provided by Bay Cities Brokerage.

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 – Saturday, see Figure 27 for more details .
Fare	<ul style="list-style-type: none"> ▪ General: \$4 per city segment ▪ Students/Seniors/Disabled: \$2 per city segment ▪ Children (under 6 years old): Free ▪ Active-Duty Military Personnel and Veterans (traveling to an appointment at the Brookings or Coos Bay VA Clinics): Free ▪ Monthly Pass (unlimited rides): \$50 ▪ Punch Cards (for \$22 worth of rides): \$20
Connections to other services	CCATD Loop, CCATD Intercity Connector, CCATD Lakeside – Hauser & Loop Express, Pacific Crest Bus Lines, Powers Stage, Redwood Coast Transit, and SouthWest POINT

Curry Public Transit's Coastal Express is a fixed-route service operating along U.S. 101 between Smith River, California and North Bend, Oregon. The service is available Monday through Saturday with fares at \$4 per city segment. A “city segment” is defined as beginning prior to reaching the city limit of where a designated stop exists and ending at the city limit of that city. A trip from Smith River to Harbor or Brookings would cost \$4, while a trip from

Coordinated Health and Human Services Transportation Plan

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.

Riders are also able to flag the bus at a location other than a designated stop but must call the dispatcher at least an hour in advance. Package delivery is also available on this service at the same cost as a passenger ride. All Coastal Express buses are ADA accessible and are equipped with bike racks for up to two bicycles. Passengers who bring along a bicycle must pay \$1 per city segment in addition to the original fare. Figure 26 shows the schedule for the Coastal Express.

Figure 25: Curry County Transit Coastal Express Schedule

Route	Direction	Departure	Arrival
Brookings to Smith River	Southbound	6:15 a.m.	6:30 a.m.
		8:45 a.m.	9:15 a.m.
		1:45 p.m.	2:15 p.m.
Smith River to Brookings	Northbound	6:30 p.m.	6:55 p.m.
Smith River to North Bend	Northbound	6:45 a.m.	10:55 a.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.

Bay Cities Brokerage

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)
Reimbursements	<ul style="list-style-type: none"> ▪ Mileage: \$0.25 ▪ Meals (if travel is a minimum of 4 hours outside of the local area): <ul style="list-style-type: none"> – Breakfast: \$3.00 – travel must begin before 6:00 a.m. – Lunch \$3.50 – must be gone the entire period from 11:30 a.m. -1:30 p.m. – Dinner: \$5.50 – travel ends after 6:00 p.m. ▪ Lodging: \$40.00
Connections to other services	None

Bay Cities Brokerage, the regional broker of non-emergency medical transportation (NEMT) for Medicaid recipients, is an important provider of specialized services. This service is available for Oregon Health Plan (OHP) members living in Jackson, Josephine, Douglas, Coos, Curry, Lake 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.⁶

CLIENT-BASED TRANSPORTATION SERVICE

Several organizations in Coos County provide transportation services to their clients. These include senior and assisted living facilities, education providers, and Tribes.

Senior and Assisted Living

The following residential communities offer scheduled transportation to social outings, shopping, and medical appointments:

- Bayside Terrace in Coos Bay
- Inland Point in North Bend
- Pacific View Senior Living Community in Bandon

⁶ Prior to providing transportation services Bay Cities Brokerage verifies riders current OHP WOAHP eligibility.

Education

Coos Bay Public Schools, Coquille School District, Bandon School District, North Bend School District, and Powers School District provide school bus service.

South Coast Head Start is a nonprofit early childhood program that provides bus transportation to children attending half-day preschool programs in some areas.

Tribal Transportation

The Coquille Indian Tribe (CIT) offers transportation to tribal members, including door-to-door service to medical appointments and group social outings for elders. The Confederated Tribes of Coos, Lower Umpqua and Siuslaw also offer limited transportation to tribal elders.

OTHER TRANSPORTATION SERVICES

Since the 2017 Coordinated Plan was adopted, Coos County has lost some transportation services that served Coordinated Plan focus populations of people with disabilities, older adults, and veterans. Disabled American Veterans and Millennium Transportation no longer offer non-emergency medical transportation.

South Coast Taxi

South Coast Taxi charges \$6 for rides in Coos Bay and North Bend. The company also delivers groceries, alcohol, and medication for \$7.00, or can-do personal shopping for \$0.50 per minute.

Yellow Cab

Yellow Cab is a local cab company operating Coos Bay and North Bend areas. Rides within Coos Bay and North Bend are \$9.00 and rides outside of these city limits vary by distance and payment method (i.e., cash versus credit). Yellow Cab also offers a delivery service for groceries, prescriptions, and packages.

5 STAKEHOLDER OUTREACH

Public and stakeholder engagement was a critical element of the CCATD Coordinated Human Services and Public Transportation Plan process. A series of public and stakeholder engagement activities were conducted to inform the Coordinated Plan. The engagement process was designed to meet the following objectives:

- Engage partners and key stakeholders and the broader public with multiple opportunities to participate.
- Make a focused effort to engage priority populations including older adults, people with disabilities and persons of low income.
- Strengthen the level of coordination and cooperation between CCAT, CIT, and human services providers.

STAKEHOLDER INTERVIEWS

The first round of community engagement consisted of 19 interviews with selected representatives from human services providers, including senior living facilities, social service agencies, disability advocates, and other organizations serving low-income residents, non-English speakers, and historically underserved populations. The interviewees represented the following agencies:

- Adapt Integrated Health Care
- Bay Area First Step
- Bay Clinic
- Community Living Case Management
- Coos Elderly Services
- CEDCO: The Mill Casino and RV Park
- CIT Higher Education Department
- CIT Learning Center
- DaVita Coos Bay Dialysis
- The Devereux Center
- Easterseals Oregon: Senior Community Service Employment Program
- Fresenius Kidney Care Coos Bay
- Ko-Kwel Wellness Center – Eugene
- North Bend Senior Center
- Oregon Coast Community Action: Child and Family Resource Center
- Southwestern Community College
- Southwestern Oregon Veterans Outreach
- Star of Hope Activity Center, Inc.
- Tribal Member Services

- The following are key themes identified through Human Services Provider Interviews that were conducted over the period of April through June of 2022.
 - **Medical appointments, Employment, and Shopping are the most common transportation needs.** *“People who can access door to door service, specifically for work [are working well] ...”*
 - **Service within Coos Bay and North Bend is mostly dependable and accessible.** *“...If you do not drive or if you cannot walk you cannot get anywhere. CCAT improved that accessibility.”*
 - **Rural areas are not served enough.** *“There have been instances, for participants that live outside of town in North Bend. It was difficult for her to get where she needed to go, being outside of the main city...”*
 - **Trip time is often too long and unreliable for appointment specific use.** *“Timing and availability are an issue, affordability as well. Students cannot work as much; they have tighter time frames with class times which is a barrier to getting jobs that fit their schedules...”*
 - **Information needs to be more widespread and available.** *“General community awareness [would make service better] just speaking with people, nobody knew too much about CCAT...”*

What community members think is working well

Among interview participants, there are themes that emerged regarding what they think is working well in terms of transportation services. People who are eligible for door-to-door services, inner-city availability, and CCATD staff are friendly and helpful.

Many people in the community are reliant on the two taxicab companies, Bay City Brokerage, and rides from friends and family. Organizations work with the taxi companies by purchasing and providing the vouchers to their constituents. Respondents note that they are aware of the Coos Bay to Roseburg route, and that veterans do utilize it for access to the Veterans Administration.

What community members would like to see change in the future

Interview participants offered a variety of ideas and services that they would like to see for public transportation within and between communities. Round-trip ride times, additional pickup and drop-off times and locations, better connectivity between Coos County and the surrounding cities like Eugene, Springfield, and additional trips to Roseburg, and availability of service outside the typical 9-5 schedule.

Respondents express wanting to be able to use public transportation, but they feel the current restraints are keeping them from being able to use it. Specifically, needing service to local pharmacies was mentioned by providers.

FOCUS GROUP AND SURVEY

Focus Group

- The second community engagement activity was a focus group meeting with the CCATD Board of Directors and Advisory Group in May 2022 and a Passenger Survey with transportation providers and users. Key themes from the focus group meeting include:
- The most important transit services that CCATD provides include the link from Curry County to Coos Bay, Florence, and Eugene, connections to employers, and connecting older people to grocery stores, pharmacies, social activities, and medical needs.
- The most important unmet transit needs include Saturday service, a fixed route to Bandon, services on minor holidays (since many people still need to get to appointments or to work), early morning and later evening service, and routes that better serve schools. The primary barriers to meeting these needs are funding and staffing.
- Operational and capacity challenges include building in time for elderly and disabled users to get to the vehicle from their home or destination. Educating people about how to use the system is another major challenge.
- Top priorities for the Board of Directors over the next five years include becoming more responsive to employers in the county, educating the public on available services, and attracting more drivers with family benefits to support them.

Passenger Survey

CCATD conducted a Passenger Survey on the CCATD Bay Area Loop routes: the Pirate Express, Bulldog Express, and Charleston Express. The interviewer asked passengers an open-ended question about what they would most like to change about the system.

Proposed Improvements

- Increased service, including weekends, evenings, and holidays.
- Improvements to buses, such as adding caution tape to the overhead luggage rack, adding a secondary sun visor, using polycarbonate for bus windows, reducing noise

on bus lifts with rubber door stoppers, increasing bus size, and making the pad easier to use for drivers.

- Specific changes to routes that included:
 - Adding a route from Englewood to Libby then on to Charleston on the east side
 - Creating a Shore Acres route during the holiday season
 - Adding an express route via U.S. Highway 101 from downtown Coos Bay to downtown North Bend
 - Extending service deeper into Charleston
 - Creating an express triangle service
 - Adding a stop after the northbound lanes on the Pirate Express
 - Stopping at Safeway before the airport on the Bulldog Express
- More direct and quicker routes by reducing the number of transfers needed between routes.
- Improvements to bus stops, such as adding covered bus shelters and clearer signage and posted schedules on bus stops.

CCATD WORKSHOP

The final engagement activity was the CCATD Strategies Workshop held in September 2022 to discuss strategies to address gaps in transit service. Participants reviewed six strategies and associated action items and were asked to rank the importance of each action item on a scale from 0, “Not Important” to 10, “Very Important.” The following is a summary of comments received at the workshop and prioritization of strategies. The highest ranked action items are bolded under each strategy.

1. Seek funding to preserve existing levels of public transit service.
 - Continue to allocate STIF and Section 5310, 5311, 5339, and 5304 funds to programs and projects that currently receive such funds: 7.5/10
 - Continue to seek additional federal and state funding to preserve and expand transportation services: 8.3/10
 - Continue to explore alternative funding sources including public-private partnerships: 7.7/10
 - Continue to investigate dedicated funding sources for CCATD services, including contributions from cities in Coos County: 8.5/10
 - Continue to pursue funding for vehicle replacement and maintenance: 7.7/10
 - Monitor utilization, performance, and cost per trip of newly introduced comingles fixed-route/paratransit service: 5.5/10

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- Develop driver recruitment strategy and continue to direct resources to training, compensation, benefits, and incentives: 7/10
- 7. Expand and/or improve services as funding permits and demand is demonstrated.
 - Expand fixed-route and demand response services to early mornings, evenings, and weekends as resources become available: 8.1/10
 - Expand fixed route/comingled service areas: pilot service in Bandon; continue Gold and Blue lines south: 6.1/10
 - Partner with Coquille Tribble and other major employers to pilot a vanpool, shuttle, or other flexible transportation service for employees who work weekend of late shifts: 7.4/10
 - Implement planned super stop in Coos Bay to facilitate transfers between local and regional services: 7/10
 - Monitor success of recent change to Roseburg and Florence service; consider expanding service hours or frequency to Florence: 7.8/10
 - Coordinate with cities to ensure convenient and safe access to transit stops: 6.6/10
 - Seek funding for digital tools for customers, such as an app for reservations and fare payment: 6.6/10

Comments:

- Adding a stop at DHS would be helpful.
- 8. Improve freedom of movement and quality of life for transit-dependent populations.
 - Preserve existing paratransit services and expand as resources and demand permit: 8.8/10
 - Adopt strategies to address the cost of public transportation for low-income riders (reduced fares, coordination with health and human services on pass or voucher programs: 8.3/10
 - Work with veteran service agencies and health care providers to coordinate transportation services for veterans and to medical facilities: 8.3/10
 - Investigate opportunities to facilitate student use of public transportation to access education facilities: 7.8/10
 - Seek funding from DHS to augment funds provided by the STF-funded Title XIX DD53 Local Match Program: 8.8/10
 - Continue to engage with DS and human and health service providers via advisory committees and other regular meetings: 8/10
 - Ensure that public transportation providers are regularly trained in emergency preparedness: 8.4/10

Comments:

- *We only look at one source of revenue. We need to explore the Oregon Department of Human Services and other sources funding.*
 - *Door-to-door" service is utilized by many people we serve. Using fixed route service is usually not an option.*
 - *Emergency preparedness is an important consideration, such as the Cascadia subduction zone earthquake.*
9. Expand efforts to inform the public of available public transportation services, including low-income and non-English speaking populations.
- Engage in public education and outreach efforts to inform county residents and visitors of available public transportation services and how to access them. This could include route maps and branding of CCATD vehicles: 8.3/10
 - Expand travel training program, with a focus on older adults, people with disabilities, and special needs students in collaboration with school systems: 8.1/10
 - Help improve knowledge of and comfort in the use of public transportation services by non-English speaking populations by providing translated information: 7.1/10
 - Periodically participate in cultural awareness training programs: 7.1/10

Comments:

- *Public transit takes a good amount of education to make sure that ridership (and potential ridership) knows that using the service is not difficult.*
10. Pursue opportunities for regional collaboration.
- Continue to participate in regular communication and coordination among STIF coordinators and committees: 8/10
 - Pursue opportunities with regional partners for coordination and or cooperative training on topics of mutual interest: 7.5/10
 - Work with other transit providers in the region to identify next steps for expansion and coordination of services (e.g., PTAC or Region 3 subcommittee, regional transit plan): 8.8/10
 - Investigate complementary use of bus tickets/passes among transit providers in neighboring communities and/or a regional or coastal pass: 8.1/10
 - Explore partnerships with Coos County Emergency Management and the US Coast Guard to develop an emergency evacuation plan for vulnerable populations: 8.9/10

Comments:

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- These are wonderful ideas, but we would need to identify staff and resources in order to do these things.
11. Establish mechanisms for routinely monitoring plan implementation.
- Regularly assess customer and driver needs through surveys and other mechanisms: 8.5/10
 - Request county and city planning and community development departments to notify public transportation providers of land use proposals that potentially affect public transportation services: 8.9/10
 - Actively engage the STIF Advisory Committee in annually monitoring implementation of the coordinate plan: 8.8/10

Comments:

- *I appreciate the voice of the customer/driver.*
- *Make sure someone attends the Area Transportation Commission meeting to gain more info on planning/community development.*
- *Counties and cities working with providers was a big thing for us. We recently updated our code regarding transportation facilities and procedures, such as impacts to areas adjacent to transit facilities. Once it's in the code, it is easier to implement.*
- *CCATD has partnered with the fire department. We also check in on passengers who don't have others to check-in on them.*
- *Coordination between transit and land use planning and development is important.*

Additional comments include:

- *The needs assessment covers most of the needs I am seeing.*
- *There is a need for expanded operating hours to cover transportation to and from work, shopping, appointments, etc.*
- *Could CCATD provide a "universal" fare card for ease of use among different transit providers?*
- *The Dunes is an important resource to consider for emergency planning, such as earthquakes.*
- *The needs assessment is comprehensive and mentions the restraints of the system capacity and available resources.*

6 NEEDS, STRATEGIES, AND PRIORITIES

This chapter summarizes transportation needs in Coos County and proposes six strategies and related actions to help meet those needs. The needs were revealed through analysis of demographic and transportation existing conditions and through the public and stakeholder engagement process described in Chapter 5.

The strategies and actions from this Coordinated Plan are informed by the identified needs, an evaluation of strategies and actions from the 2017 Coordinated Plan, and a review of strategies that have been adopted by similar transit agencies in Oregon. These strategies are subject to change based on community needs, population changes, staff capacity, and available funding.

SUMMARY OF TRANSPORTATION NEEDS

Transit Service Needs

Increase service span and frequency while maintaining cost-efficiency

Local transportation service within the County is unavailable on weekends and before 7:00 a.m. and after 5 p.m. on weekdays. Saturday service and expanded hours would help people who need transportation for work and social events on the weekend, early mornings, and evenings.

However, minimal growth in the County's population is projected over the next several decades. The County also has low population density, especially outside the Coos Bay area. Transit generally attracts the highest ridership in places with greater population density; distributing resources effectively in less dense areas can be challenging. Long travel distances between communities result in high operational costs for CCATD.

Increase geographic coverage of public transportation services within the Coos Bay area

Jobs and population are concentrated in the Bay Area, as are health and human services. Participants in public and stakeholder engagement indicated that they would like to see expanded service to communities just south of Coos Bay and stops added at specific destinations such as grocery stores, the Mill Casino, downtown North Bend, and Coos Bay Harbor. The August 2022 CCATD service redesign has already addressed some of these needs.

Serve a large geographic area, while balancing transportation needs of denser cities and less dense regions

The population in incorporated cities in Coos County has increased by about 10% since 2013 while the population in unincorporated areas of the county has gone down by 10%. It can be challenging to balance transit service for cities where more people live with providing access to the crucial services needed by residents of smaller communities.

CCATD has responded to customer needs with new intercity connections, deviated routes, and redesigned commingled fixed route and paratransit service in the Coos Bay area. If the population of focus populations in smaller incorporated communities, such as Bandon, continues to grow, transitioning to fixed-route service within these communities may be appropriate. Communities with beach access like Bandon see more tourism in the summer. Seasonal variation in transit schedules could allow service to better meet the needs of students during the school year and visitors during the summer months.

Provide transportation services to populations that depend on it

Coos County has higher proportions of older adults, people with disabilities, people of low-income, and veterans than both the state and the nation. Public transportation should be designed to accommodate these populations as they have more limited mobility and are more likely to be dependent on public transportation. Youth and students who are too young to drive may also rely on public transportation.

Infrastructure, Capital, and Technology Needs

Improve bus stop amenities

Many CCATD stops lack clear signage, posted schedules and maps, shelters, seating, and other amenities. Enhancing stops would both improve the passenger experience and increase public awareness of CCATD services.

Coordinate with cities and the county to improve access to bus stops

Safe and comfortable walking routes to bus stops are especially important for older adults and people with disabilities who may have limited mobility. Sidewalks, curb ramps, marked crosswalks, bicycle routes, and bicycle parking are all constructed by local jurisdictions.

Upgrade information and technology

An update to the CCATD website is ongoing. As a next step, CCATD may want to consider ride reservation and fare payment technology, such as a smart phone app. At least one other transit provider in the region has found that implementing a website and/or app for demand response and deviated service reservations and payment has helped them cope with staffing shortages because these systems require less staff time.

Coordination Needs

Make connections between transit services and facilitate regional travel

With the discontinuation of service from national and regional providers (Greyhound, Amtrak, and Pacific Crest Bus lines), Coos County residents and visitors have fewer options for reaching destinations up and down the coast, in the Willamette Valley, and beyond.

Work with Health and Human Services to meet the needs of older adults

Growth in the population of adults aged 65 and older continues to exceed the overall rate of population growth in every part of Coos County. Over the next several decades, the older adult population is expected to make up about 30% of the total County population, far above state and national averages. This may lead to increased demand for demand response services to assisted living facilities or residences where people are aging in place.

Marketing, Customer Service, and Outreach Needs

Increase reach and availability of transit agency information

Stakeholders shared that schedule information could be easier to find, and both stakeholder and public comments revealed that many people are not aware of existing bus routes and stop locations. In addition to making stops more visible and providing maps and schedules, CCATD could better utilize digital platforms, like the website and social media, to inform

riders of permanent changes to services as well as temporary service interruptions. Additionally, older adults, people with disabilities, and students would benefit from additional training about how to use the public transportation system.

Human Resources and Funding Needs

Attract and retain transit vehicle operators

The CCATD Board and Advisory Committee noted that recruiting transit vehicle operators is a challenge, particularly since the start of the COVID-19 pandemic. This is a major limitation on CCATD's ability to expand services and meet the needs of Coordinate Plan focus populations.

Seek funding to maintain and expand service

Funding is a crucial component of providing health and human services transportation. CCATD will need to leverage both existing and new sources to implement the recommendations of this plan.

STRATEGIES, ACTIONS, AND PRIORITIES

Strategy #1: Seek funding to sustain existing levels of service.

Needs addressed:

- Seek funding to maintain and expand service
- Serve a large geographic area, while balancing transportation needs of denser cities and less dense regions
- Provide transportation services to populations that depend on it
- Attract and retain transit vehicle operators

Actions	Priority Level	Costs	Potential Funding Source(s)
1.1 – Continue to investigate dedicated funding sources for CCATD services, including contributions from cities in Coos County.	High	\$ Staff time	<ul style="list-style-type: none"> ▪ Cities ▪ County
1.2 - Continue to seek additional federal and state funding to preserve and expand transportation services.	High	\$ Staff time	<ul style="list-style-type: none"> ▪ Section 5311, Section 5310 ▪ STIF ▪ Local funding
1.3 - Continue to allocate STIF and federal funds to programs and projects that currently receive such funds.	Medium		<ul style="list-style-type: none"> ▪ STIF ▪ Section 5310, 5339, and 5304
1.4 – Continue to explore alternative funding sources including public-private partnerships such as financial contributions by health care providers toward the cost of demand response services.	Medium	\$ Staff time	<ul style="list-style-type: none"> ▪ Health and human services providers
1.5 - Continue to pursue funding for vehicle replacement and preventive maintenance; give maintenance managers opportunities to obtain information on best practices to reduce costs of maintenance facility operations.	Medium		<ul style="list-style-type: none"> ▪ Section 5339 ▪ STIF

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Actions	Priority Level	Costs	Potential Funding Source(s)
1.6 – Develop driver recruitment strategy and continue to direct resources to training, compensation, benefits, and incentives. Explore collaboration with SOCC to create a training pipeline and support for people seeking commercial driver's licenses. Consider purchase and use of vehicles that do not require a CDL.	Medium	\$\$	<ul style="list-style-type: none"> ▪ Section 5314 ▪ STIF
1.7 - Monitor utilization, performance, and cost per trip of newly introduced comingled fixed-route/paratransit service.	Low	\$ Staff time	

Strategy #2: Expand and/or improve existing services as funding permits and demand is demonstrated.

Needs addressed:

- Increase service span and frequency while maintaining cost-efficiency
- Increase geographic coverage of public transportation services within the Coos Bay area
- Serve a large geographic area, while balancing transportation needs of denser cities and less dense regions
- Provide transportation services to populations that depend on it
- Improve bus stop amenities
- Coordinate with cities and the County to improve access to bus stops
- Upgrade information and technology
- Seek funding to restore, maintain, and expand service

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Actions	Priority Level	Costs	Potential Funding Source(s)
2.1 - Expand fixed-route and demand response services to early mornings, evenings, and weekends as resources become available.	High	\$\$\$ Fleet Staff	<ul style="list-style-type: none"> ▪ Section 5311, Section 5310, ▪ STIF ▪ Local
2.2 - Partner with the Coquille Tribe and other major employers to pilot a vanpool, shuttle or other flexible transportation service for employees who work weekend or late shifts.	Medium	\$\$ Fleet Technology	<ul style="list-style-type: none"> ▪ STIF discretionary funds (for pilot projects) ▪ Local funding (including contributions from tribe and employers) ▪ FTA Innovative Coordinated Access & Mobility Project
2.3 - Monitor success of recent changes to Roseburg and Florence service; consider expanding service hours or frequency to Florence.	Medium	\$ Staff time	<ul style="list-style-type: none"> ▪
2.4 – Coordinate with cities and the County to ensure convenient and safe first mile/last mile access to transit. Prioritize improvements near high ridership stops and destinations for older adults and people with disabilities. <ul style="list-style-type: none"> ▪ Sidewalk construction and improvements ▪ Bicycle routes and parking ▪ ADA accessibility, including curb ramps near stops ▪ Signage, SIMME seats, route maps, and other stop upgrades 	Medium	\$\$ Staff time Capital improvements	<ul style="list-style-type: none"> ▪ STIF discretionary funds ▪ STIP ▪ FHWA ▪ STBG ▪ Oregon Safe Routes to School grant (for improvements in ROW within 1 mile of school) ▪ Small Cities Allotment (if working with city of < 5,000 people) ▪ City capital improvement or general funds
2.5 – Seek funding for digital tools for customers, such as apps that allow customers to make reservations, track transit arrivals, and/or pay fares. Consider a fare payment card.	Medium	\$\$ Technology	<ul style="list-style-type: none"> ▪ FTA Enhancing Mobility Innovation ▪ FTA Innovative Coordinated Access & Mobility Project ▪ STIF discretionary funds
2.6 – Expand fixed/route/comingled service area. <ul style="list-style-type: none"> ▪ Pilot summer season fixed-route or deviated fixed-route service in Bandon. ▪ Continue Gold Line into Libby ▪ Provide additional stops in Charleston 	Lower	\$\$\$ Fleet Staff	<ul style="list-style-type: none"> ▪ Section 5311, 5310, 5339 ▪ STIF ▪ Local

Strategy #3: Coordinate transportation and human services needs for focus populations of older adults, people with disabilities, people with low incomes, veterans, and youth within Coos County.

Needs addressed:

- Provide transportation services to populations that depend on it
- Work with Health and Human Services to meet the needs of older adults
- Increase reach and availability of transit agency information
- Seek funding to restore, maintain, and expand service

Actions	Priority Level	Costs	Potential Funding Source(s)
3.1 - Preserve existing paratransit services and, as resources permit, expand these services to accommodate both current and projected demand.	High	\$ - \$\$ Fleet Staff	<ul style="list-style-type: none"> ▪ Section 5310
3.2 - Adopt strategies to address the cost of public transportation for low-income riders. Possibilities include: <ul style="list-style-type: none"> ▪ Reduced fare program for low-income residents (Sunset Empire Transit District is one example) ▪ Free pass program in which CCATD provides health and human services agencies with tickets to distribute to their clients for local fixed route service ▪ Voucher program to fund paratransit rides in collaboration with health and human service agencies 	High	\$\$ Scalable depending on eligibility and extent of program	<ul style="list-style-type: none"> ▪ Section 5310 ▪ STIF ▪ Local (explore funding partnership with HHS)

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<p>3.3 – Work with veteran service agencies and health care providers to coordinate transportation services for veterans and to medical facilities, including:</p> <ul style="list-style-type: none"> ▪ Assessing needs for trips to VA facilities ▪ Coordinating with dialysis and methadone clinics ▪ Assessing how well comingled fixed route/paratransit service serves medical appointments and pharmacies ▪ Exploring opportunities for transit to serve hospital employees 	High	\$ Staff time	<ul style="list-style-type: none"> ▪ Section 5310 ▪ STIF ▪ Oregon Department of Veterans Affairs
<p>3.4 – Seek funding from DHS to augment that provided by the STF-funded Title XIX DD53 Local Match Program for transportation to residential and vocational programs serving people with intellectual/developmental disabilities.</p>	High	\$ Staff time	<ul style="list-style-type: none"> ▪ DHS
<p>3.5 – Continue to engage with DHS and human and health service providers via advisory committees and other regular meetings to identify mutual transportation needs and opportunities to coordinate services; encourage providers to assess client transportation needs.</p>	High	\$ Staff time	
<p>3.6 - Ensure that public transportation providers are regularly trained in emergency preparedness and have up-to-date plans to assist as needed in emergency management.</p>	High	\$ Staff time Planning	<ul style="list-style-type: none"> ▪ Section 5304
<p>3.7 – Investigate opportunities to facilitate student use of public transportation to access education facilities, with a focus on high schools and Southwest Oregon Community College. Implement free fares for high school students.</p>	Medium	\$	<ul style="list-style-type: none"> ▪ STIF (Helps meet 1% allocation for student transportation)

Strategy #4: Expand efforts to inform the public of available public transportation services.

Needs addressed:

- Increase reach and availability of transit agency information
- Provide transportation services to populations that depend on it

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Actions	Priority Level	Costs	Potential Funding Source(s)
<p>4.1 - Engage in public education and outreach efforts to inform County residents and visitors of available public transportation services and how to access them.</p> <ul style="list-style-type: none"> ▪ Develop community engagement strategy (2022/23 budget priority) ▪ Seek additional funding for marketing and information as needed, including route maps and website improvements. ▪ Develop improved branding of CCATD vehicles, employees and services through logos, paint styles, bus wraps, name tags, etc. ▪ Improve website, including information about services from different transit agencies throughout the region. ▪ Periodically offer free transit days as a public education tool. ▪ Encourage the business community to promote transit use for their employees. 	High	\$\$ Planning Technology Marketing materials Staff time	<ul style="list-style-type: none"> ▪ Section 5304, 5310, 5311 ▪ STIF (formula funds, discretionary funds for marketing and information) ▪ Local
<p>4.2 - Expand travel training program, with a focus on older adults and people with disabilities. Collaborate with school system to provide travel training for special needs students, using Lincoln County's Excel program as an example.</p>	High	\$ Staff time	<ul style="list-style-type: none"> ▪ Section 5311, Section 5310 ▪ STIF (Helps meet 1% allocation for student transportation) ▪ Local
<p>4.3 - Help improve awareness of public transportation services by non-English speaking populations by providing translated information. Include outreach to these groups in community engagement strategy.</p>	Medium	\$ Staff time Marketing materials	<ul style="list-style-type: none"> ▪ Section 5311, Section 5310 ▪ STIF ▪ Local
<p>4.4 - Periodically participate in cultural awareness training programs.</p>	Medium	\$ Staff time	

Strategy #5: Pursue opportunities for regional collaboration and expansion of the regional transportation system.

Needs addressed:

- Make connections between transit services and facilitate regional travel
- Provide transportation services to people that depend on it
- Serve a large geographic area, while balancing transportation needs of denser cities and less dense regions
- Upgrade information and technology

Actions	Priority Level	Costs	Potential Funding Source(s)
5.1 – Continue to participate in regular regional transit provider communication and coordination	High	\$ Staff time	
5.2 - Work with other transit providers in the region to identify next steps for expansion and coordination of services. <ul style="list-style-type: none"> ▪ Convene a PTAC subcommittee, regular agenda item on existing Region 3 meetings, or separate logistics-focused meeting ▪ Consider forming a regional consortium and/or collaborating on a regional transit plan (similar to NWOTA) ▪ Work with other providers to integrate CCATD route and schedule information into their apps, websites, and other materials 	High	\$\$ Staff time	<ul style="list-style-type: none"> ▪ Section 5304 ▪ ODOT TGM grant ▪ STIF
5.3 - Investigate complementary use of bus tickets/passes among transit providers in neighboring counties and/or a regional or coastal transit pass, including digital options.	High	\$ Staff time Technology	<ul style="list-style-type: none"> ▪ FTA Innovative Coordinated Access & Mobility Project ▪ STIF discretionary funds
5.4 - Pursue opportunities with regional partners for coordination and/or cooperative training on topics of mutual interest.	Medium	\$ Staff time	

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5.5 – Explore partnerships with Coos County Emergency Management, the U.S. Coast Guard, local emergency response services, and private partners (e.g., the Dunes) to develop an emergency response and evacuation plan for vulnerable populations (e.g., older adults, persons with disabilities).	High	\$ Staff time Planning	<ul style="list-style-type: none"> ▪ Section 5304 ▪ Oregon Office of Emergency Management grants
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Strategy #6: Establish mechanisms for routinely monitoring plan implementation

Actions	Priority Level	Costs	Potential Funding Source(s)
6.1 - Regularly assess customer and driver needs through surveys and other mechanisms.	High	\$ Staff time	<ul style="list-style-type: none"> ▪ STIF
6.2 – Collaborate and stay informed on transportation and land use planning in the state, region, and local jurisdictions in the County. <ul style="list-style-type: none"> ▪ Attend Southwest Area Commission on Transportation meetings. ▪ Work with County and city planning and community development departments to stay informed and involved with land use proposals that could affect demand for public transportation. ▪ Collaborate with Coos Bay, North Bend, and other cities to help them support public transit in their municipal code. 	High	\$\$ Staff time Planning	<ul style="list-style-type: none"> ▪ Section 5304 ▪ ODOT TGM grant ▪ STIF
6.3 - Actively engage the STIF Advisory Committee in annually monitoring implementation of the Coordinated Plan.	High	\$ Staff time	

7 CONCLUSION

This Coordinated Plan is designed to guide transportation investments and policy recommendations for the next five years. The strategies and actions discussed in this plan will improve the transportation options and connectivity within Coos County. As shown in the recommended prioritization, not all strategies may be implemented immediately. While facilitator organizations will be responsible for championing the implementation of these strategies and actions, support from partner organizations and community members will be essential for the continued success of this planning effort.

APPENDIX A: EVALUATION OF 2017 PLAN STRATEGIES

This appendix provides the status of the strategies and actions recommended in the 2017 CCATD Coordinated Health and Human Services Transportation Plan.

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

Potential Actions	Status
1.1 - Continue to strive to capture available Federal and State transit funding.	Implemented/Ongoing
1.2 - Explore alternative funding sources, including public-private partnerships such as financial contributions by health care providers toward the cost of demand response services.	Implemented/Ongoing
1.3 - Investigate dedicated funding sources for CCATD services, including contributions from cities in the County.	Implemented/Ongoing
1.4 - As the highest priority for County funding, continue to allocate STF and Section 5210 funds to programs and projects that currently receive such funds.	Implemented/Ongoing STF has been absorbed into STIF, federal grant sources include 5310, 5311, 5339, and 5304 funds
<p>1.5 - 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.</p> <ul style="list-style-type: none"> ▪ 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. 	<p>Implemented/Ongoing</p> <p>2022/23 budget includes:</p> <ul style="list-style-type: none"> ▪ \$785,736 for five cutaway buses and a van ▪ \$92,282 for vehicle maintenance and repairs

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<p>1.6 - Reduce the demand on costlier demand response services through promotion and public education of fixed route services, e.g., dispatchers counseling on accessibility/availability of fixed route services; incentives for fixed route use; screening of demand response rider eligibility; increased demand response service fares; appropriate policy changes; and other means.</p>	<p>Implemented/Ongoing CCATD introduced deviated fixed-route and comingled fixed-route/paratransit service</p>
<p>1.7 - Recognize the role of private providers, Yellow Cab, South Coast Taxi, Millennium Transportation, Bay Cities Ambulance, to assist in providing demand response services and to serve areas lacking public transportation services.</p>	<p>Not implemented</p>
<p>1.8 - Seek funding to recruit, train and retain additional staff to assist in implementing Coordinated Plan strategies and priorities.</p>	<p>Implemented <ul style="list-style-type: none"> ▪ CCATD has hired additional staff: Transit Planner/Compliance Officer/DAPM/Special Projects to assist in implementing Coord Plan Strategies and Priorities </p>

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

Potential Actions	Status
<p>2.1 - As demand warrants and in coordination with local jurisdictions, expand fixed-route and demand response services.</p> <ul style="list-style-type: none"> ▪ As resources become available, expand fixed route operations to include early morning (before 7 am), evenings and weekend service, with expanded hours of weekday service a higher priority than weekend service. ▪ Investigate opportunities to provide mid-day service to Southwestern Oregon Community College. ▪ Consider an additional loop circulator service between Coos Bay and North Bend. As demand justifies, expand fixed route services to the unincorporated area north of North Bend from 3 to 5-6 days per week. ▪ Consider expansion of fixed route service to the Lakeside area. ▪ Investigate feasibility of a Myrtle Point-Coquille-Coos Bay route. ▪ Provide mid-day service from Coquille to Coos Bay to accommodate noon-time jail releases. ▪ If demand justifies and with financial contribution by the City, provide fixed route service in Bandon on a trial basis, e.g., six months. ▪ Seek grant funding from ODOT to reestablish South Coast Connector service connecting Bay Area with Coquille, Bandon and Myrtle Point. ▪ Increase the frequency of Coastal Express service and expand service to 7 days/week. ▪ Consider extending Coastal Express service to Reedsport and Florence. 	<p>Partially Implemented</p> <ul style="list-style-type: none"> ▪ Service generally continues to operate between 6:30 am and 6:30 pm on weekdays ▪ SOCC is served throughout the day ▪ Florence Express serves Lakeside 6 days a week ▪ Myrtle Point- Coquille - Coos Bay route was implemented, includes pickup in Coquille at 3:30 pm ▪ Bandon has DAR Service only ▪ No South Coast Connector Service, but CCATD and Curry transit connect Bay Area to Coquille, Myrtle Point, and Bandon ▪ Intercity Connector serves Florence and includes Saturday Service
<p>2.2 - Cooperate with the Coquille Tribe to conduct a pilot program to provide shuttle services for casino employees to key destinations near concentrations of employee housing, e.g., Walmart and Fred Meyer.</p>	<p>Not Implemented</p> <ul style="list-style-type: none"> ▪ Have implemented comingled fixed-route/paratransit service to Mill Casino
<p>2.3 - Coordinate services between Coastal Express and “Loop Bus” so that it becomes easier for passengers to access various destinations in the Bay Area.</p>	<p>Implemented/Ongoing</p> <ul style="list-style-type: none"> ▪ Coastal Express connects to CCATD fixed-route service ▪ New Super Stop planned
<p>2.4 - Investigate opportunities to improve out-of-county connections, both to adjacent counties and to distant medical destinations.</p>	<p>Implemented</p> <ul style="list-style-type: none"> ▪ CCATD has implemented Roseburg and Florence Express services

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<p>2.5 - 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.</p> <ul style="list-style-type: none"> ▪ Address safety and convenience in siting transit stop locations. ▪ Identify and, as funding allows, address physical barriers, such as sidewalks without curb cuts and bus stops without shelters (e.g., North Bend Medical Center). 	<p>Partially Implemented</p> <ul style="list-style-type: none"> ▪ Included in previous and planned transit stop enhancements
<p>2.6 - Investigate complementary use of bus tickets/passes among the various public transportation services.</p>	<p>Not Implemented</p>
<p>2.7 - 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.</p>	<p>Implemented/Ongoing</p> <ul style="list-style-type: none"> ▪ CCATD is currently working on redesigning its website
<p>2.8 - Continue to pursue opportunities to improve pedestrian/bicycle connections to transit.</p>	<p>Implemented/Ongoing</p>

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

Potential Actions	Status
<p>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.</p> <ul style="list-style-type: none"> ▪ 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. ▪ To help manage the increasing demand for demand response services, provide travel training and work with human service agencies and senior facilities to provide escorted services on fixed route services. ▪ As funding permits, expand service to assisted living and retirement centers in rural portions of the County. 	<p>Implemented/Ongoing</p> <ul style="list-style-type: none"> ▪ CCATD has sought funding for more ADA-accessible vehicles ▪ CCATD has not expanded DAR service to rural areas, but has deviated route to Myrtle Point and Coquille <p>CCATD may possibly implement door-to-door Roseburg Express service (this is a priority in the 2022-2023 budget)</p>
<p>3.2 - Explore opportunities to coordinate demand response trips with Bay Cities Brokerage's non-emergency medical trips (NEMT) trips to outside the County.</p>	<p>Not Implemented</p>

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<p>3.3 - Investigate opportunities to improve transportation access to employment sites for low-income workers, including service to casino resorts and other hospitality industry sites. Assess options such as vanpools, shuttles or other flexible transportation services.</p> <ul style="list-style-type: none"> ▪ Ensure services are available and convenient for accessing employment training. ▪ Investigate the feasibility of a ridesharing and carpooling clearinghouse for people commuting to jobs and employment training programs. 	<p>Implemented/Ongoing New routes address this significantly better</p>
<p>3.4 - Increase outreach and marketing of services to low-income residents and offer discounted fares or other strategies to address the cost of public transportation for low-income riders.</p>	<p>Partially Implemented Overall community engagement strategy is a priority in 2022-2023</p>
<p>3.5 - Work with veteran service agencies and organizations to improve and expand transportation assistance for veterans, including coordinating trips to VA medical facilities with the regional brokerage and existing providers.</p>	<p>Implemented/Ongoing CCATD received grant funding to improve transportation for veterans</p>
<p>3.6 - Investigate opportunities to facilitate student use of public transportation to access education facilities.</p> <ul style="list-style-type: none"> ▪ Negotiate service agreements with Southwest Oregon Community College for enhanced student transportation services. ▪ Coordinate with school districts and after school programs on scheduling, policy and financing issues affecting the ability to provide after school transportation. 	<p>Implemented/Ongoing Free Ride program for high school students is a priority in 2022-2023</p>

Strategy #4: Develop a volunteer driver program to address the increase in demand for services.

Potential Actions	Status
<p>4.1 - Expand efforts to recruit and train volunteer drivers.</p>	<p>Not Implemented</p> <ul style="list-style-type: none"> ▪ Not a priority for CCATD
<p>4.2 - Develop and maintain a volunteer driver training and recruitment program.</p>	<p>Not Implemented</p>
<p>4.3 - Seek legislative action to address increasing insurance costs associated with use of volunteer drivers.</p>	<p>Not Implemented</p>

Strategy #5: Continually strive to coordinate the planning for and provision of public transportation services with the provision of human and health services.

Potential Actions	Status
5.1 - Encourage DHS and other human/health service providers to assess and communicate the transportation needs of their clients for access to transportation to CCAT and other transportation providers in the County.	Implemented/Ongoing
5.2 - Seek funding from DHS to augment that provided by the STF-funded Title XIX DD53 Local Match Program for transportation to residential and vocational programs serving people with intellectual/developmental disabilities.	Not Implemented <ul style="list-style-type: none"> ▪ Potentially a high priority
5.3 - To achieve efficiencies and reduce costs, investigate opportunities for coordination of services with private health care providers, e.g., CCO and Star of Hope. <ul style="list-style-type: none"> ▪ Coordinate with medical centers and clinics on scheduling of medical visits. ▪ Investigate opportunities for more convenient and less expensive service to dialysis and methadone clinics. ▪ Coordinate with Bay Cities Brokerage and senior centers 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. ▪ Where feasible, locate bus stops at senior centers and retirement facilities. ▪ Develop partnerships with 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. 	Implemented/Ongoing <ul style="list-style-type: none"> ▪ CCATD is coordinating trips related to dialysis appointments, senior meals, food pantry ▪ Bus stops are located at health care centers, senior center, other social services
5.4 - Regularly convene meetings with human and health service providers to identify mutual transportation needs and opportunities to coordinate services.	Implemented/Ongoing
5.5 - Encourage appointment to the County's STF Advisory Committee of eligible representatives with human and health service experience, including the local CCO. Explore opportunities to expand the breadth of interests and experience through ex-officio positions or other means.	Implemented/Ongoing <ul style="list-style-type: none"> ▪ STF absorbed into STIF
5.6 - Continue to participate on countywide and regional human and health services advisory committees that link public transportation to human and health services.	Not implemented <ul style="list-style-type: none"> ▪ DHS sits on CCATD Advisory Committee

Potential Actions	Status
5.7 - Ensure that public transportation providers are regularly trained in emergency preparedness and have up-to-date plans to assist as needed in emergency management.	Not implemented

Strategy #6: Expand efforts to inform the public of available public transportation services, including low-income and non-English speaking populations.

Potential Actions	Status
6.1 - Investigate the feasibility of a central information clearinghouse (e.g., telephone hotline, website, etc.) covering all transportation services in the county.	Not Implemented
<p>6.2 - Continuously engage in public education and outreach efforts to inform County residents and visitors of available public transportation services and how to access them.</p> <ul style="list-style-type: none"> ▪ Develop improved branding of CCAT vehicles, employees and services through logos, paint styles, bus wraps, name tags, etc. ▪ Improve website information and sharing of information among providers about the various services available within the County and region. ▪ Periodically offer free transit days as a public education tool. ▪ Address business community concerns regarding bus stops, transit inefficiencies and other issues through continuing outreach and education efforts. Encourage the business community to promote transit use for their employees. 	<p>Implemented/Ongoing</p> <ul style="list-style-type: none"> ▪ Community engagement strategy is priority in 2022-2023 ▪ CCATD is considering 5304 funds to get assistance with a Transit marketing plan
6.3 - Help improve knowledge of and comfort in use of public transportation services by non-English speaking populations by providing translated information that explains how to use public transportation services. Disseminate information via Latino community radio stations and at human and health services offices, churches and key community gathering places, including Latino food stores.	Not Implemented
6.4 - Periodically participate in cultural awareness training programs.	Not Implemented

Strategy #7: Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system.

Potential Actions	Status
<p>7.1 - 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.</p> <ul style="list-style-type: none"> ▪ STF staff periodically attend Curry County STF Advisory Committee meetings and contribute information to Coquille Tribe and CTCLUSI staff for transmittal to their STF Advisory Committees. ▪ 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. ▪ Based on input from Curry County, investigate opportunities to use transit vehicles for the delivery of goods. 	<p>Implemented/Ongoing</p> <ul style="list-style-type: none"> ▪ Quarterly Region 3 transit providers coordination
<p>7.2 - 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.</p>	<p>Implemented/Ongoing</p>
<p>7.3 - Continue to coordinate with Coastal Express, Greyhound, Pacific Crest Bus Lines and other intercity and regional providers to promote access to regional destinations.</p>	<p>Implemented/Ongoing</p> <p>Coastal Express connects to CCATD fixed-route service, others no longer serve area</p>
<p>7.4 - Assist ODOT or other appropriate parties to biennially update the database of transportation providers/resources in the region.</p>	<p>Not Implemented</p>

Strategy #8: Improve public transportation services service to rural portions of the County.

Potential Actions	Status
8.1 - Explore the feasibility of providing public transportation services to rural areas, and to the communities of Lakeside and Powers, through deviated or flexible bus routes, feeder services, volunteer-based shopping or medical shuttles, and private providers, such as taxi companies.	Implemented <ul style="list-style-type: none"> ▪ CCATD implemented service to Lakeside and Powers
8.2 - Investigate ridesharing as an option to transit service to rural areas.	Not Implemented

Strategy #9: Establish mechanisms for routinely monitoring Plan implementation.

Potential Actions	Status
9.1 - Designate a County “public transportation czar” to be responsible for coordinating the various modes of transportation -- public transportation, air, freight, active transportation, etc. -- and establishing coordination partnerships within the County.	Not Implemented
9.2 - Regularly assess customer and driver needs through surveys and other mechanisms.	Implemented/Ongoing <ul style="list-style-type: none"> ▪ CCATD has conducted on-board, rider surveys
9.3 - Request County and city planning and community development departments to notify public transportation providers of land use proposals that potentially affect the demand for and provision of public transportation services.	Not Implemented
9.4 - Actively engage the STF Advisory Committee in annually monitoring implementation of the Coordinated Plan.	Not Implemented

APPENDIX B: FUNDING SOURCES

STIF Allocation Estimates

The base allocation estimates for STIF funds (population and payroll) for Coos County and the Coquille Indian Tribe as of September 16, 2022 are shown in Figure 26. ODOT requests that public transportation service providers plan for funds up to and including an additional 20% of the allocation estimates to ensure that providers receive funds if revenues are higher than forecast.

Figure 26 Adjustment of STIF Base Allocation

Entity	FY 2024	FY 2025	FY 2026	FY 2027
Coos County	\$1,154,317	\$1,214,052	\$1,268,365	\$1,328,798
Coquille Indian Tribe	\$194,378	\$194,378	\$213,151	\$213,151

Funding Sources

This section provides an overview of federal and state funding sources that may be suitable for funding Coordinated Plan strategies and actions.

Coordinated Health and Human Services Transportation Plan

Program Name	Description	Eligible Agencies	Eligible Activities
FTA 5310 Enhanced Mobility for Seniors and People with Disabilities	Formula allocation. Projects must be identified in Coordinated Plan. Oregon legislature supplements 5310 with STBG funds. Two solicitations: Small urban formula – 5310 and FHWA STBG (two applications), rural formula – STBG (one application). Small urban local match is 20%. State STBG fund match is 10.27%.	<ul style="list-style-type: none"> ▪ Public transportation operators 	<ul style="list-style-type: none"> ▪ Capital
FTA 5311 Formula Grants for Rural Areas	Formula grant program that applies to rural areas containing populations of less than 50,000. Local match for capital expenses, planning, and Admin is 10.27%, operating local match rate is 50%, 44% with Oregon public transportation division contribution. Fixed funding percentage of 5% for Public Transportation on Indian Reservations program.	<ul style="list-style-type: none"> ▪ Public transportation operators ▪ State ▪ Local government authorities ▪ Tribal governments 	<ul style="list-style-type: none"> ▪ Capital ▪ Operating ▪ Planning ▪ Project Administration
FTA 5339 Buses and Bus Facilities Grants Program ⁷	Grant funding to replace, rehabilitate, and purchase transit vehicles and related equipment or construct transit-related facilities. ODOT awards funds through a statewide discretionary program every 1 to 3 years. Local match is 20% capital.	<ul style="list-style-type: none"> ▪ Public transportation operators ▪ State and local government entities ▪ Tribes that are eligible to receive 5307 or 5311 	<ul style="list-style-type: none"> ▪ Capital

⁷ Federal Transit Administration, Fact Sheet: Grants for Bus and Bus Facilities, Chapter 53 Section 5339, U.S. Department of Transportation, 2015.
<https://www.transit.dot.gov/sites/fta.dot.gov/files/5339%20Bus%20and%20Bus%20Facilities%20Fact%20Sheet.pdf>

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Program Name	Description	Eligible Agencies	Eligible Activities
FTA Innovative Coordinated Access & Mobility Pilot	Competitive grant to fund projects to improve coordination and enhance access and mobility to community services for older adults, people with disabilities, and people with low incomes.	<ul style="list-style-type: none"> ▪ State departments of transportation ▪ Designated 5310 recipients ▪ Local government authorities that operate public transportation service 	<ul style="list-style-type: none"> ▪ Capital
State			
Statewide Transportation Improvement Fund (STIF) - Formula	<p>HB2017 passed in 2017 by the Oregon Legislature created a dedicated funding source for public transportation from a payroll tax of one-tenth of one percent on wages paid to employees.</p> <p>The Formula program accounts for 90% of total STIF funding, distributed to/through Qualified Entities. There is no local match required, and these funds can be used for a wide variety of purposes, including to provide a local match for federal funds.</p>	<ul style="list-style-type: none"> ▪ Public Transportation Service Providers meeting STIF rules to/through Qualified Entities. ▪ Must have an eligible Local Plan 	<ul style="list-style-type: none"> ▪ Operations ▪ Capital ▪ Planning ▪ Marketing
Statewide Transportation Improvement Fund (STIF) – Discretionary and Intercommunity	<p>The Discretionary fund accounts for 5% of total STIF funding. Discretionary fund focus areas are described in program rules.</p> <p>The Intercommunity fund accounts for 4% of total STIF funding. ODOT may combine this fund with other related fund sources, changing eligibility by solicitation year.</p> <p>Required local match will range from 10% to 20% depending on project type and eligibility.</p>	<ul style="list-style-type: none"> ▪ Public Transportation Service Providers meeting STIF rules ▪ Local agencies apply directly to ODOT. 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning ▪ Operations (vary by solicitation) ▪ Marketing ▪ Pilot projects

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Program Name	Description	Eligible Agencies	Eligible Activities
<p>State Transportation Improvement Program (STIP)⁸ Enhance Program</p>	<p>The Enhance program provides funding to projects that enhance, expand, or improve the transportation system. This has included public transportation capital needs. ODOT Area Commissions on Transportation prioritize and recommend Enhance projects.</p> <p>ODOT offers the Enhance program every 1-2 years as funding allows. The program is related to ODOT's maintenance (Fix-It) program, which includes ODOT-selected projects to maintain the roadway system statewide, including bicycle and pedestrian infrastructure. Local match is typically 20% but may vary.</p>	<ul style="list-style-type: none"> ▪ Local government authorities 	<ul style="list-style-type: none"> ▪ Capital ▪ Sidewalk infrastructure
<p>Statewide Transportation Planning Grant Program (from ODOT via FTA 5303, 5304, and 5305)⁹</p>	<p>Discretionary ODOT grant program for transit plans that lead to improved mobility and transit access, result in more livable and economically vibrant communities, and better coordinated public transportation services. ODOT awards funds through periodic solicitations depending on available funds, or on an as-needed basis. Local match is 20%.</p>	<ul style="list-style-type: none"> ▪ Rural, and small urban public transportation providers 	<ul style="list-style-type: none"> ▪ Planning (transit and related planning)

⁸ Oregon Department of Transportation, About the STIP. <http://www.oregon.gov/ODOT/STIP/Pages/About.aspx>

⁹ Oregon Department of Transportation, Public Transportation Funding Options, 2017. <http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx#2f96a75c-e0ff-4504-aae5-ec14cee35125>

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Program Name	Description	Eligible Agencies	Eligible Activities
Oregon Transportation Infrastructure Bank (OTIB) ¹⁰	(Financing) Statewide revolving loan fund “designed to promote innovative financing solutions for transportation needs.” Cities as well as transit districts are eligible to borrow from the bank. There is a funding pool set-aside for public transportation projects. Rates are typically very low and more favorable to local agencies than other loan programs.	<ul style="list-style-type: none"> ▪ Cities ▪ Counties ▪ Transit districts ▪ Port authorities ▪ Special service districts ▪ Tribal governments ▪ State agencies ▪ Private for-profit and not-for-profit entities 	<ul style="list-style-type: none"> ▪ Transit capital projects (facilities, vehicles) ▪ Active transportation access projects on highway rights-of-way
ODOT Transportation Growth Management (TGM) Program	TGM Grants help local communities plan for streets and land use to foster more livable, economically vital, and sustainable communities and increase opportunities for transit, walking and bicycling. ODOT solicits proposals and awards funds annually. Local match is 20%.	<ul style="list-style-type: none"> ▪ Counties ▪ Cities ▪ Public transportation providers 	<ul style="list-style-type: none"> ▪ Planning

¹⁰ Oregon Department of Transportation, Financial Services: Oregon Transportation Infrastructure Bank, 2017. <http://www.oregon.gov/odot/about/pages/financial-information.aspx>