FINAL EXISTING CONDITIONS MEMORANDUM

Date:	January 29, 2020 Project #: 23514.0
To:	David Hope and Andrew Burgmeier, Coos County Area Transit Jennifer Boardman and Virginia Elandt, Oregon Department of Transportation
From:	Susan Wright, PE and Nick Gross, Kittelson & Associates, Inc.
Project:	Coos County Transit Master Plan
Subject:	Final Memorandum #1: Existing System Conditions (Subtask 2.1)

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INTRODUCTION

This memorandum inventories the existing Coos County Area Transit (CCAT) transit system and discusses its current performance.[1] The information presented in this memorandum was obtained and assembled from a number of data sources provided by CCAT, adjacent transit providers including Curry Public Transit and Pacific Crest Bus Lines, U.S. Census Bureau, and the Oregon Department of Transportation (ODOT). The majority of the inventory and analysis results are presented in figures and tabular formats with supplemental text provided as needed. The purpose of the existing system conditions memorandum is to document the baseline transit service within the CCAT service area.

1 On July 1, 2019 CCAT introduced modifications to existing transit services including changes to routes and consolidation of transit stops. This memorandum will inventory the "new" transit service as well as the previous transit service prior to July 1, 2019.

PROJECT BACKGROUND

CCAT is a municipal corporation of the State of Oregon, providing public transit service throughout Coos County. In 2016, Coos County completed a Coordinated Human Services Public Transportation Plan (Reference 1) which primarily included area health service provider stakeholders. The Transit Master Plan (TMP) is needed to include economic interests, tribes, schools, and other community stakeholders.

In September 2018, Oregon Department of Transportation (ODOT) completed the Oregon Public Transportation Plan (OPTP – Reference 2) with the purpose of establishing a vision for Oregon public transportation while addressing the increased need and opportunities for public transportation throughout the state. With new funding and opportunities for growth expected over the next two years, CCAT staff and the County Board of Commissioners believe that making transit more visible, becoming more involved in community organizations and events, increasing existing services, and exploring new service opportunities can lead to enhanced economic development and tourism within the County.

The TMP will provide short, mid, and long-term strategic guidance to CCAT for the provision of transit services, bus stop and facility siting, and coordination with adjacent transit providers over the 20-year planning period. The project aims to examine how to improve access to low-income populations and how CCAT can enhance its urban and rural community service through improved integration with existing urban and outlying services to meet the needs of target populations (low-income, senior, youth, populations with Low English Proficiency), as well as future regional growth and tourism.

STREET SYSTEM OVERVIEW

Figure 1 illustrates the study area for the TMP, which for planning purposes is the boundary of Coos County. The State Highways within the study area include U.S. Route 101 which runs north-south along the western portion of the County boundary connecting Lakeside (north) to Fourmile (south). Oregon Route 42 (OR 42 – Coos Bay-Roseburg Highway) which runs between U.S. Route 101 near Coos Bay and Interstate 5 (I-5) near Green, several miles south of Roseburg. In Coquille, OR 42 splits with an option to continue southwest along OR 42S (Coquille-Bandon Highway) towards Bandon. OR 542 (Powers Highway No. 242) runs between OR 42 near Myrtle Point to Powers.

TRANSIT SYSTEM OVERVIEW

As of July 1, 2019, CCAT operates public transit services along six routes within the communities of Coos Bay, North Bend, Charleston, Coquille, Myrtle Point, and Bandon. CCAT also provides demand response service including paratransit within the city limits of Coos Bay, North Bend, and Bandon, as well as VA Shuttle service providing transportation to veterans within Coos County to Roseburg and Eugene for medical appointments.

Curry Public Transit operates one fixed route service within Coos County known as the Coastal Express – Smith River which brings Curry County riders to Bandon, Coos Bay and North Bend. Pacific Crest Bus Lines operates two fixed route services; Eugene to Bend and Eugene to Coos Bay. Douglas Rides provides an Out of Area Dial-A-Ride (DAR) Connector service from Reedsport to Coos Bay. TransLink provides local and regional non-emergency medical transportation for Coos County residents with Medicaid. Figure 1 illustrates the transit services provided in Coos County today.

Figure 1: Study Area

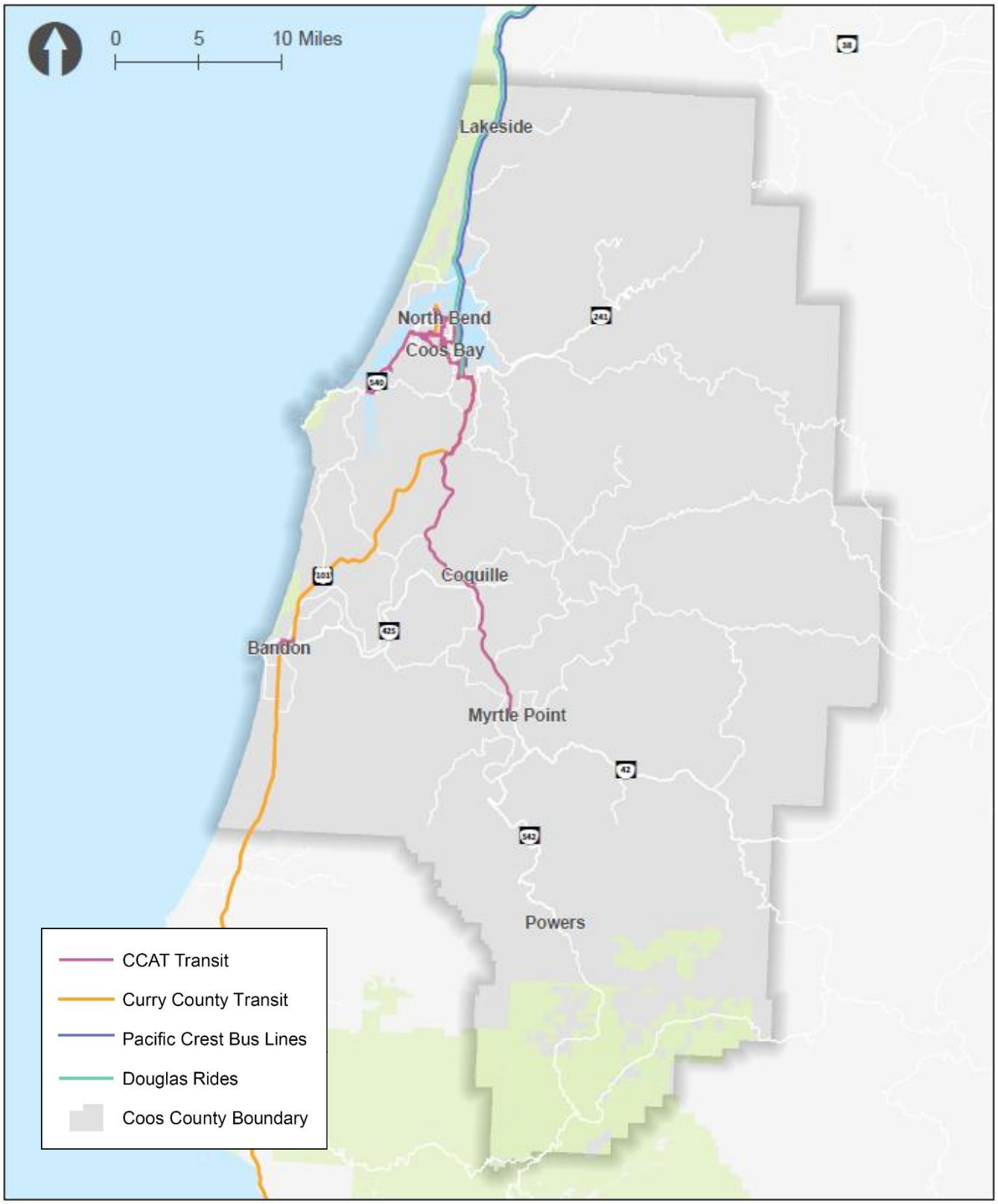
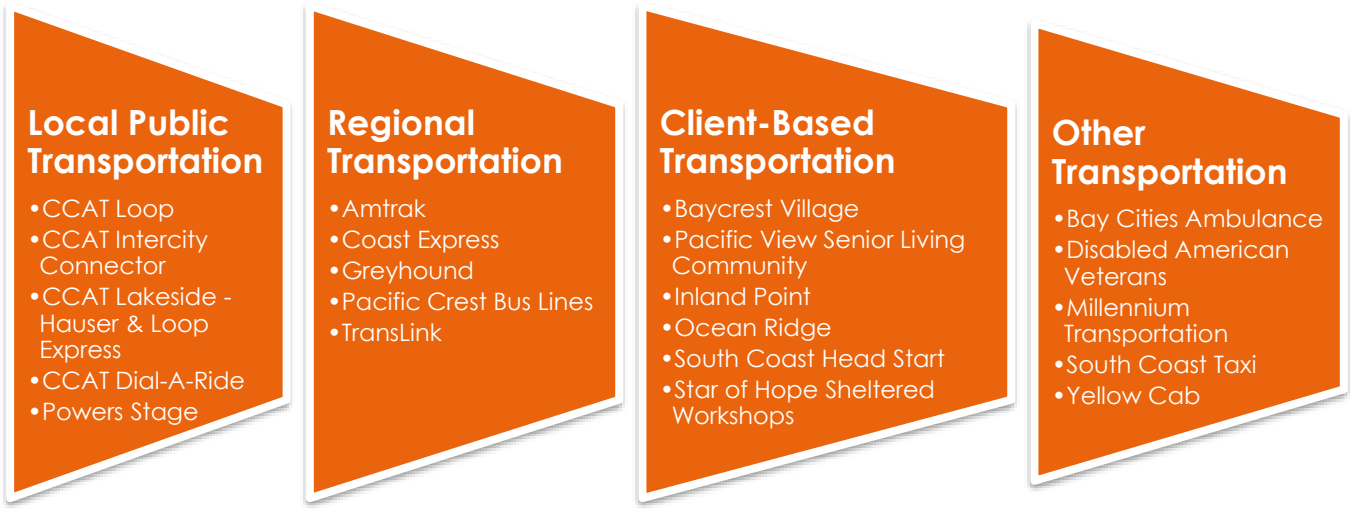


Exhibit 1: Coos County Transit System Overview



ROUTE DECRIPTIONS AND SERVICES

The following section describes CCAT routes and adjacent transportation provider services.

On July 1, 2019 CCAT introduced modifications to existing transit services including changes to routes and consolidation of transit stops. The following section provides an inventory the current transit service as of July 1, 2019.

CURRENT CCAT SERVICE

CCAT provides six routes: Bandon Loop "Cranberry Express," Coos Bay Loop "Pirate Express", North Bend Loop "Bulldog Express", Weekend Express, Charleston Intercity Connector "Crab Express", and Coquille/Myrtle Point Intercity Connector "Timber Express." CCAT does not operate on New Year's Day, Martin Luther King Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving and the Day after, or Christmas. In addition to the current fixed routes, CCAT provides demand response service including paratransit and VA Shuttle service.

North Bend Loop – Bulldog Express

Figure 2 illustrates the North Bend Loop – Bulldog Express

This route creates a loop connection throughout North Bend along Newmark Avenue, US 101, downtown North Bend, and the surrounding area of the Southwest Regional Oregon Airport. Services are available Monday through Friday from 8:30am to 6:00pm. This route provides 15 fixed stops and visits Walmart twice throughout each loop. Headways between service are generally one-hour with the exception of a lunch break resulting in two-hour headways between 10:38am and 12:38pm. Transfer connections can ne made at Walmart.

- Transit fares include $1.00 for adults, .50 cents for children between the age of 6-17 and seniors over 62 and free for children under the age of six.

Figure 2: **North Bend Loop – Bulldog Express**

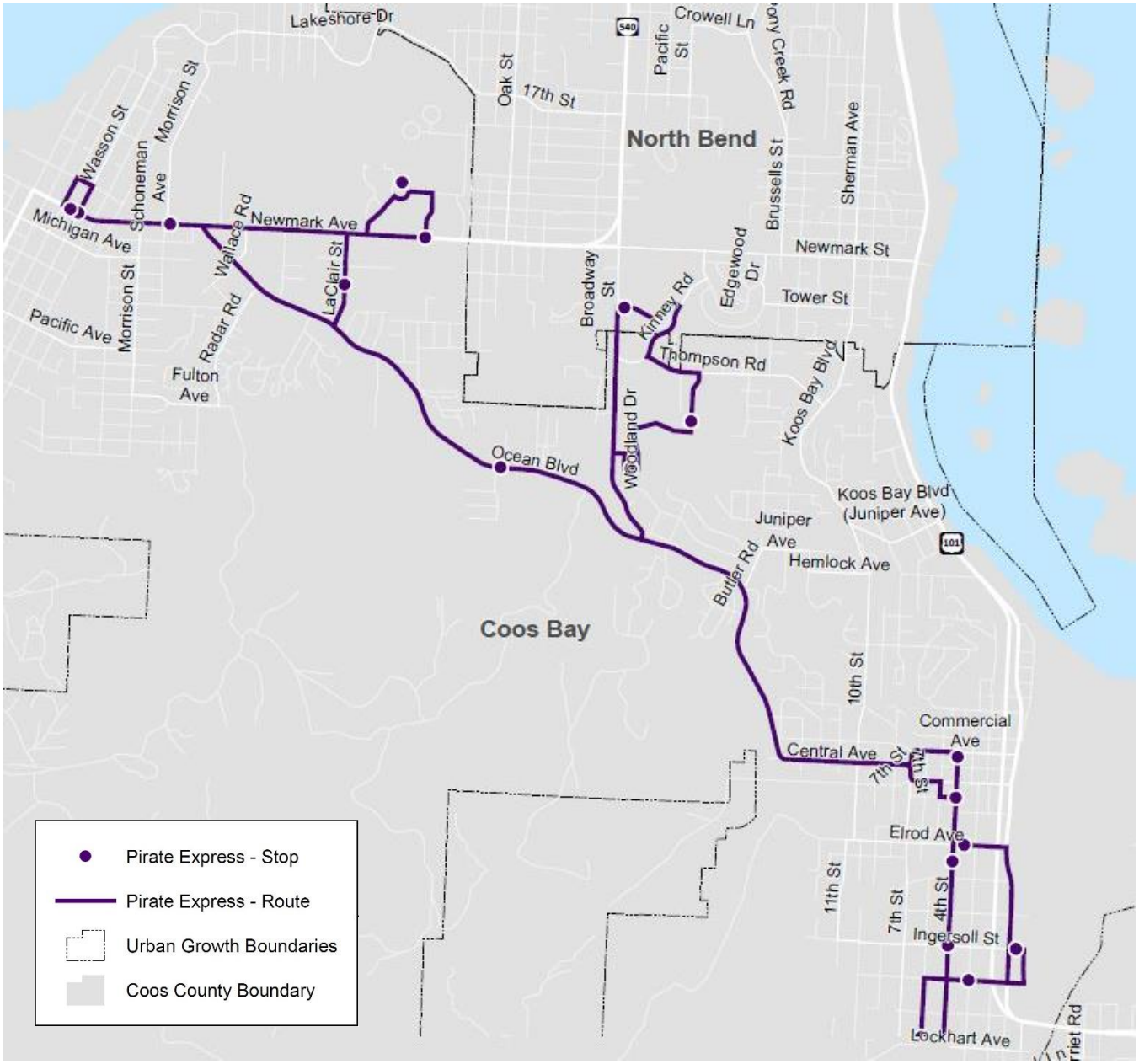
Coos Bay Loop – Pirate Express

Figure 3 illustrates the Coos Bay Loop – Pirate Express.

This route creates a connection between northwest Coos Bay in the area of Empire to southeast Coos Bay around the downtown area. Services are available Monday through Friday from 8:30am to 6:00pm. This route provides 24 fixed stops and visits CCAT office, North Bend Medical Center (NBMC), Bay Area Hospital (BAH), Waterfall Clinic – Goodwill – Social Security Office, and Downtown Coos Bay – Outdoor In – 7 Devils Brewery twice throughout each loop. Headways between service are generally one-hour with the exception of a lunch break resulting in two-hour headway between 10:30am and 12:30pm. Transfer connections can be made at Walmart.

- Transit fares include Coos Bay Loop – Pirate Express is $1.00 for adults, .50 cents for children between the age of 6-17 and seniors over 62 and free for children under the age of six.

Figure 3: Coos Bay Loop – Pirate Express



Weekend Express

Figure 4 illustrates the Weekend Express.

This route provides a connection between North Bend and Coos Bay along US 101. Services are available on Saturday from 10:00am to 4:00pm. This route provides 12 fixed stops and visits Front Street Tug Boat – Natural Grocers, Coos History Museum, and North Bend Lanes twice throughout each loop. Headways between service are generally 35-minutes with the exception of a lunch break resulting in an approximate one-hour headway between 12:25pm and 1:30pm.

- Transit fares include $1.00 for adults, .50 cents for children between the age of 6-17 and seniors over 62 and free for children under the age of six.

Figure 4: Weekend Express

Charleston Intercity Connector – Crab Express

Figure 5 illustrates the Charleston Intercity Connector – Crab Express.

This route connections North Bend to Charleston along Cape Arago Highway. Services are available Monday through Friday with two daily services runs. Service departs the VA Clinic/Safeway in North Bend at 9:15am arrives at the Charleston Visitor Center at 9:48am and turns around to return to the VA Clinic – Safeway – Pony Village Mall. The second run departs North Bend at 3:15pm and travels the same route as the morning run. Both routes provides 21 fixed stops.

- Transit fares include $1.00 for adults, .50 cents for children between the age of 6-17 and seniors over 62 and free for children under the age of six per direction.

Figure 5: Charleston Intercity Connector – Crab Express

Bandon Loop – Cranberry Express

Figure 6 illustrates the Bandon Loop – Cranberry Express.

This route creates a loop beginning and ending at Bandon City Hall. Services are available Monday, Wednesday, and Friday from 10:00am to 4:00pm. This route provides 13 fixed route stops and visits the Harvard Street Apartments twice throughout the loop service.

- Transit fares include $1.00 for adults, .50 cents for children between the age of 6-17 and seniors over 62 and free for children under the age of six.

Figure 6: Bandon Loop – Cranberry Express

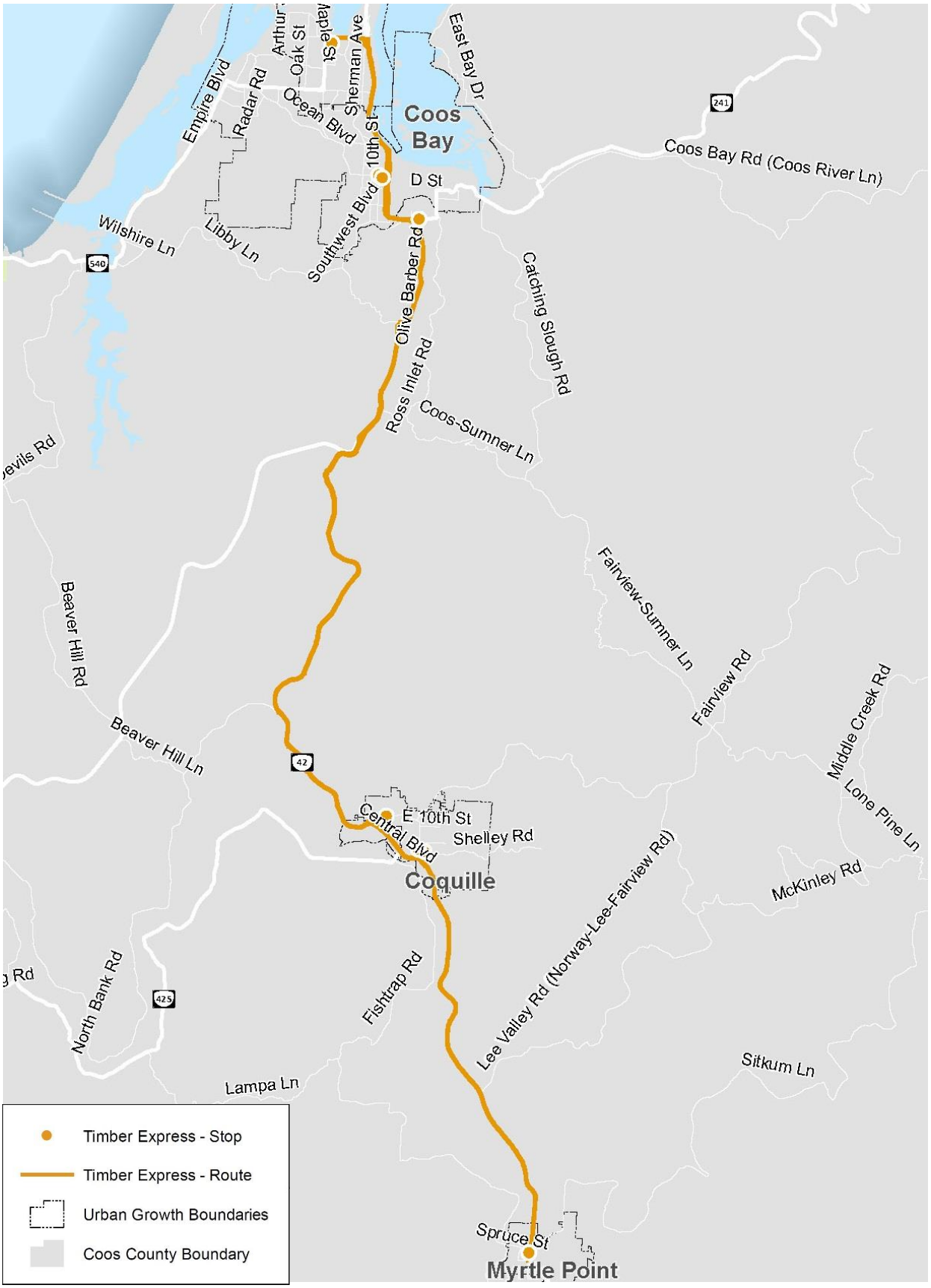
Coquille/Myrtle Point Intercity Connector – Timber Express

Figure 7 illustrates the Coquille/Myrtle Point Intercity Connector – Timber Express

This route connections North Bend, Coos Bay, Coquille, and Myrtle Point with service along US 101, and Highway 42. Services are available Monday through Friday with two daily service runs. Service departs the VA Clinic/Safeway in North Bend at 7:15am, arrives at the Myrtle Point Mckay's at 8:12am, and turns around to return to the VA Clinc/Safeway. The second run departs the VA Clinic/Safeway at 1:15pm and travels the same route as the morning run.

- Transit fares include $2.00 from Coos Bay to Coquille, $2.00 from Coquille to Myrtle Point, and $4.00 from Coos Bay to Myrtle Point. The cost for children between the ages of 6 to 17 is $1.00 from Coos Bay to Coquille, $1.00 from Coquille to Myrtle Point, and $2.00 from Coos Bay to Myrtle Point. Children under the age of 6 ride for free.

Figure 7: Coquille/Myrtle Point Intercity Connector – Timber Express



Dial-A-Ride

CCAT operates Dial-A-Ride service to people with a disability that prevents them from using the CCAT's fixed route service and for individuals over the age of 62. The Dial-A-Ride service is a curb to curb service. Dial-A-Ride service is provided throughout five of the cities within Coos County. The Bay Area Dial-A-Ride service operates within the city limits of North Bend and Coos Bay. Bandon Dial-A-Ride operates only within the city limits of Bandon. Riders using the Coquille or Myrtle Point Dial-A-Ride can travel in the city limits of Coquille and Myrtle Point. Rides must be requested between the hours of 8:00am and 5:00pm, Monday through Friday at least one day in advance; reservations can be made up to two weeks in advance. It is considered excessive if you cancel or no-show 10% or more of your scheduled trips, with a minimum of six cancellations allowed within any calendar month. Upon first violation within a calendar year a person will receive a warning letter. The second violation will result in a seven-day suspension of service. Additional violations will result in service suspension that are progressive in nature. All service suspensions are subject to appeal.

- Transit fares include $2.00 per person per ride (general public) $1.50 for Seniors/Persons with Disabilities, $1.00 for Youth (6-17), and free for children under six (must be accompanied by paying passenger). Transit fares for Personal Care Assistants (PCA) are free when accompanying a person with disabilities.

FUTURE SERVICE

In February 2019 CCAT submitted two Statewide Transportation Improvement Fund (STIF) Discretionary Grant Projects to the Oregon Transportation Commission (OTC) prosing new service between Coos Bay and Florence as well as North Bend and Roseburg. The grants were successfully awarded in July 2019. Further details of each route are described below and included in Appendix "A".

Coos Bay – Florence Connector

The Coos Bay – Florence Connector will operate four days a week (Monday, Wednesday, Friday, and Saturday) providing service between Coos Bay and Florence. Three trips will be made per day with an anticipated fee of $10 for a one-way trip. The service will close the gap along Highway 101 and connect with the Coastal Express to the south, operated by Curry Public Transit; the Florence-Yachats Connector to the north, operated by Lane Transit District, and a potential new extension to the east from Florence to Eugene, managed by Lane Council of Governments. The total project cost is $433.7K.

North Bend-Roseburg Connector

The North Bend – Roseburg Connector will operate two days a week (Tuesday and Thursday) providing service between North Bend and Roseburg. One round trip will be made per day with an anticipated fee of $20 for a one-way trip. The service will connector low income/vulnerable populations with areas of greater resources as well as the communities along Highway 42. The total project cost is $239.8K.

PREVIOUS CCAT SERVICE

As indicated previously, CCAT introduced new service on July 1, 2019. Previous CCAT Service is described in Appendix B. The Existing Transit Market and Needs as well as the Financial Overview analysis is based on data relevant to previous CCAT service.

REGIONAL TRANSPORTATION

Regional transportation within Coos County is provided by Amtrak, Coast Express, Greyhound, and Pacific Crest Bus Lines. Local and regional non-emergency medical transportation (NEMT) is provided by TransLink.

Pacific Crest Bus Lines (Amtrak Thruway Service)

Within Coos County, Pacific Crest Bus Lines operates Sunday through Friday service between Coos Bay and Eugene, with stops in Reedsport, Florence, and Eugene. There are four trips per day between Coos Bay and Eugene Monday through Friday, and two trips per day on Sundays. Service is not provided on Thanksgiving Day or Christmas Day. All buses are wheelchair accessible.

- Transit fares vary based on origin-destinations and include the following; $15.00 for Coos Bay to Reedsport, $17.00 for Coos Bay to Florence, $33.00 for Coos Bay to Eugene, $25 for Eugene to Florence, $27.00 for Reedsport to Eugene.

Greyhound

Greyhound has a Coos Bay bus station offering ticketing and a waiting area for arriving and departing buses. The station is located at 126 Market Avenue in downtown Coos Bay. Greyhound partners with Pacific Crest using the Thruway service to Eugene before connecting to other Greyhound buses.

- Transit fares vary based on origin-destination and include the following; $39 to $50 for Coos Bay to Portland, $30 for Coos Bay to Eugene, $24 to $44 for Coos Bay to Brookings (via northbound through Eugene).

Coastal Express – Curry Public Transit

Within Coos County, Curry Public Transit provides connecting service from North Bend and Coos Bay to the communities of Bandon, Port Orford, Gold Beach, Brookings, Harbor, and Smith River. The Coast Express operates Monday through Friday and provides service three times daily in the morning, mid-day, and early afternoon. The Coastal Express fare is $4.00 per city segment.

Coastal Express also operates as a flagging system, allowing riders 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 a bicycle must pay $1.00 per city segment in addition to the original fare. Table 1 summarizes the Coastal Express schedule.

Table 1: Coastal Express Schedule

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

TransLink

Within Coos County, TransLink provides specialized services for NEMT for Medicaid recipients. Rogue Valley Transportation District (RVTD) provides this service for Western Oregon Advanced Health – the Coordinated Care Organization (CCO) in Coos and Curry Counties – Oregon Health Plan (OHP) members living in Jackson, Josephine, Douglas, Coos, Curry, Lake, and Klamath counties, and other CCOs in Jackson, Josephine, and Klamath counties. Transportation is provided free of charge to those eligible clients living in Coos and Curry counties, who have no other way to get their medical services.

CLIENT BASED TRANSPORTATION

Several transportation services in Coos County are privately provided to specific clients.

Bay Crest Village

Baycrest Village is a senior assisted living facility located in North Bend which offers wheelchair accessible cutaway buses to its resident for schedule social outing, shopping, and limited medical appointments.

Bayside Terrace

Bayside Terrace is an assisted living facility located in Coos Bay. The facility has a 15-passenger vehicle available used for transporting residents to scheduled social outings, shopping, and medical appointments. Walmart is the most popular trip destination. The vehicle is equipped with a wheelchair lift and two on-board wheelchair securement spaces.

Inland Point

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

Ocean Ridge

Ocean Ridge is a senior assisted living facility located in Coos Bay which offers transportation to residents for scheduled social outings, shopping, and medical appointments. The facility has one wheelchair accessible bus that accommodates 10 passengers and two wheelchair securement spaces.

Pacific View Senior Living Community

Formerly known as Heritage House, Pacific View Senior Living Community is an assisted living and memory care facility located in Bandon. A wheelchair accessible cutaway bus provides residents with scheduled social outings, shopping, and limited medical appointments.

South Coast Head Start

South Coast Head Start is a private nonprofit agency of Oregon Coast Community Action located in Coos Bay. Head Start provides transportation to children of low-income families to pre- school to free up parents for employment and reduce the cost of transportation for these families.

Star of Hope Sheltered Workshops

The Star of Hope owns a fleet of vehicles used to transport persons with developmental disabilities to and from various sheltered workshops and businesses located around the Bay Area. At least one vehicle is a cutaway bus equipped with a wheelchair lift.

OTHER TRANSPORTATION

Bay Cities Ambulance

Bay Cities Ambulance is located in Coos Bay and provides ambulance service throughout Coos County as well as NEMT through TransLink. The fleet consists of 15 wheelchair accessible vehicles, seven ambulances and eight vans. Service is available 24 hours a day, seven days a week.

Millennium Transportation

Millennium Transportation, located in Coos County, offers NEMT primarily within Coos County. However, the service is not limited to Coos County boundaries, frequently traveling to medical services in neighboring counties, such as Lane County. The service most frequently provides rides through its contract with TransLink and is also available for ambulatory transportation. NEMT rides scheduled directly by passengers and not through TransLink cost $20 one-way. The vehicle fleet includes two vans that accommodate wheelchairs and stretchers. Service is available Monday through Friday between 7 a.m. and 6 p.m. but rides outside of this window (i.e. early morning trips or weekend trips) can also be accommodated.

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 $7.00 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.

COORDINATION WITH EMERGENCY PREPAREDNESS

The Coos County Emergency Operations Plan (EOP) details coordinated response and recovery activities for any type or size of emergency affecting the County. Agencies responsibilities are listed by function, which includes transportation. The primary agencies responsible for transportation in the event of an emergency include the Coos County Road Department and Coos County Emergency Management. There are a variety of support agencies, such as transportation districts[2]. CCAT does not have any formal protocol n place for evacuation but CCAT vehicles are available in an emergency.

[2] Coos County Emergency Management. Coos County Emergency Operations Plan. December 2009. http://www.co.coos.or.us/Portals/0/Emergency%20Management/Coos%20Co%20EOP_Basic%20Plan.pdf

TRANSIT FLEET, EQUIPMENT, AND TECHNOLOGY

The following section describes CCAT's transit fleet, stop amenities, and transit technologies.

FLEET

CCAT currently owns and operates 15 buses including four vehicles designated for fixed routes, a maintenance vehicle, nine Dial-A-Ride vehicles, and one trolley. Table 2 summarizes additional details of the active fleeting including Mobile #, Site (Route), Year, Make, Model, and Passenger Capacity.

Table 2: Coos County Area Transit Active Vehicle Fleet

Mobile #	Site	Year	Make	Model	Passenger
#101	East Fixed Route	2017	Ford	E-450	17
#102	West Fixed Route	2017	Ford	E-450	17
#2	Maintenance	1990	Ford	F350	2
#201	Bay Area DAR[1]	2014	Starcraft	Starlite	7
#202	Bay Area DAR[1]	2013	Ford	Startrans	9
#203	Bay Area DAR[1]	2015	Ford	Transit 350	2
#204	Bay Area DAR[1]		Dodge	Caravan	5
#205	Bandon DAR[1]	2017	Ford	Transit 150	3
#206	Bay Area DAR/Coq MP Intercity	2009	Eldorado	Aerolite II	12
#207	Lakeside Hauser/Fixed-Route (Back Up)	2009	Elkhart	Coach Bus	16
#208	Bay Area DAR/Coq MP Intercity		Eldorado	Aerolite II	12
#210	Intercity and Fixed (Back Up)	2010	Ford	Startrans	18
#212	Bandon DAR	2003	Ford	Cutaway	6
#213	DAR (Back Up)	2009	Starcraft	Starlite	10
#217	Trolley	2018	Chevy	G4500	21 or 17

1. DAR = Dial-A-Ride

PARK AND RIDE FACILITIES

There are currently no park and ride facilities within CCAT service area.

TRANSIT TECHNOLOGIES

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

TRANSIT STOP AMENITIES

Transit stop amenities increase the comfort while riders wait to board. Amenities can include stop signage, bus shelters, benches, timetables, trash cans, bike racks, and more. Many stops in the CCAT system lack shelters. The stops that provide bus shelters include:

- Advanced Health/Coos Health
- Southwestern Oregon Community College
- North Bend City Hall
- VA Clinic – Safeway – Pony Village Mall

SERVICE AREA OVERVIEW

The following section describes the demographics, employment, and commuting patterns in the CCAT service area.

DEMOGRAPHICS

The following describes the general population characteristics, Title VI populations, and other demographic characteristics of the CCAT service area. The TMP aims to examine how to improve access to low-income, senior, and youth populations, Low English Proficiency, and other disadvantaged groups.

GENERAL POPULATION

In 2018, the population of Coos County was 64,389. The largest cities were Coos Bay with a population of 16,415 and North Bend with a population of 9,765. The population of these two largest cities represents about 40.7% of total County population,

The estimated population of the service area is near 35,786 people. Table 3 shows the population growth in the City of North Bend, Coos Bay, Bandon, Coquille, Myrtle Point and Coos County. As the service area for CCAT includes portions of census blocks, the cities of North Bend, Coos Bay, Bandon, Coquille, and Myrtle Point will be evaluated where demographic information for the overall service area is now available.

Figure 5 shows the service area population density (People per Square Mile) by Block Group.

As displayed in Table 3, the cities of Coos Bay, Bandon, and Myrtle Point have experienced increases in population greater than the population percentage growth rate for the County in the same time period. All cities within the CCAT service area are growing in population with the exception of Coquille.

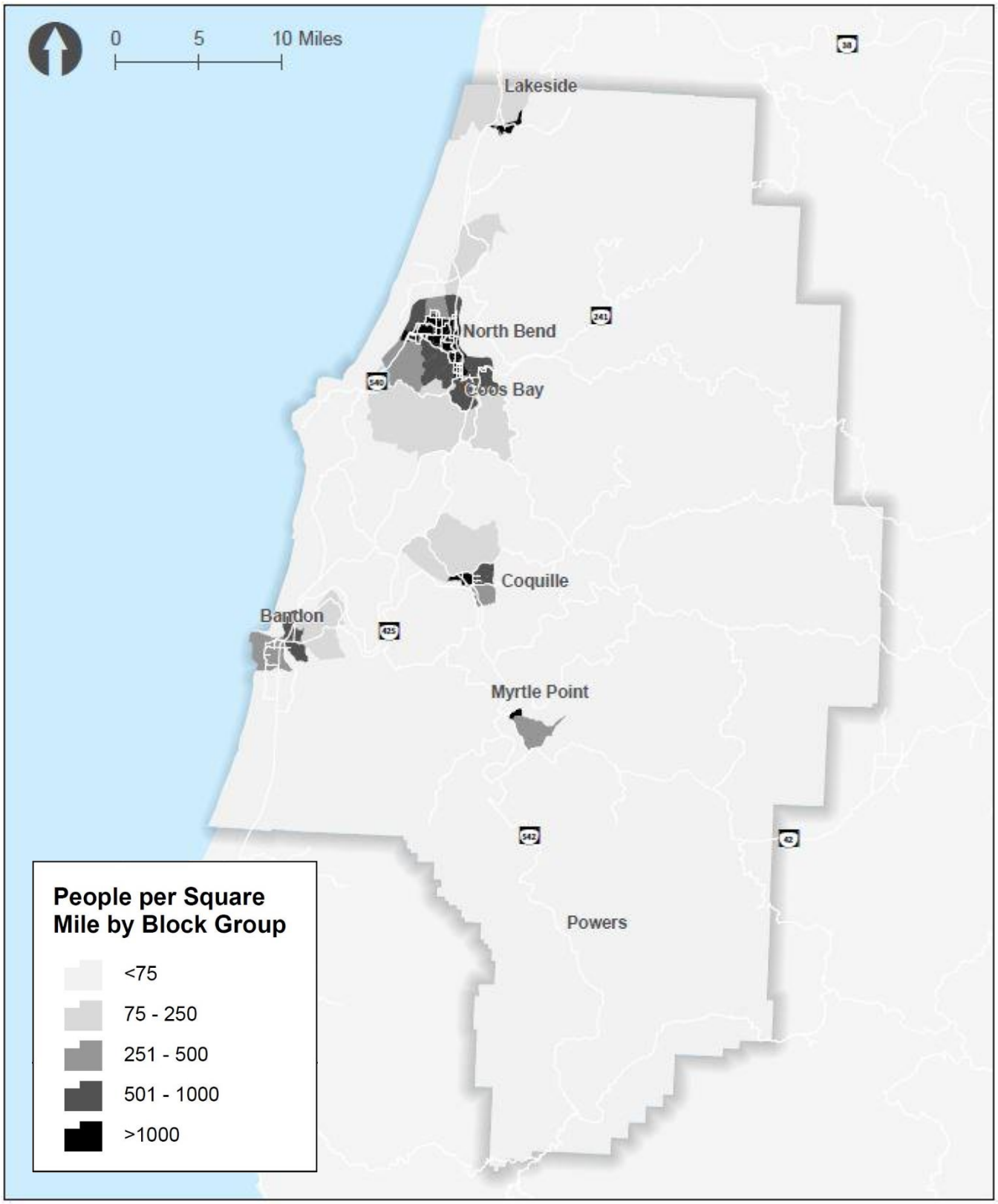
Table 3: Study Area Population 2000 – 2018

Route	Population (2000)	Population (2010)	Population (2018)	% Change (2000 – 2018)	Annual % Change
North Bend	9,544	9,695	9,765	2.3%	0.29%
Coos Bay	15,374	15,967	16,415	6.8%	0.85%
Bandon	2,833	3,066	3,130	10.5%	1.31%
Coquille	4,184	3,866	3,925	-6.2%	-0.77%
Myrtle Point	2,451	2,514	2,551	4.1%	0.51%
Coos County	**62,779**	**63,043**	**64,389**	**2.6%**	**0.32%**

Source: U.S. Census 2000 and 2010. 2018 Population Estimates Program

As illustrated in Figure 8 and summarized in Table 3, population density is generally low throughout the County and concentrated in the incorporated cities of North Bend, Coos Bay, Bandon, Coquille, and Myrtle Point.

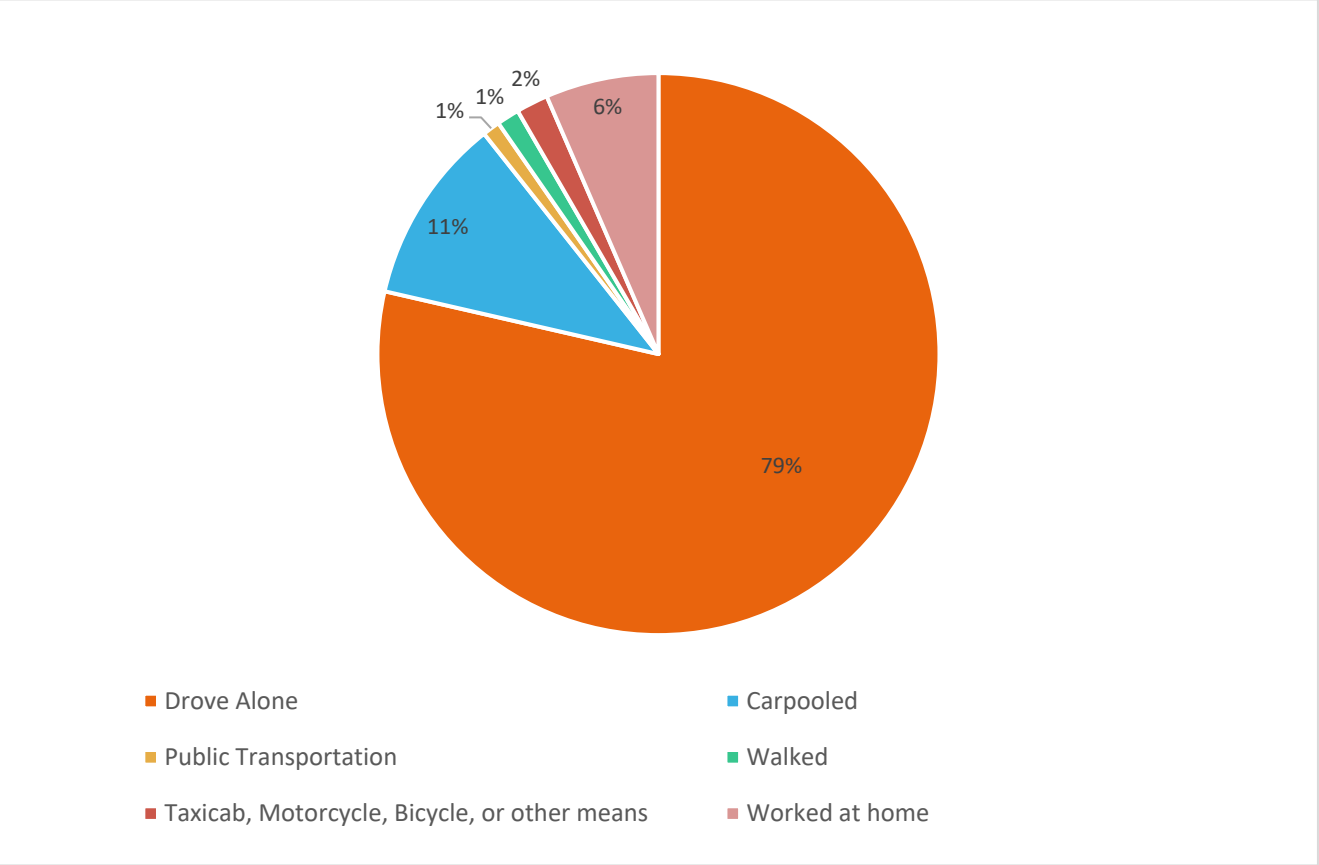
Figure 8: Service Area Population Density (People per Square Mile) by Block Group



MODE SPLIT

In Coos County, vehicles represent the primary mode of travel for work-based trips. Exhibit 2 illustrates the mode split for work-based trips within Coos County. As shown, transit represents approximately 1% of the mode split in Coos County.

Exhibit 2: Means of Transportation to Work



Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates. Table B08101

VEHICLE AVAILABILITY

Table 4 shows the household percentage by number of vehicles available within Coos County.

Table 4: Vehicle per Household

Vehicles Available	Percent of Total Households
No vehicle available	2.9%
1 vehicle available	18.0%
2 vehicles available	42.3%
3 or more vehicles available	36.7%
Total	**99.9%**

Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates

TRAVEL TIME TO WORK

Table 5 shows the household percentage by travel time to work within Coos County.

Table 5: Travel Time to Work

Travel Time to Work	Percent of Total Households
Less than 10 minutes	29.3%
10 – 14 minutes	18.8%
15 – 19 minutes	18.5%
20 – 24 minutes	10.9%
25 – 29 minutes	3.1%
30 – 34 minutes	9.4%
35 – 44 minutes	2.5%
45 – 59 minutes	2.6%
60 or more minutes	4.9%
Total	**100%**

Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates

TITLE VI POPULATIONS OVERVIEW

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender). Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency[3].

Table 6 summarizes the Title VI populations in the Coos County as well as the Title VI ridership breakdown. As depicted in the table, CCAT ridership has above average percentages for Low-Income, Disabled, and Racial (Non-white), as compared to County households percentages.

Table 6: Households with Title VI Populations in Study Area

	Limited English	Elderly (60+ Years)[4]	Children and Youth (Under 18 years old)	Racial (Non-white)	Low-Income[5]	Disabled
Survey – Onboard	-	29%	0%	19%	79%	32%
Survey – Online	-	14%	0%	9%	18%	-
Coos County	.5%	44%	19%	12%	18%	27%

Source: U.S. Census Bureau 2010 Decennial Census, Table B01001, B02001, Bo8301, B17017, B19001, B25044, C16002, C21007

[3] 1Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), youth/children (under 18), veterans, and LEP (primary language is not English) (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at http://www.fta.dot.gov/civilrights/12328.html).
[4] For online and onboard surveys, 65+ year-olds were considered as elderly.
[5] For the onboard and online surveys, less than $10,000 was considered as the poverty level.

AGE

Figure 9 illustrates the number of Elderly (over the age of 60) per Square Mile by Block Group within the study area. As shown, the majority of residents over the age of 60 reside in the North Bend/Coos Bay area with additional clusters located in Coquille, Bandon, and Myrtle Point. These locations also have the highest numbers of Total Population. Figure 10 illustrates the number of Youth (under age 18) per Square Mile by Block Group within the study area. As shown, the large majority of youths reside in the North/Bend Coos bay area. Block Groups located within Myrtle Point and Coquille have relatively high percentages of Youth population as well.

HOUSEHOLD INCOME

Figure 11 displays the percentage of households in poverty within the study area. The federal poverty level is calculated by the size of the household and is adjusted annually – the federal poverty level for an individual is $12,490 in annual earnings, and $25,750 for a household of four.[6] While the majority of Coos County ranges between 11 – 20%, high concentrations of persons in poverty are located in the southeast and northwest portions of the County. There is currently no transit service provided to the southwest quadrant of the County; however, the former Power Stage Route, as described previously, could be revisited to connect these low income populations to jobs and services in the higher density areas of North Bend and Coos Bay.

LIMITED ENGLISH PROFICIENCY

Figure 12 illustrates the locations of households with people who have limited English proficiency within Coos County. According to the U.S. Census Bureau, limited English proficiency refers to anyone over the age of five who reported speaking English less than "very well."[7] As shown, high concentrations of households with limited English proficiency are mainly concentrated in the area between Bandon and Coquille, Lakeside, and areas east of North Bend and Coos Bay.

RACE AND ETHNICITY

Figure 13 illustrates the locations of households with minority populations. In the U.S. Census Bureau's American Community Survey, minority populations include non-white racial groups as well as people identifying as Hispanic or Latino. As shown, concentrations of minority populations are located throughout the County with higher concentrations located around Lakeside, North Bend, Coos Bay, Bandon, and southwest Coos County near in the surrounding area of Powers.

POPULATIONS WITH A DISABILITY

Figure 14 illustrates the locations of households with people with disabilities within Coos County. As displayed below, concentrations of persons with disabilities are located throughout the County with high concentrations located in Bandon and the surrounding areas, Coquille, Myrtle Point, and areas in the south quadrant of the County near Powers.

VETERANS POPULATION

Figure 15 displays the percentage of households with veterans within Coos County. As shown, high concentrations of veteran populations are located in North Bend, Coos Bay, Coquille, and the areas south of Bandon as well as the areas southwest of Myrtle Point and Powers.

6 https://www.healthcare.gov/glossary/federal-poverty-level-fpl/
7 https://www.migrationpolicy.org/article/limited-english-proficient-population-united-states

Figure 9: Households with Populations Over the Age of 60.

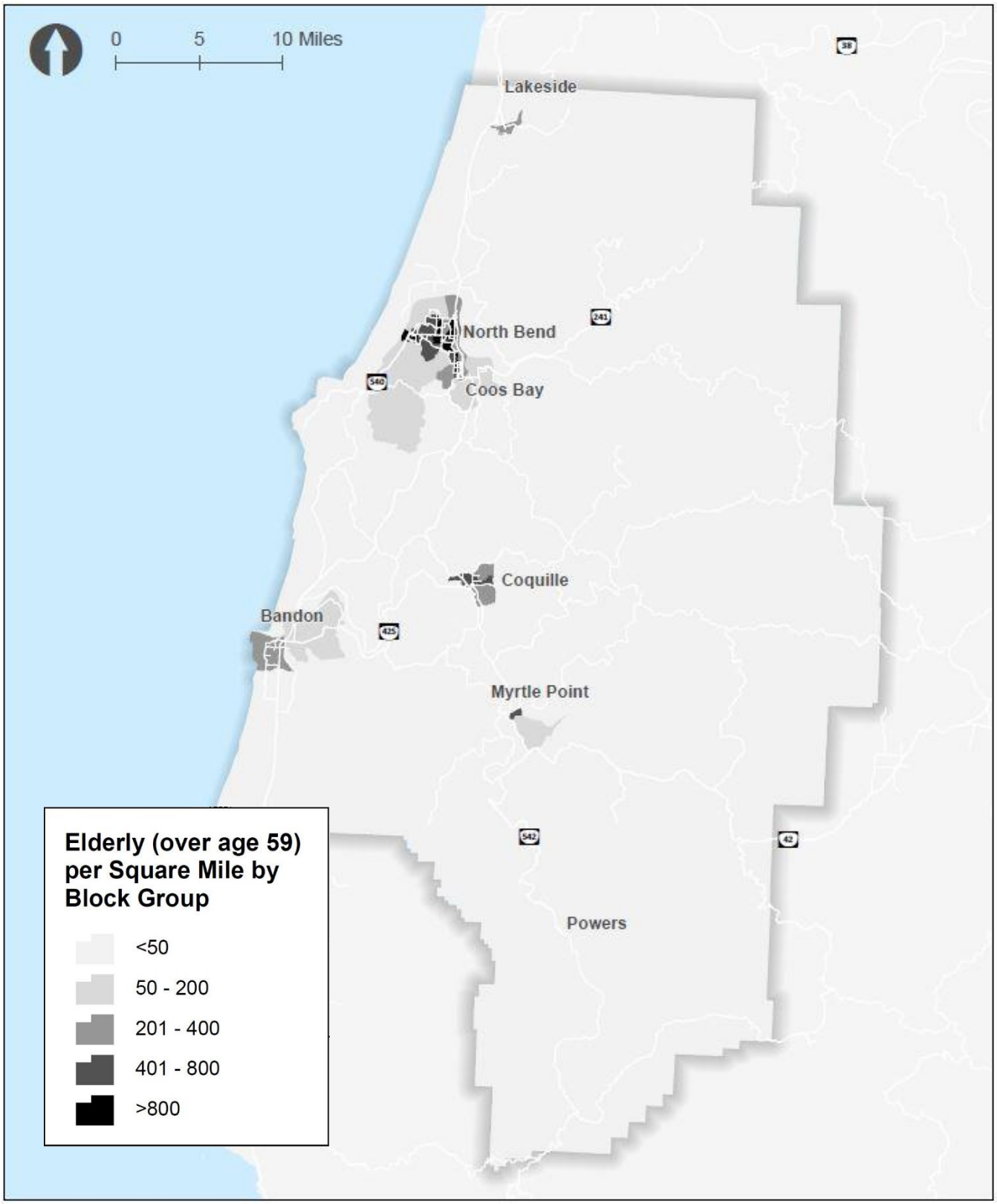


Figure 10: Youth Populations Ages 5 – 17

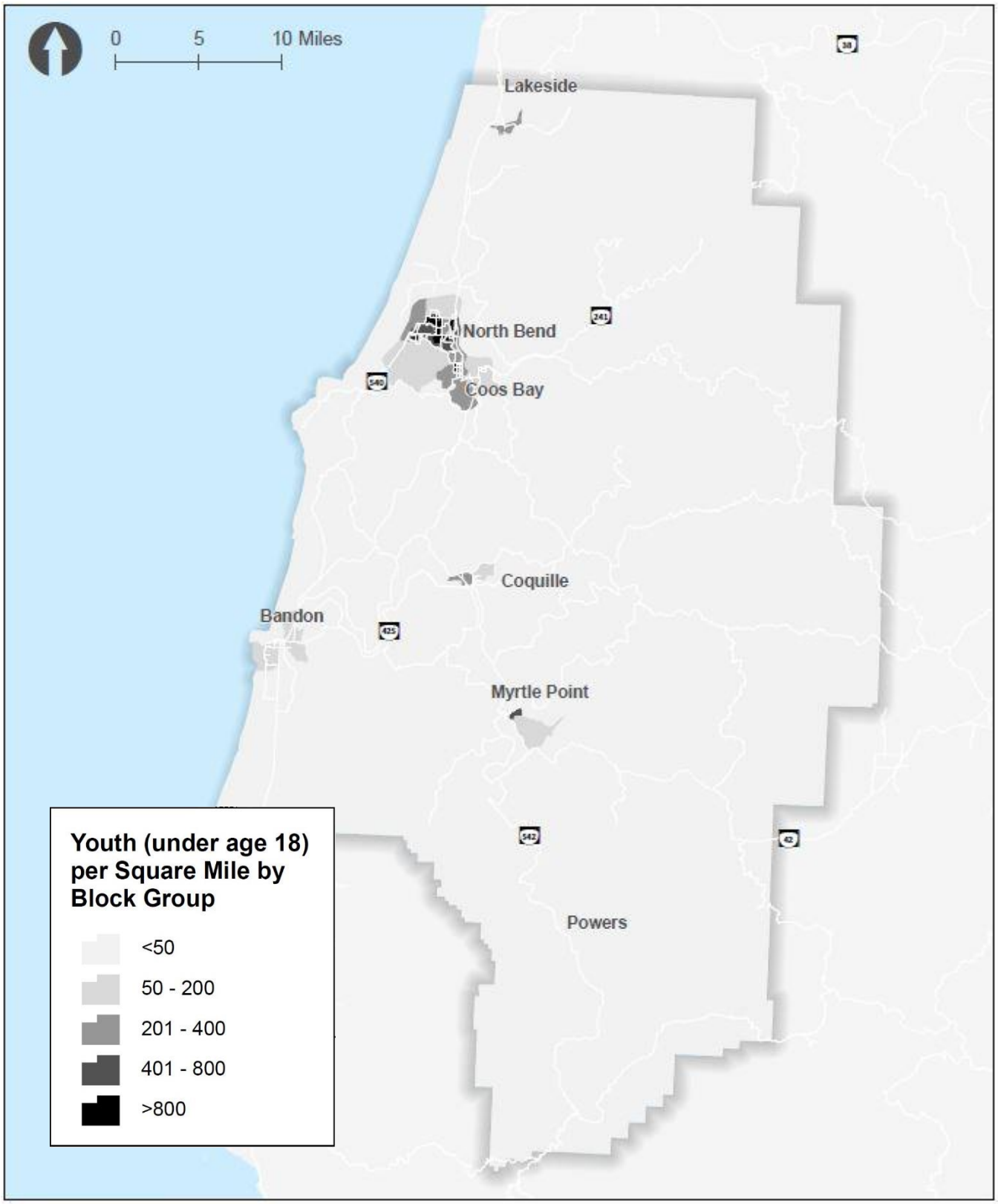


Figure 11: Households in Poverty

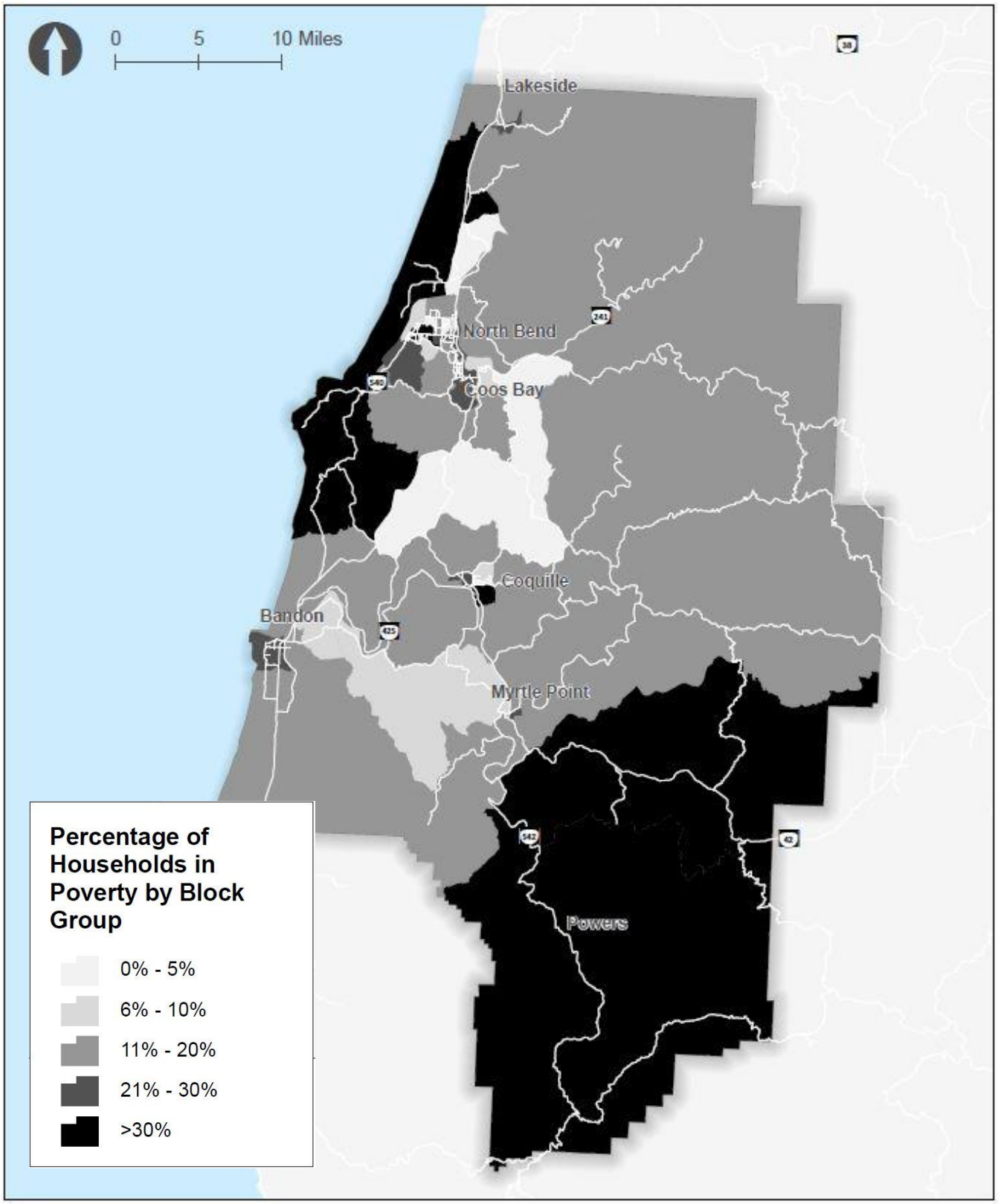


Figure 12: Households with Limited English Proficiency

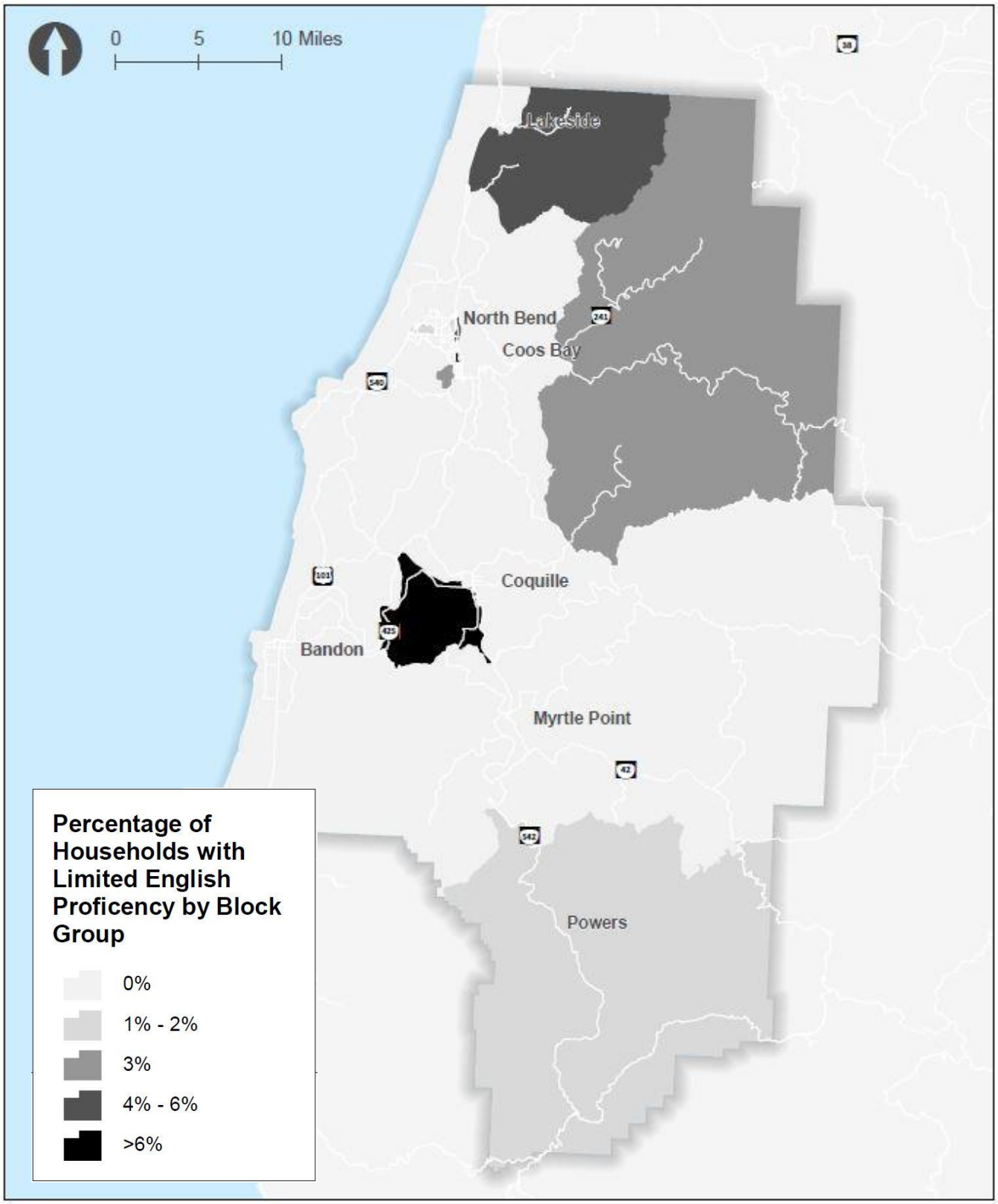


Figure 13: Households with Minority Populations

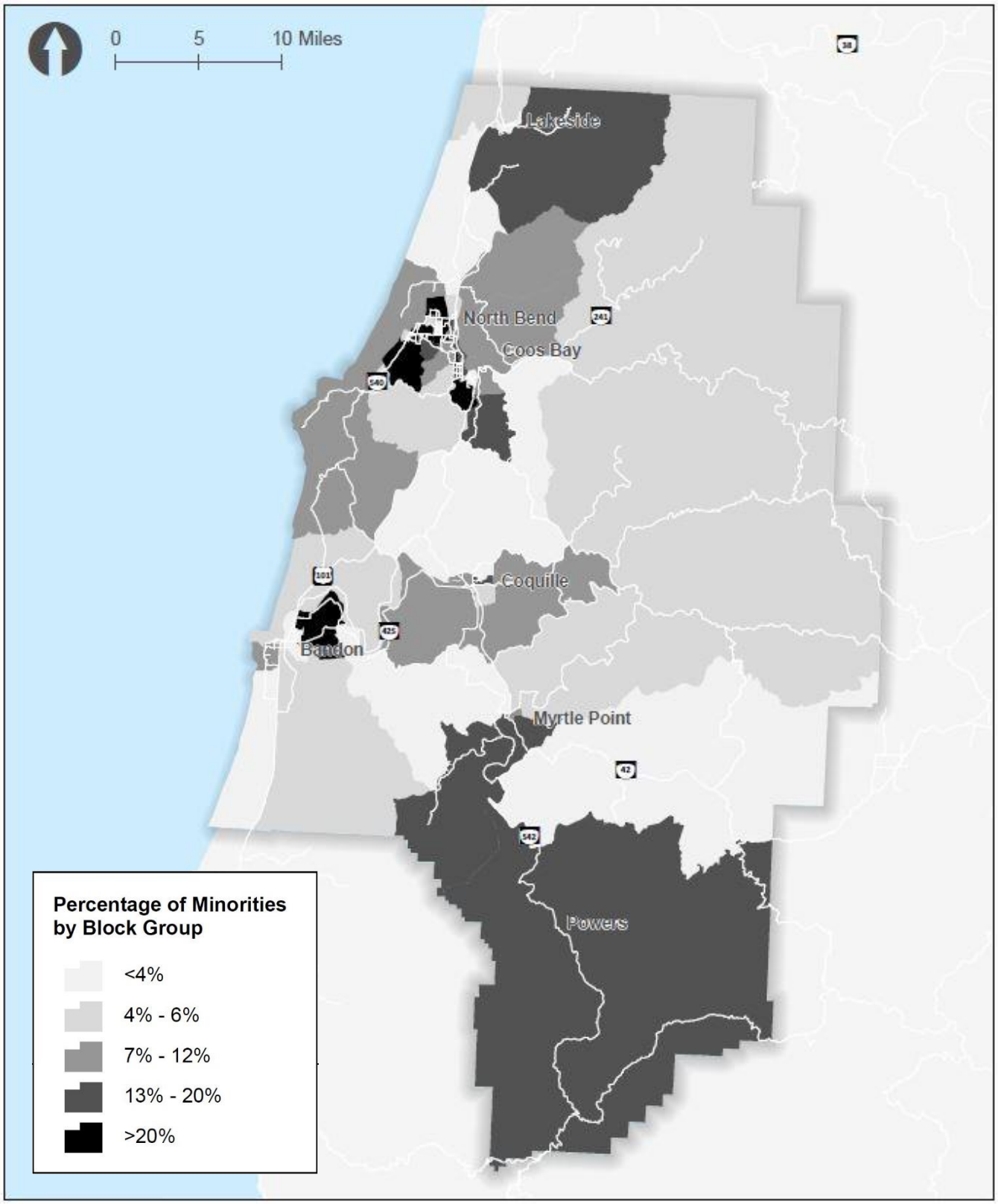


Figure 14: Households with People with Disabilities

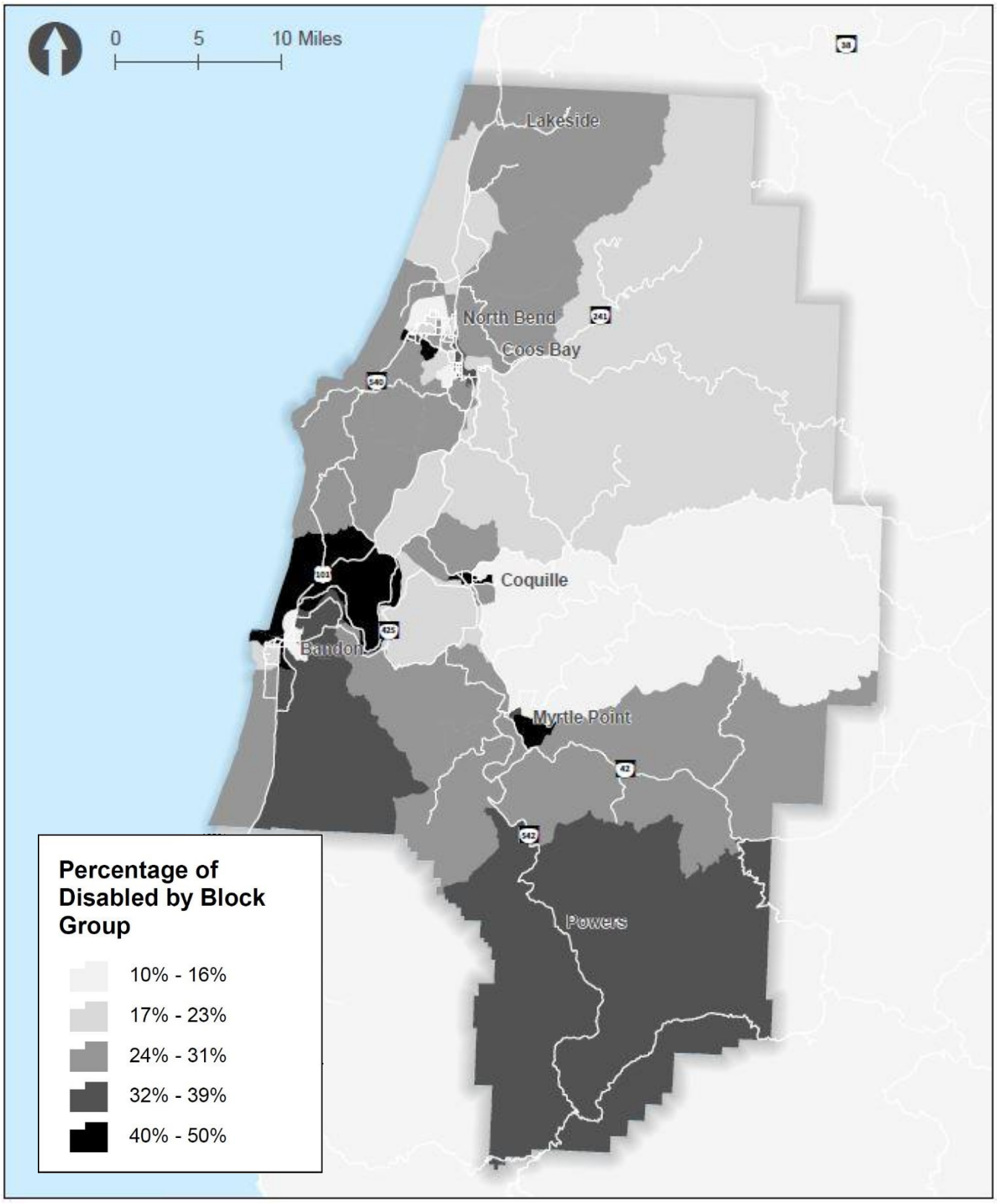
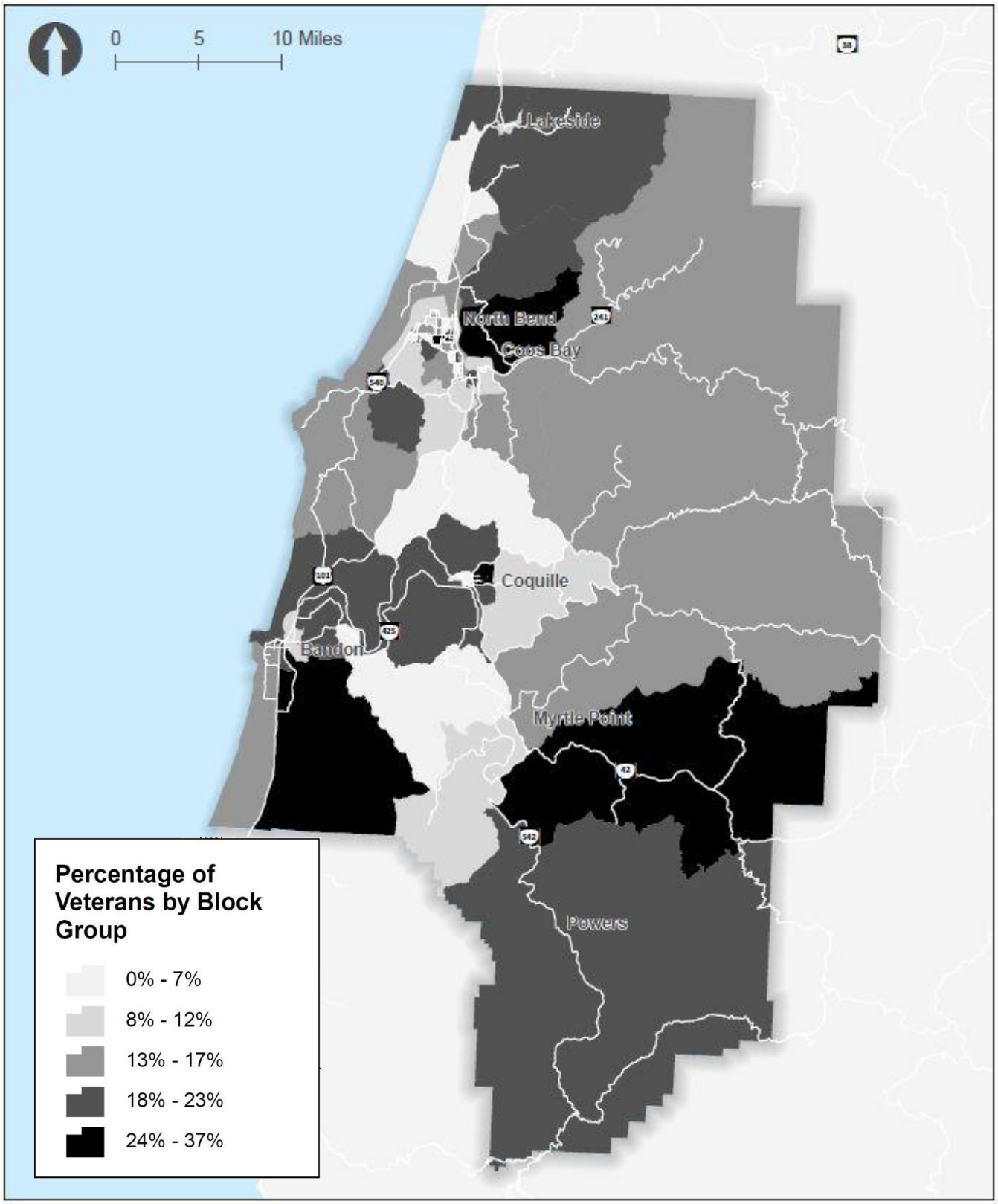


Figure 15: Percentage of Households with Veterans



JOBS AND EMPLOYMENT

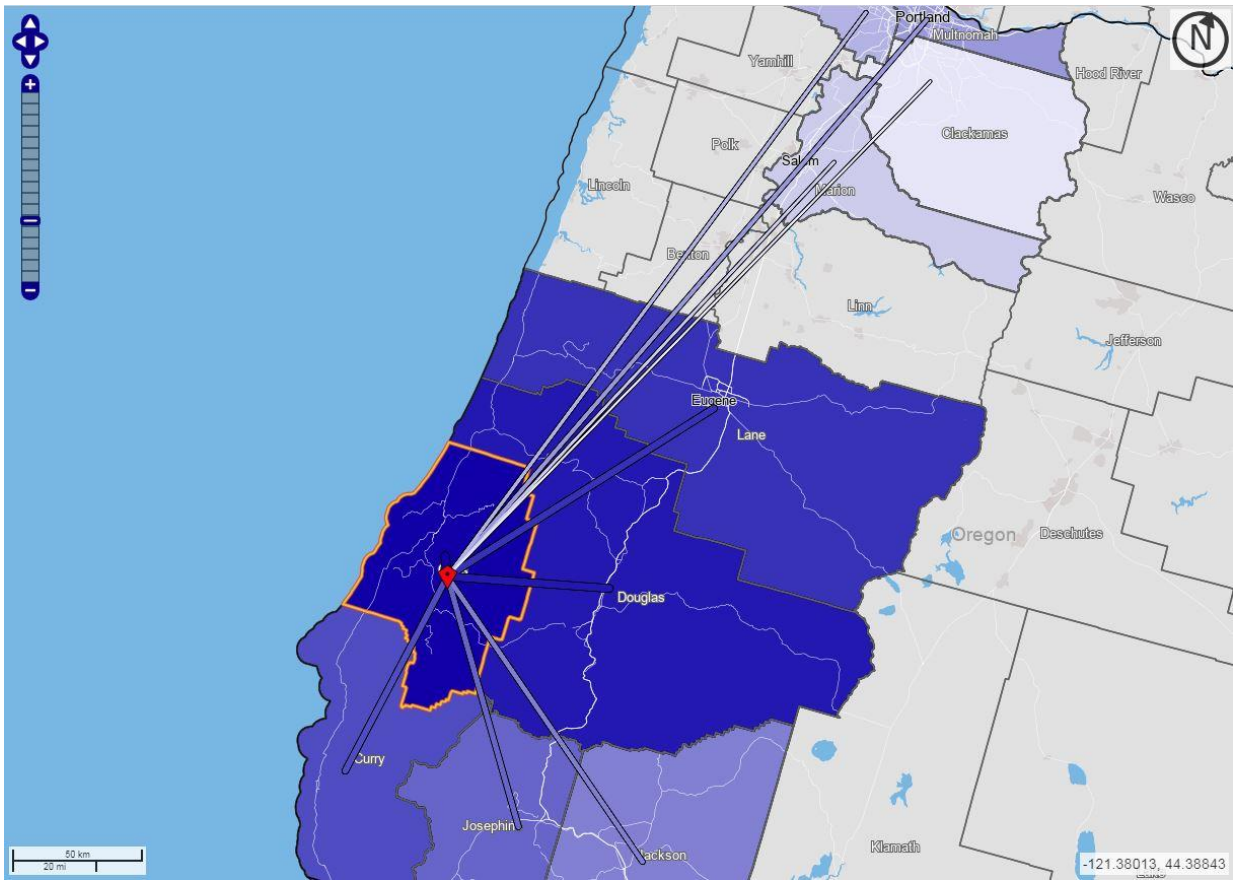
In 2015, 21,889 people were employed in Coos County, with 16,145 living and working in Coos County; 5,409 employees traveled into the County for employment. A total of 5,744 Coos County residents travel outside the County for employment[8]. For those traveling into the County for employment, Roseburg and Medford are the primary home locations, followed by Medford, Bunker Hill, and Eugene.

Longitudinal Employer-Household Dynamics (LEHD) employment data is a product of the Census Bureau, which provides valuable information about where workers live and work. Queries can be made for many employment variables including place of work, place of residence, work industry, and commute distance. One of the most helpful visualization tools available from LEHD is the web-based On-The-Map feature. This tool provides a means to look at jobs based on home location or work locations. This data set is generated based on administrative records; therefore, some work locations may be over- or underrepresented. For example, if workers in Coos Bay have their paychecks processed in Roseburg, their job site may be shown in Roseburg instead of Coos Bay, if there is not a local address shown in the administrative data.

COMMUTING PATTERNS BY PLACE OF RESIDENCE

Coos County residents commute relatively long distances to work. Exhibit 3 shows where Coos County residents work, with the thick lines representing greater density of workers commenting to their respective county.

Exhibit 3: Work Location for Coos County Residents



Source: 2015 LEHD On-The-Map Analysis

[8] *US Census Bureau, LEHD On the Map, Inflow/Outflow Analysis. Accessed online: http://onthemap.ces.census.gov/*

Table 7 provides greater detail to support Exhibit 3. As shown, the largest share of Coos County residents also work in Coos County (73.8%). Approximately 6% of workers work in Douglas County and 4.2% of workers work in Lane County, which amounts to 1,291 and 909 total workers, respectively.

Table 7: Work Location – Coos County Residents

Work Location	County	Share
Coos County, OR	16,145	74.9%
Douglas County, OR	1,291	6.0%
Lane County, OR	909	4.2%
Curry County, OR	477	2.2%
Josephine County, OR	427	2.0%
Jackson County, OR	275	1.3%
Multnomah County, OR	249	1.2%
Washington County, OR	172	0.8%
Marion County, OR	150	0.7%
Clackamas County, OR	122	0.6%
All Other Locations	1,337	6.2%

Source: 2015 LEHD

Table 8 summarizes where Coos County workers work within the County. The largest share of jobs within the County is located in Coos Bay and North Bend with approximately 4,200 and 3,100 workers, respectively.

Table 8: Work Location by City – Coos County Jobs

Work City	Jobs	Share
Coos Bay	4,235	19.6%
North Bend	3,092	14.3%
Coquille	1,019	4.7%
Bandon	738	3.4%
Myrtle Point	538	2.5%
Bunker Hill	399	1.9%
Lakeside	279	1.3%
Reedsport	250	1.2%

Source: 2015 LEHD

Table 9 shows the distance the Coos County residents commute. Approximately 57.4% commute less than 10 miles and 18.5% commute more than 50 miles. Coos Bay and North Bend are both hubs for residential and employment sites within Coos Count; as such, Coos County residents either live and work within Coos Bay and North Bend or commute long distances to reach employment further away.

Table 9: Distance Home to Work

Distance Home to Work	Count	Share
Total Jobs	21,554	100.0%
Less than 10 miles	12,363	56.5%
10 to 24 miles	3,872	17.0%
25 to 50 miles	1,333	5.9%
Greater than 50 miles	3,986	20.6%

Source: 2015 LEHD

Table 10 show Coos County residents' departure times for work. Approximately 48% of workers leave between 6:30 and 8:30 a.m., which is consistent with regular business hours.

Table 10: Departure Time to Work

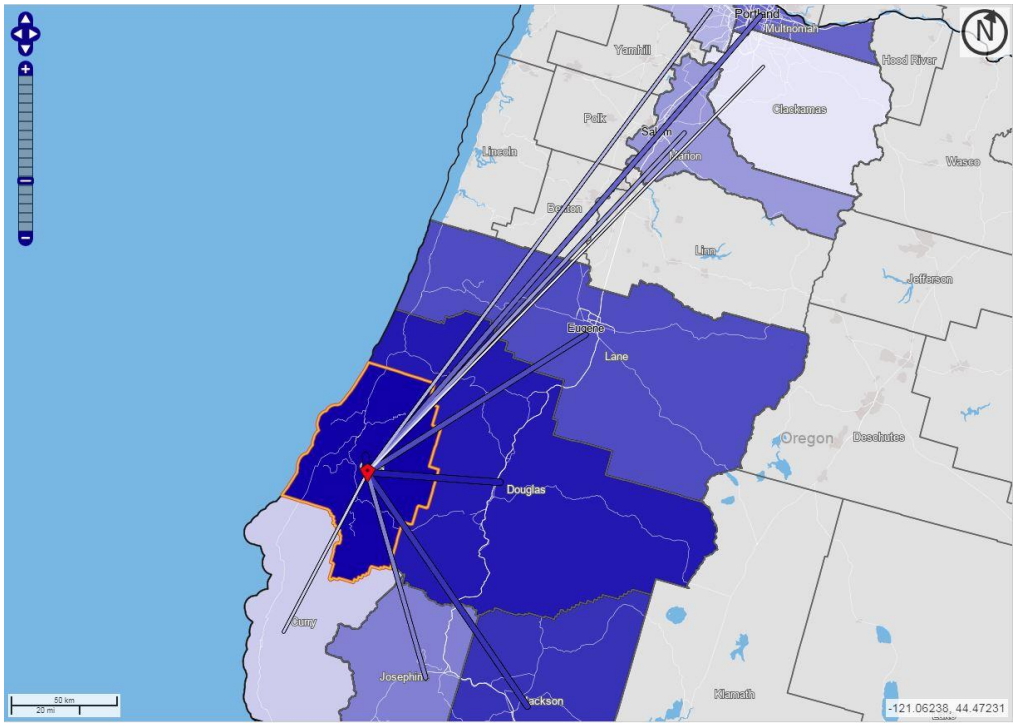
All Workers	Total	Share
12:00 a.m. to 4:59 a.m.	1,806	8.1%
5:00 a.m. to 5:29 a.m.	650	2.9%
5:30 a.m. to 5:59 a.m.	1,342	6.0%
6:00 a.m. to 6:29 a.m.	1,526	6.8%
6:30 a.m. to 6:59 a.m.	2,100	9.4%
7:00 a.m. to 7:29 a.m.	3,187	14.3%
7:30 a.m. to 7:59 a.m.	3,405	15.3%
8:00 a.m. to 8:29 a.m.	2,006	9.0%
8:30 a.m. to 8:59 a.m.	986	4.4%
9:00 a.m. to 9:59 a.m.	1,434	6.4%
10:00 a.m. to 10:59 a.m.	702	3.1%
11:00 a.m. to 11:59 a.m.	323	1.4%
12:00 p.m. to 3:59 p.m.	1,532	6.9%
4:00 p.m. to 11:59 p.m.	1,300	5.8%

Source: 2011-2015 Census, Table B08132

COMMUTING PATTERNS BY PLACE OF WORK

Exhibit 4 and Table 11 illustrate where Coos County workers live, summarized at a county level. As shown, approximately 73.8% of Coos County workers also live within Coos County.

Exhibit 4: Home Location of Coos County Workers



Source: 2015 LEHD On-The-Map Analysis

Table 11: Home Location – Coos County Workers

Home Location	Count	Share
Coos County, OR	16,145	73.8%
Douglas County, OR	1,327	6.1%
Jackson County, OR	720	3.3%
Lane County, OR	576	2.6%
Multnomah County, OR	483	2.2%
Josephine County, OR	338	1.5%
Marion County, OR	324	1.5%
Washington County, OR	291	1.3%
Curry County, OR	246	1.1%
Clackamas County, OR	216	1.0%
All Other Locations	1,223	5.6%

Source: 2015 LEHD

SUMMARY

The following key employment characteristics within Coos County should be considered when evaluating the transit system.

- There are 21,554 workers and 21,889 jobs in Coos County
- Approximately 75 percent of Coos County residents also work in Coos County
- Beyond those who work within the County, Reedsport and Roseburg are the most common cities in which Coos County residents work.
- Approximately 48 percent of Coos County residents commute to work between 6:30 and 8:30 a.m.
- Approximately 21 percent of Coos County residents commute greater than 50 miles to work.

OUTREACH FINDINGS

Outreach to the public and stakeholders was performed to inform the existing transit use and transit needs. The variety of method used to solicit public input and the information gleaned from these efforts are included in this section. Table 12 summarizes the efforts of public participation, which engaged over 310 participants.

Table 12: Public and Stakeholder Outreach Summary

Effort	Dates Conducted	Location	Participants
Onboard Survey	September – October 2019	CCAT Buses	36
Online Survey	June – July 2019	Online	31
Outreach Events	June – July 2019	Coos Bay Farmers Market	~100
		Bandon Farmers Market	~25
		Coos County Fair & Rodeo	~100
Driver Survey	June 2019	CCAT Office	10
Board Work Session	To be completed		
Focus Group Meetings	June 2019 (more to be completed)	Bay Area Chamber of Commerce Transportation Subcommittee	8

The onboard and online survey, outreach events, driver survey, and Focus Group Meeting are summarized in Appendix "C" through "G". Key findings from these efforts are below.

ONLINE SURVEY

An online survey was conducted from June 17th to July 8th to gather participants' input on potential improvements to the existing transit system. Participants expressed that providing secure shelters, increasing service hours, increasing service frequency, providing weekend service and extending service coverage would help improve the system. The results of the online survey are included in Appendix "C".

ONBOARD SURVEY

An onboard survey was conducted from September to October on 5 CCAT routes to garner opinions on existing travel patterns, service quality and improvements that can be made. Respondents identified increased service frequency, extended service hours and weekend service as key improvements. The results of the onboard survey are included in Appendix "D".

OUTREACH EVENTS

Public outreach events were conducted throughout June and July 2019 to introduce the project to the community, solicit input on improvements to the existing transit system, promote CCAT service and the new routes and schedules that began on July 1, 2019, and publicize the online open house survey in an effort to increase participation.

OPERATOR SURVEY

An operator survey was conducted in June 2019 and distributed CCAT transit operators. Ten (10) transit operators provided feedback on their experience as an employee at CCAT. The following provides a summary of key themes:

- Employees' length of service ranged from 6 months to 10 years, with an average duration of 2.8 years.
- On a scale of 1 to 5, with "1" being the lowest and "5" being the highest, four employees ranked CCAT's service as a "5", four employees ranked CCAT's service as a "4", and two ranked CCAT's service as a "3".
- Two operators reported challenges with communication between transit manager, transit supervisor, and dispatch, resulting in some operators not following the rules or insufficient notice of changes; however, one operator noted great support from supervisors to get challenges resolved.
- Five operators reported challenges with timing of operations including service delays when picking up/ dropping-off wheelchair riders, general logistics of moving passengers, and delays in wait time for passengers.
- Improving transit vehicles ranked as the number one improvement if additional funding were to become available followed up improvements to existing transit service and transit stations/stops. New service and staffing needs were also noted as improvements for consideration such as additional dispatch support.
- The majority of additional recommendations voiced by operators included improvements to stop amenities, including signage, maps, seating and posted schedules to help increase visibility, awareness, and service knowledge. One operator identified the need for a transit station for transfers and another recommended coordinating with the State/County to issue senior/disability service cards for transit access.

FOCUS GROUP MEETINGS

A meeting was held with the Coos Bay Chamber Transportation Subcommittee on June 19, 2019. The Transportation Subcommittee provided the following input on what they'd like the plan to include:

- A need for increased service to Waterfall clients; Medicaid trips
- Potential transit service to new DHS facility by the Southwest Oregon Regional Airport
- Consideration of special service to Shore Pines
- Potential business fee ($1) per trip on shopper shuttle
- Increase service between Coquille/Myrtle Point to North Bend/Coos Bay
- Increase service and frequency of intercity connectors

Additional focus group meetings will be conducted as the project moves forward.

EXISTING TRANSIT MARKETS AND NEEDS

The following section describes ridership and transit demand for CCAT services based on the historical data[9]. Exhibit 5 shows historical ridership data from FY 2015-16 to FY 2017-18 as compared to the total service hours provided within that fiscal year (FY)[10]. As shown, system ridership peaked in FY 2016-17 with 49,831 total one-way passenger trips. FY 2017-18 ridership totaled 45,785 one-way passenger trips, including 15,762 demand response, 23,835 bus, and 6,188 commuter bus.

Exhibit 5: Historical Ridership Data

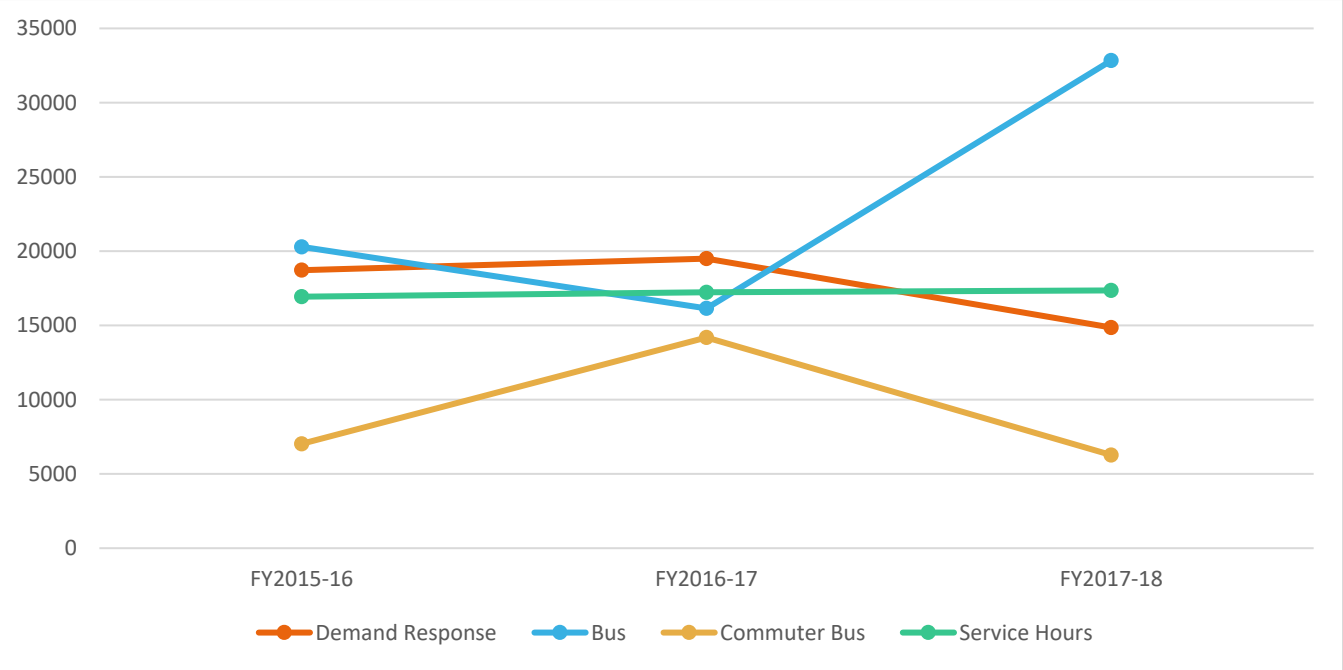


Table 13 shows annual service miles, service hours, and ridership for FY 2015-17. The table also includes riders per mile and riders per hour, depicted comparatively in Exhibit 6 and Exhibit 7. As shown in Table 13, Demand Response

[9] Data for the new July 1, 2019 transit services is not available at this time.
[10] Data is based on National Transit Database (NTD) FY15-17.

service provides the most annual service miles and service hours; however, Bus service provides the highest number of rides with a 0.36 Riders per Mile ratio average between FY2015-17.

Table 13: FY2015-17 Annual Service Miles, Service Hours, and Ridership.

	Commuter Bus			Demand Response			Bus		
	F15	F16	F17	F15	F16	F17	F15	F16	F17
Annual Revenue Miles	30,563	56,973	52,747	127,174	104,405	101,648	55,468	64,843	62,180
Annual Revenue Hours	1,734	3,168	3,104	11,170	10,458	10,627	4,032	3,606	3,625
Annual Ridership	7,028	14,187	6,188	18,720	19,497	15,762	20,290	16,147	23,835
Riders per Mile	**0.2**	**0.3**	**0.1**	**0.1**	**0.2**	**0.2**	**0.4**	**0.3**	**0.4**
Riders per Hour	**4.1**	**4.5**	**2.0**	**1.7**	**1.9**	**1.5**	**5.0**	**4.5**	**6.6**

Exhibit 6: FY2015-17 Riders per Mile

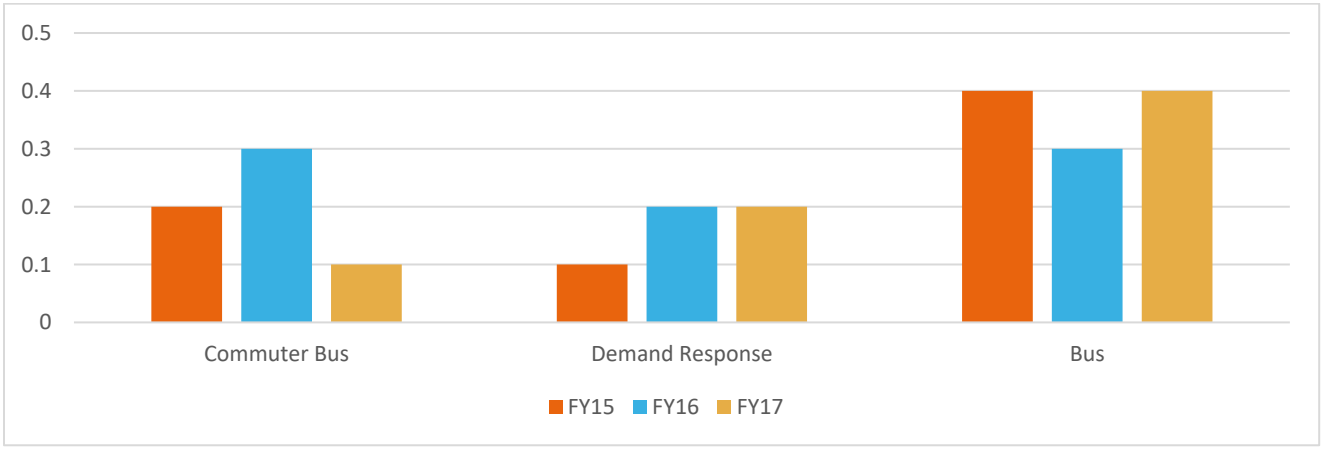
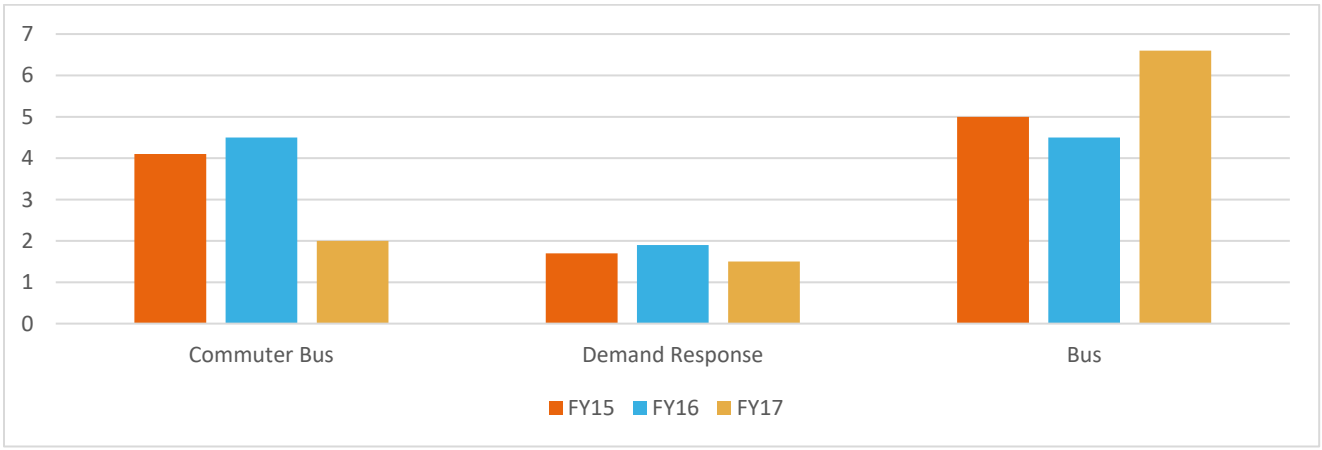


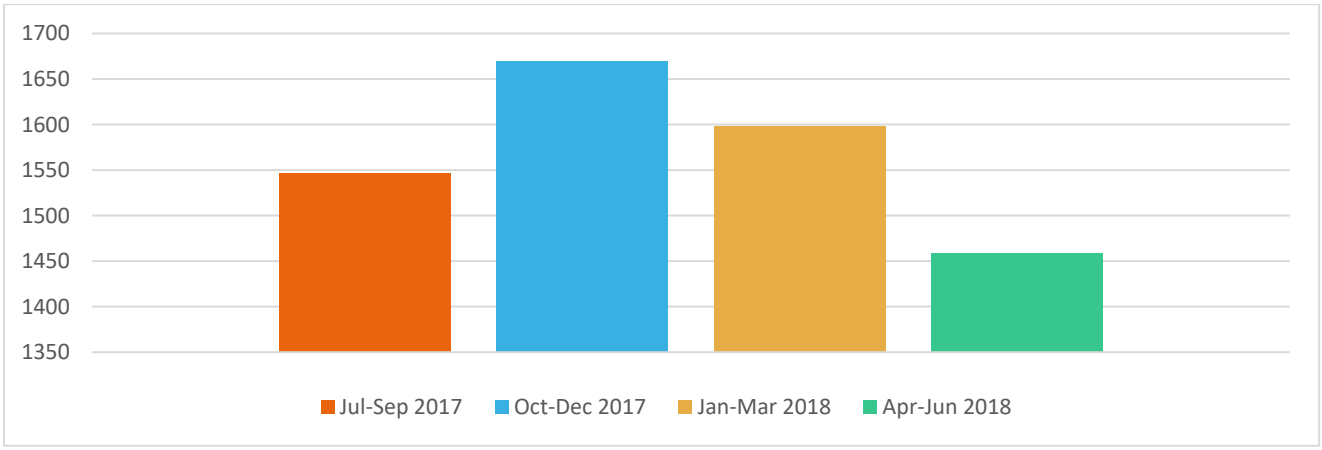
Exhibit 7:FY2015-17 Riders per Hour



COMUTER BUS

Commuter Bus service has historically included the Coquille/Myrtle Point, Lakeside/Hauser, and the Powers Intercity Connectors. Exhibit 8 depicts the quarterly Commuter Bus ridership data for FY2017-18, with a total of 6,272 one-way passenger trips. Peak ridership occurred during quarter 2 (October – December) while the lowest ridership occurred in quarter 4 (April – June).

Exhibit 8: Commuter Bus FY 2017-18 Ridership

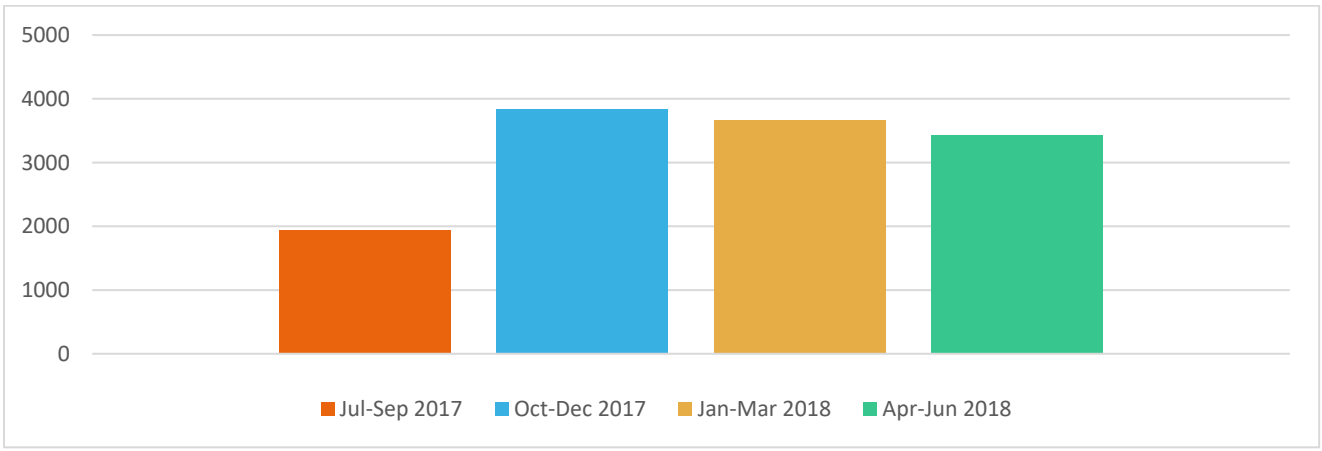


Based on CCAT Ridership Data.

DEMAND RESPONSE

Demand Response service has historically included Coos Bay/North Bend, Coquille, Myrtle Point, and Bandon Dial-A-Ride service. Exhibit 9 depicts the quarterly Demand Response ridership data for FY2017-18, with a total of 14,858 one-way passenger trips. Peak ridership occurred during quarter 2 (October – December) while the lowest ridership occurred in quarter 1 (July – September).

Exhibit 9: Demand Response FY 2017-18 Ridership Data

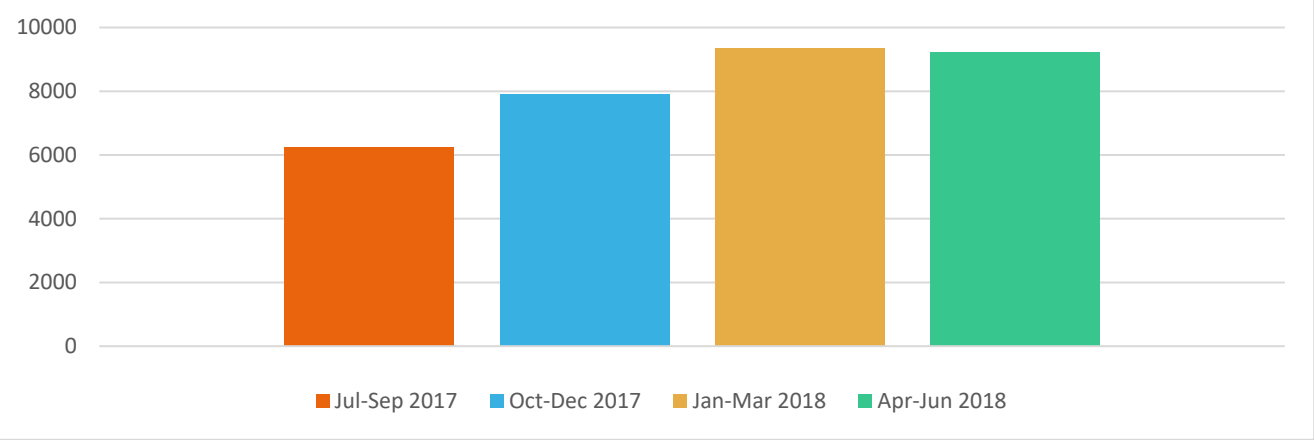


Based on CCAT Ridership Data.

BUS

Bus service has historically included the Bay Area Loop East and Bay Area Loop West. Exhibit 10 depicts the quarterly Bus ridership data for FY2017-18, with a total of 32,840 one-way passenger trips. Peak ridership occurred during quarter 2 (October – December) while the lowest ridership occurred in quarter 1 (July – September). *Based on CCAT Ridership Data.*

Exhibit 10: Bus FY 2017-18 Ridership Data



CCAT Ridership Data for FY2017-18 is provided in Appendix "H".

FINANCIAL OVERVIEW

This section provides funding information for CCAT, as well as by specific service routes, fare structure, and revenue by route.

EXPENSE ALLOCATIONS

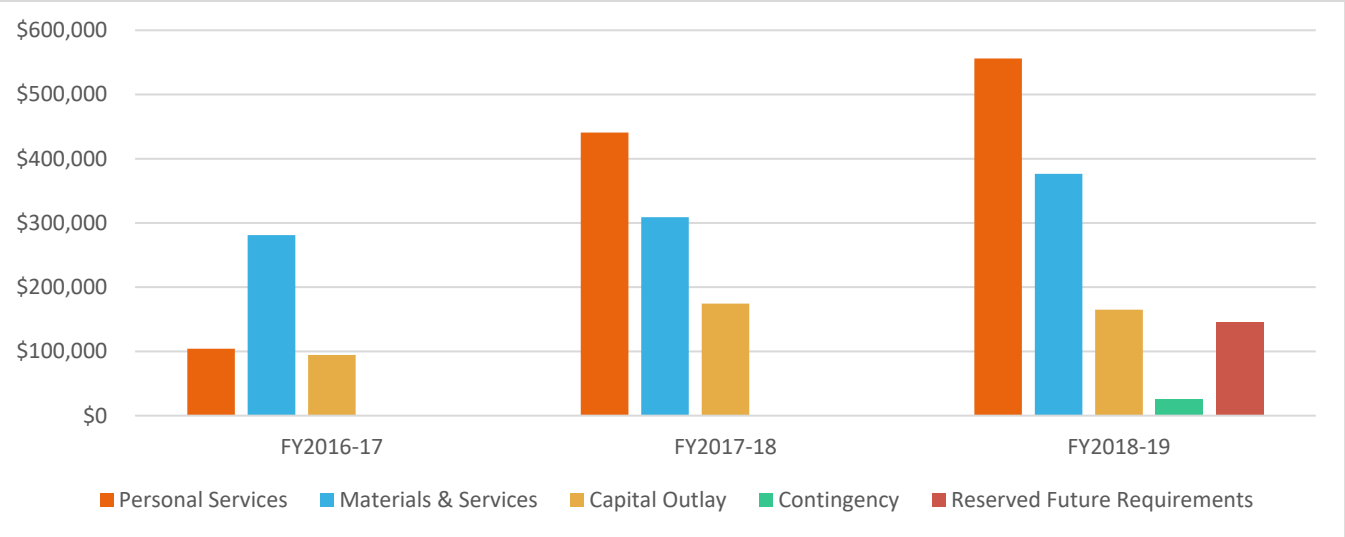
Table 14 and Exhibit 11 summarize the annual budget allocations for CCAT by expense type. As shown, the total budget increased significantly between FY2016-17 to FY2018-19 due to increases in grants in FY2018-19.

Table 14: Cost Allocation by Expense Type

Year	Personal Services	Materials & Services	Capital Outlay	Contingency	Reserved Future Requirements	Total
FY2016-17	$104,241	$281,103	$94,564	-	-	$479,908
FY2017-18	$440,735	$309,038	$174,419	-	-	$924,186
FY2018-19[1]	$556,002	$376,499	$165,000	$25,500	$145,953	$1,268,954

1. *Adopted budget for FY2018-19*

Exhibit 11: Expense Allocation FY 2016-17 to FY 2018-19



REVENUE ALLOCATION

Table 15 and Exhibit 12 summarizes the annual budget cost allocations for CCAT by revenue source. While CCAT has receives revenue from current service and operations, the majority of CCAT's funding comes from state and federal grants.

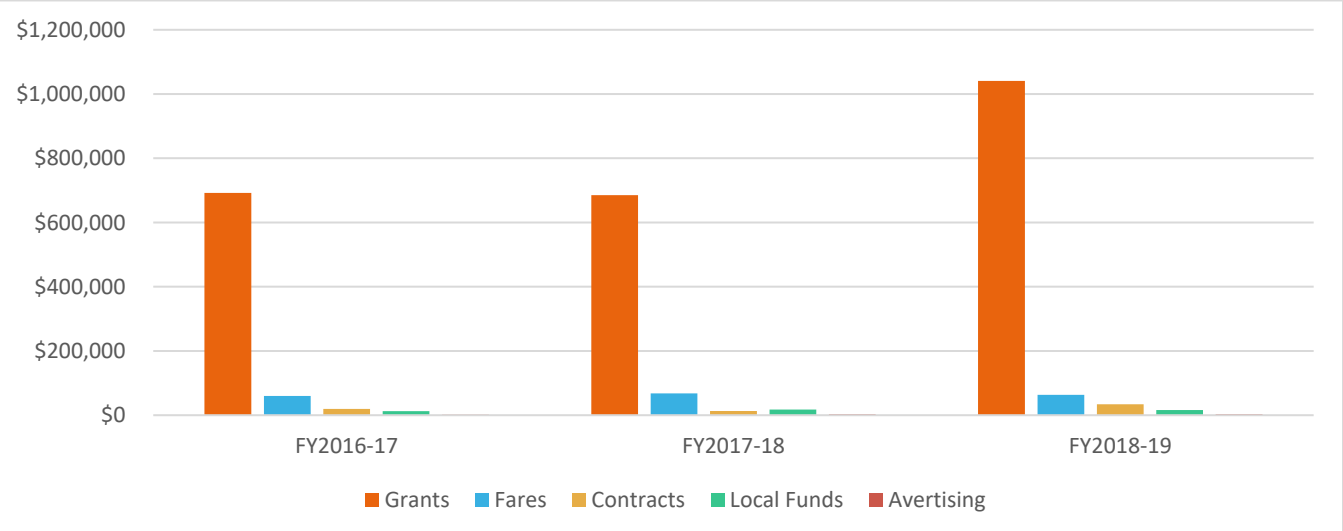
Table 15: Cost Allocation by Resource Type

Year	Grants	Fares	Contracts	Local Funds	Advertising	Total
FY2016-17	$691,978	$59,824	$19,469	$12,500	$1,743	$785,514
FY2017-18	$685,101	$68,054	$13,352	$17,500	$2,994	$787,001
FY2018-19[1]	$1,041,043	$63,337	$34,240	$16,000	$2,993	$1,263,906[2]

1. Adopted budget for FY2018-19

2. Total includes additional $106,293 from 'Beginning Fund Balance

Exhibit 12: Resource Allocation FY 2016 to FY 2018-19



FARE STRUCTURE AND REVENUE

CCAT fares have historically varied by route and type. Table 16 summarizes the Fare Revenue by route and type for current CCAT service as well as previous CCAT service. Because fare data is not available for the new July 1, 2019 transit service, the fare revenue and related statistics are based on FY 2017-18 data.

Table 16: Current CCAT Fares

Service	Adult	Senior	Youth
Current Service			
Bandon Loop (Cranberry Express)	$1.00	.50 cents	.50 cents
Coos Bay Loop (Pirate Express)	$1.00	.50 cents	.50 cents
North Bend Loop (Bulldog Express)	$1.00	.50 cents	.50 cents
Weekend Express	$1.00	.50 cents	.50 cents
Charleston Intercity (Crab Express)	$1.00	.50 cents	.50 cents
Coquille/Myrtle Point Intersection Connector (Timber Express)[1]	$2.00	$1.00	$1.00
Dial-A-Ride	$2.00	$1.50	$1.00
Previous Service (prior to July 1, 2019)			
Bay Loop (East)	$1.25	.50 cents	.50 cents
Bay Loop (West)	$1.25	.50 cents	.50 cents
Lakeside-Hauser & Loop Express Connector	$2.00/$1.25	.50 cents	.50 cents
Intercity Connector	$2.00	$1.00	$1.00
Powers Stage	$2.00	$2.00	$2.00
Dial-A-Ride	$2.00	$1.50	$1.00

1. Fare is per segment Coos Bay to Coquille, Coquille to Myrtle Point

FARE REVENUE BY ROUTE

Details on fare revenue and comparison to costs, ridership and service hours are provided in Table 17. The unit cost established in Table 16 were used to calculate the total cost by route. Total cost per ride represents the average cost of providing the transit service for each rider by service.

Table 17: FY2017-18 Fare Revenue and Related Statistics

Service	Ridership	Fare Revenue ($)	Operating Expense	Cost/Service Hour	Farebox Ratio (Revenue/Cost)	Total Cost/Rider
Commuter Bus	6,188	$9,178	$131,679	$42.42	7%	$21.28
Demand Response	15,762	$25,828	$456,745	$42.98	6%	$28.98
Bus	23,835	$25,997	$188,115	$51.89	14%	$7.89
Total	**45,785**	**$61,003**	**$776,539**	**$44.74**	**7.9%**	**$16.96**

NEXT STEPS

This memorandum documents the baseline transit service within the CCAT service area. The memorandum will be used to inform the development of the Coos County TMP by evaluating existing performance and summarizing transit needs in the community.

REFERENCE

1. CCAT Coordination Transit Plan

APPENDICES

A. Statewide Transportation Improvement Fund Discretionary Grant Projects
B. Previous CCAT Service
C. Online Survey Summary
D. Onboard Survey Summary
E. Public Outreach Events Summary
F. Operator Survey Summary
G. Board Work Session Summary
H. CCAT FY2017-18 Ridership Data

APPENDIX A STIF DISCRETIONARY GRANT PROJECTS

APPENDIX B PREVIOUS CCAT SERVICE DESCRIPTION

APPENDIX C ONBOARD SURVEY SUMMARY

APPENDIX D ONLINE SURVEY SUMMARY

APPENDIX E OUTREACH EVENT SUMMARY

APPENDIX F DRIVER SURVEY SUMMARY

APPENDIX G FOCUS GROUP MEETING SUMMARY

APPENDIX H CCAT RIDERSHIP DATA FY2017-18