



CURRY PUBLIC TRANSIT, INC.

CURRY TRANSIT DEVELOPMENT PLAN



Adopted February 2023

Curry County Transit Development Plan

Prepared for:



Curry Public Transit, Inc.

Adopted February 2023

PREFACE

The development of this plan was guided by the Project Management Team (PMT), Project Advisory Committee (AC), and the Curry Public transit (CPT) Board. Each individual devoted their time and effort to provide valuable input and feedback and their participation was instrumental in the plan development.

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Curry Public Transit would also like to acknowledge Bill Hamilton and Stacey Hogan for their service on the Advisory Committee and CPT Board.

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CHAPTER 1: INTRODUCTION

- 1.1 History and Organization of CPT
- 1.2 Project Purpose & Process
- 1.3 Public Involvement Process

CHAPTER 1. INTRODUCTION

1.1 HISTORY AND ORGANIZATION OF CURRY PUBLIC TRANSIT

Curry Public Transit (CPT) was created in 1997, when Chetco Senior Center in Brookings contracted with the Curry County Board of Commissioners to take over all individually-operated systems within Curry County for the benefit of Curry County residents. Prior to this, local public transit was operated by individual senior centers along the southern Oregon Coast.

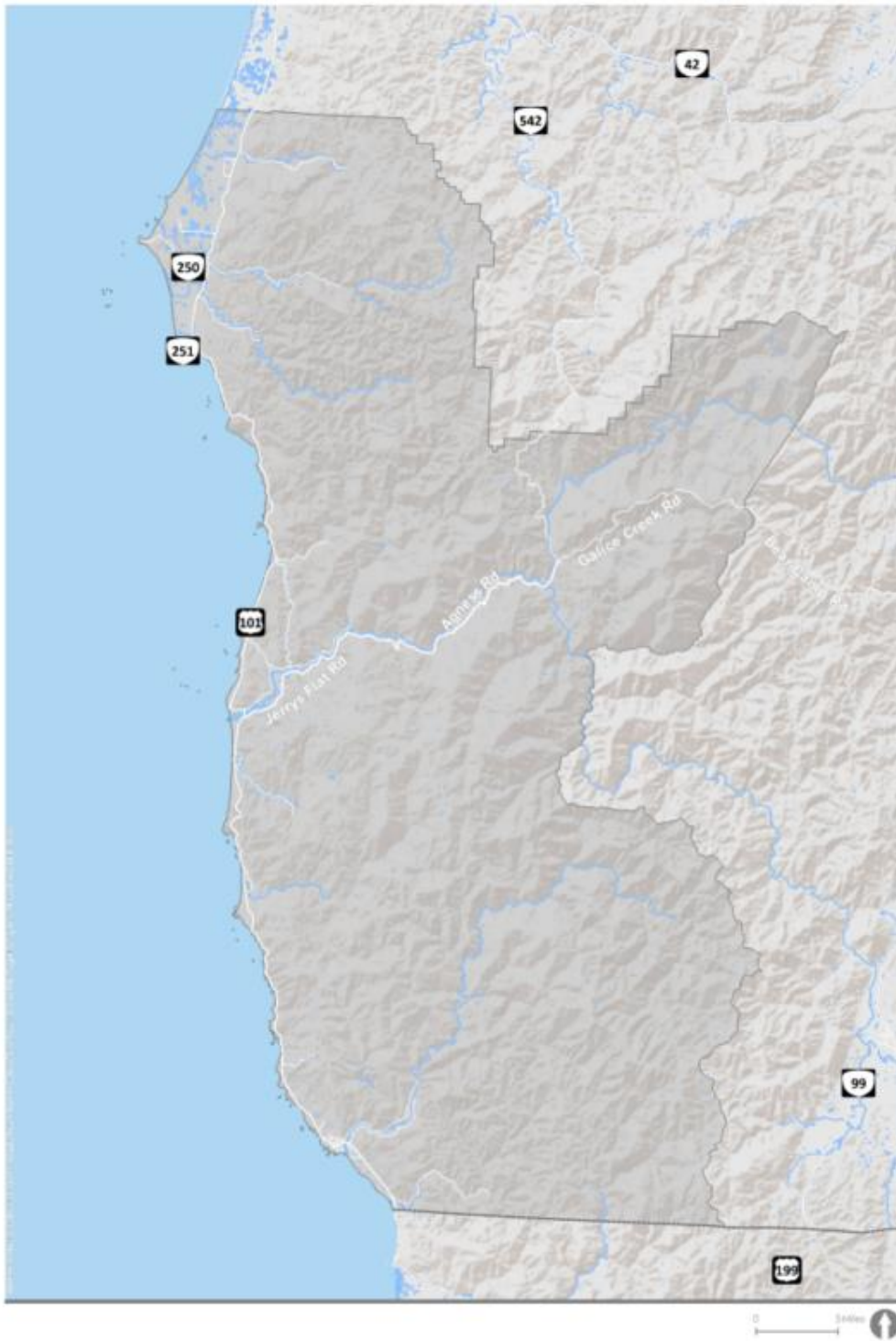
In 1999, an inter-city service was added, and later merged with the Coos County Area Transportation to create the Coastal Express service. This extended transport from Brookings to North Bend. In 2006 Curry Public Transit, Inc. became a separate 501(c)3 non-profit corporation. In 2007, Coastal Express extended into Smith River, connecting with Redwood Coast Transit, enabling travelers to continue south to Eureka and San Francisco. Currently Curry Public Transit utilizes a fleet of eleven buses and two vans to provide intra- and inter-city transportation for older adults, persons with disabilities, students, and the general public. CPT contracts with various public agencies and hospitals to provide medical transportation. Funding for all services is primarily financed by federal and state grants.

The General Manager, Kathryn Bernhardt, spearheads the administrative functions of Curry Public Transit and works with the advice and support of the Board of Directors. The Board of Directors includes President Dan Palicki, Vice President Joanne Wasbauer, Secretary Loretta Goutermont, Treasurer Eleanor Cook and Board Members Bill Hamilton, Verdell Wright and Carol Bayne. The Board meets monthly at 412 Alder Street in Brookings. All meetings are open to the public. Please call for a schedule and agenda. Along with the general Manager and Board, CPT is supported by a bookkeeper, dispatcher, and drivers.

Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established a new dedicated source of funding for expanding public transportation service in Oregon. The new funding source is called the Statewide Transportation Improvement Fund (STIF). STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. Five percent of the funds are awarded to eligible public transportation providers based on a competitive grant process. A critical step in securing STIF funds is to have a plan that clearly defines the community's transit needs and identifies future services that meet provider and community goals, CPT and Curry County desire to create a Transit Development Plan (TDP) that satisfies those requirements and makes them eligible for discretionary STIF funds in the future.

Figure 1.1 presents the existing CPT district boundary, which coincides with the County border.

Figure 1.1 Curry Public Transit TDP Study Area



Curry Public Transit TDP Study Area
Curry County, Oregon

1.2 PROJECT PURPOSE & PROCESS

The purpose of the Curry Public Transit (CPT) Transit Development Plan (TDP) is to provide strategic guidance to CPT and Curry County ("County") for the provision of a sustainable and innovative transit system in a county that serves urban and rural users, over a 20-year planning period. The Project will examine how existing urban and outlying rural services can be improved and better coordinated to meet the needs of the region. The TDP will serve as the basis for the transit element of the Transportation System Plan ("TSP") of County and other local jurisdictions within the Study Area, defined in Figure 1.1.

Figure 1.2 shows the project process, including outreach (red), Advisory Committee (AC) meetings (blue), and document development (green). These activities are described later in this plan.

Figure 1.2. Project Process



1.3 PUBLIC INVOLVEMENT PROCESS

The project management team (PMT) began work on the plan and its supporting memos and activities in September 2021. Outreach activities conducted between January 2022 and January 2023 are summarized below. Each outreach activity included a range of advertising and marketing efforts to obtain participation, including email notifications and social media announcements. Further details are provided in **Reference A: Existing Conditions Memorandum #1**. The results of the online and onboard survey, outreach events, and driver survey are summarized in **Reference H** through **Reference J**. Key findings from these efforts are presented later in this section.

1.3.1 Project Website

The website www.projectcomment.com/currytransitplan housed information that allowed the general public and advisory committees to stay informed about the project. Background documents, meeting materials, and finalized technical memos were provided on the website, along with the latest news about upcoming events. The website also provided an interactive map where anyone could provide comments, concerns, or suggestions about specific locations in and around the CPT system.

1.3.2 Online Open House

1.3.2.1 ONLINE OPEN HOUSE #1

An online open house, including a survey and commenting map, was conducted from April 1 to April 18, 2022 to gather input on bus use, trip origin and destination, service quality and improvements, effects of COVID-19 on their usage, and demographic information. In addition, a live open house was hosted via Zoom on April 14 at 5 PM to provide information about the plan and collect input on needs for transit from the public.

1.3.2.2 ONLINE OPEN HOUSE #2

A second online open house will be conducted in January 2023 to provide information on the Draft TDP/Coordinated Plan and gather feedback.

1.3.3 Onboard Surveys

Two onboard surveys were conducted over the course of the project.

1.3.3.1 ONBOARD SURVEY #1

An onboard survey was conducted in January and February 2022 on the Coastal Express route and Dial-A-Ride services in Brookings and Gold Beach. The surveys asked about bus use, trip origin and destination, service quality and improvements, effects of COVID-19 on their usage, and demographic information. Figure 1.3 provides a summary of the first round of the onboard survey.

Figure 1.3 Onboard Survey #1



1.3.3.2 ONBOARD SURVEY #2

A second onboard survey was conducted in August 2022 on the Coastal Express route. The surveys asked about future service opportunities, including a Brookings circulator and coordination with other providers. Figure 1.4 provides a summary of the second round of the onboard survey.

Figure 1.4 Onboard Survey #2



1.3.4 Operator Survey

An operator survey was distributed to all CPT drivers in January 2022. The operator survey consisted of questions exploring CPT's service quality, challenges for transit drivers, ideas for solutions, and priorities for service improvements.

1.3.5 Focus Group Meetings

Four focus groups were conducted in June 2022 with one church/social service provider and three health care providers. These include:

- St. Timothy's Episcopal Church (401 Fir Street, Brookings)
- Brookings Core Response (97900 Shopping Center Avenue Unit 31 above the DMV in Harbor directly next to Bud Mart)
- Sutter Health (multiple locations in Brookings-Harbor and Crescent City)
- Coast Community Health Center (Bandon and Port Orford)

The focus group discussions were centered on needs of various groups of riders, use of other transportation services, and access to key services.

The project process included several touchpoints where stakeholders and the public could provide input. Table 1.1 summarizes each activity's purpose and details.

Table 1.1. Public Involvement Activities

Type of Activity	Activity Details and Purpose
Project Website Throughout project	Provided updates and gather feedback on project activities and documents, including links to online surveys and open houses
AC Meeting #1 January 11, 2022 10 AM – 12 PM	Obtain feedback on project outcomes, schedule, project outreach, and deliverables.
Operator Survey January 2022	Understand the existing use and desired improvements of the transit system from CPT drivers' perspectives.
Onboard Survey #1 January – February 2022	Understand the existing use and desired improvements of the transit system from existing riders' and non-riders' perspectives
AC Meeting #2 March 18, 2022 1 PM – 3 PM	Provide updates and gather feedback on Existing System Conditions (Memo 1), Transit System Goals, Policies and Practices Overview (Memo 2), and Transit Benchmarks and Monitoring Program Overview (Memo 3).
Online Open House #1 April 1 – April 18 2022	Provide an overview of existing conditions, goals, and monitoring program and obtain feedback.
Live Open House April 14, 2022 5 PM – 6 PM	
Focus Group Meetings June 2022	Obtain feedback on needs within the community and opportunities for CPT,
AC Meeting #3 August 10, 2022 1 PM – 3 PM	Provide updates and gather feedback on Unmet Transportation Needs (Memo 4) and Future Service Opportunities (Memo 5).
Onboard Survey #2 August 2022	Obtain input on service alternatives and rank level of importance.
AC Meeting #4 October 2022	Provide updates and gather feedback on the financial assessment (Memo 6) and upcoming Draft TDP and Coordinated Plan.
Online Open House #2 January 2023	Provide an overview of the draft TDP/Coordinated Plan and obtain feedback.
AC Meeting #5 January 2023	Provide an overview of the draft TDP/Coordinated Plan and obtain feedback.



CHAPTER 2: VISION AND GOALS

- 2.1 Policy Framework
- 2.2 Goals, Policies, and Practices

CHAPTER 2. VISION AND GOALS

This section highlights the policy framework and updated goals and policies that informed the TDP process and will continue to provide guidance as CPT implements this plan.

2.1 POLICY FRAMEWORK

Goals, and policies from the following plans were reviewed in preparing goals and policies for this TDP:

- State Goals, Policies, and Practices
 - Oregon Highway Pan (1999, last amended 2018)
 - Oregon Public Transportation Plan (OPTP) (2018)
 - Oregon Bicycle and Pedestrian Plan (2016)
 - Oregon Transportation Options Plan (2015)
 - Oregon Transportation Safety Action Plan (2016)
 - US 101 Corridor Plan: Chetco River Bridge to Oregon/California Border (2017)
 - Oregon Coast Bike Route Plan (Draft 2021)
 - Transportation Planning Rule (cited sections last amended 2014)
- Local Goals, Policies, and Practices
 - Curry County Coordinated Human Services Public Transportation Plan (2016)
 - Curry County Transportation System Plan (2005)
 - Brookings Transportation System Plan (2017)
 - Gold Beach and Port Orford Transportation System Plans (2000, 2002)

The State and Local documents listed above informed the TDP goals and policies described in the following section. Summaries and full text of these plans' goals, objectives, and policies are included in **Reference B: Goals and Policies Memorandum #2**.

2.2 GOALS, POLICIES, AND PRACTICES

The TDP goal and policy language proposed in this section draws from a number of resources, including the goals, policies, objectives, and strategies reviewed in the appendices. The OPTP and Coordinated Plan in particular helped shape the proposed goals and policies, given their focus on transit, increased coordination and collaboration, and serving those who are transit dependent. This planning project's stated objectives also informed the proposed goal and policy language, as did input from committee members at AC Meeting #1. The project's objectives call for the provision of a sustainable and innovative transit system in a county that serves urban and rural users over a 20-year planning period.

TDP goals and policies are presented below. Further information is included in **Reference B: Goals and Policies Memorandum #2**.

Goal 1: Customer-Focused Services – Provide services that are safe, comfortable, and convenient for all riders.

- Policy 1A – Provide consistent, reliable public transportation services for customers to meet their daily needs.
- Policy 1B – Create a safe and user-friendly transit environment.
- Policy 1C – Provide service information that is clear, accurate, and available to customers through various sources and media.
- Policy 1D – Focus on service enhancements on that will benefit customers who are dependent on transit due to age, abilities, and/or income.
- Policy 1E – Communicate with health and human service providers and transit-dependent customers to better understand and meet these riders' needs.
- Policy 1F – Continue to improve ADA accessibility through new and improved

ways of sharing transit information and improvements to stops and vehicles.

- Policy 1G – Continue to improve conditions at transit stops, including signage, amenities, and identifying and implementing shelter designs that are appropriate for the climate.

Goal 2: Accessibility and Connectivity – Improve access and connections within and between communities in the CCPTSD service area, as well as connection to services beyond the service area.

- Policy 2A – Prioritize maintaining and improving existing services before expanding services.
- Policy 2B – Ensure and increase access to employment, education, health services, and shopping centers.
- Policy 2C – Support improvement of pedestrian and bicycle connections to transit routes and stops.
- Policy 2D – Support safe roadway crossings of Highway 101 in the service area.
- Policy 2E – Explore potential park-and-ride and “mobility hub” sites, where multiple modes connect, such as the Pony Village/Coos Bay Safeway stop.
- Policy 2F – Promote economic development and tourism through existing transit services and new transit services as resources are available.

Goal 3: Coordination – Collaborate with public and private partners to maximize services.

- Policy 3A – Strengthen coordination with other transportation services, particularly transit providers in the greater region such as Coos County Area Transit, Redwood Coast Transit, and Pacific Crest Lines.
- Policy 3B – Establish and strengthen coordination with transportation technologies, such as transit vehicle automatic vehicle location, mobile apps for customers, bike and scooter sharing, and ridesharing.

- Policy 3C – Coordinate with adjacent transit providers to match transit schedules including weekend schedules.
- Policy 3D – Coordinate with partners to establish a range of transit services, including employer vanpools, medical service transportation, shopping services, and cab and rideshare rides.
- Policy 3E – Work with health and human service providers to coordinate transportation services that are appropriate for customers' needs.
- Policy 3F – Foster new and innovative partnerships to share and leverage resources, create awareness of CCPTSD services, and enhance CCPTSD services.
- Policy 3G – Strengthen coordination with partner cities and Curry County land use planning and development to support the planned transit system and increase customer access to transit.
- Policy 3H – Work with partner cities and Curry County to coordinate between CCPTSD transit planning and city and county transportation planning.
- Policy 3I – Seek opportunities to coordinate emergency response and recovery following natural disasters and other emergencies.

Goal 4: Health and Sustainability – Foster public, environmental, and fiscal health through transit investments.

- Policy 4A – Establish stable funding sources for CCPTSD services and invest strategically in maintenance, service, planning, staffing, and capital improvements.
- Policy 4B – Reduce reliance on single-occupancy vehicles and help reduce pollution by maintaining and enhancing CCPTSD services, including acquiring alternatively powered fleet vehicles when resources are available.
- Policy 4C – Improve the community's health by providing active transportation options and access to health-supporting destinations, such as groceries, parks, community spaces, health care, and social services.



CHAPTER 3: BASELINE CONDITIONS

- 3.1 Service Area Overview
- 3.2 Population, Employment, and Land Use
- 3.3 Fleet and Facilities
- 3.4 Financial Characteristics

CHAPTER 3. BASELINE CONDITIONS

The baseline conditions review the transportation system and transit service; CPT fleet and facilities; population, employment, and land use patterns; existing and historic ridership analysis; and existing financial characteristics as of April 2022. Important changes that occurred after the baseline conditions evaluation was performed are noted in the text. Further details on these sections are included in **Reference A: Existing Conditions Memorandum #1**.

3.1 SERVICE AREA OVERVIEW

3.1.1 Transit Service Overview

Curry Public Transit operates one fixed-route service, the Coastal Express, from Coos Bay/North Bend to Smith River. The service provides 3 trips in each direction, Monday through Saturday¹. The CPT also provides dial-a-ride in Brookings and Gold Beach. Key information about these services is as follows:

- **Fixed-Route:** The Coastal Express, CPT's fixed-route service, operates from 6:15 AM to 6:55 PM, Monday through Saturday. Service is not provided on Sunday and holidays. Fares are \$4.00 per city segment, in which 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. Free service is provided for active-duty military personal, veterans with an appointment card for the Brookings or Coos Bay Veterans Affairs (VA) clinic, or children aged 6 and under. A reduced fare of \$2.00 per city segment is available to passengers aged 60 or older, currently enrolled students, and persons with a documented disability.
- **Dial-A-Ride (Brookings and Gold Beach):** Dial-a-Ride is origin-to-destination wheelchair accessible demand-response service operating within the cities of Brookings and Gold Beach. In Brookings, Dial-a-Ride operates from 8 AM to 5 PM Monday through Friday and 9 AM to 4 PM on Saturday (temporarily suspended), with no Sunday service. In Gold Beach, Dial-a-Ride operates from 9 AM to 2 PM on Monday and Tuesday and from 9 AM to 4 PM Wednesday and Friday, with no Thursday or weekend service. Buses run south on the hour and north on the half hour, with a ½ hour pick up window after scheduled time. Fares are \$4.00 per ride; \$2.00 per ride for seniors and people with disabilities; and free for veterans and kids.

Figure 3.1 provides an overview of Curry Public Transit services, as well as regional providers.

¹ As of April 10, 2020, Saturday service is temporarily suspended

Figure 3.1 Curry County Public Transportation Providers

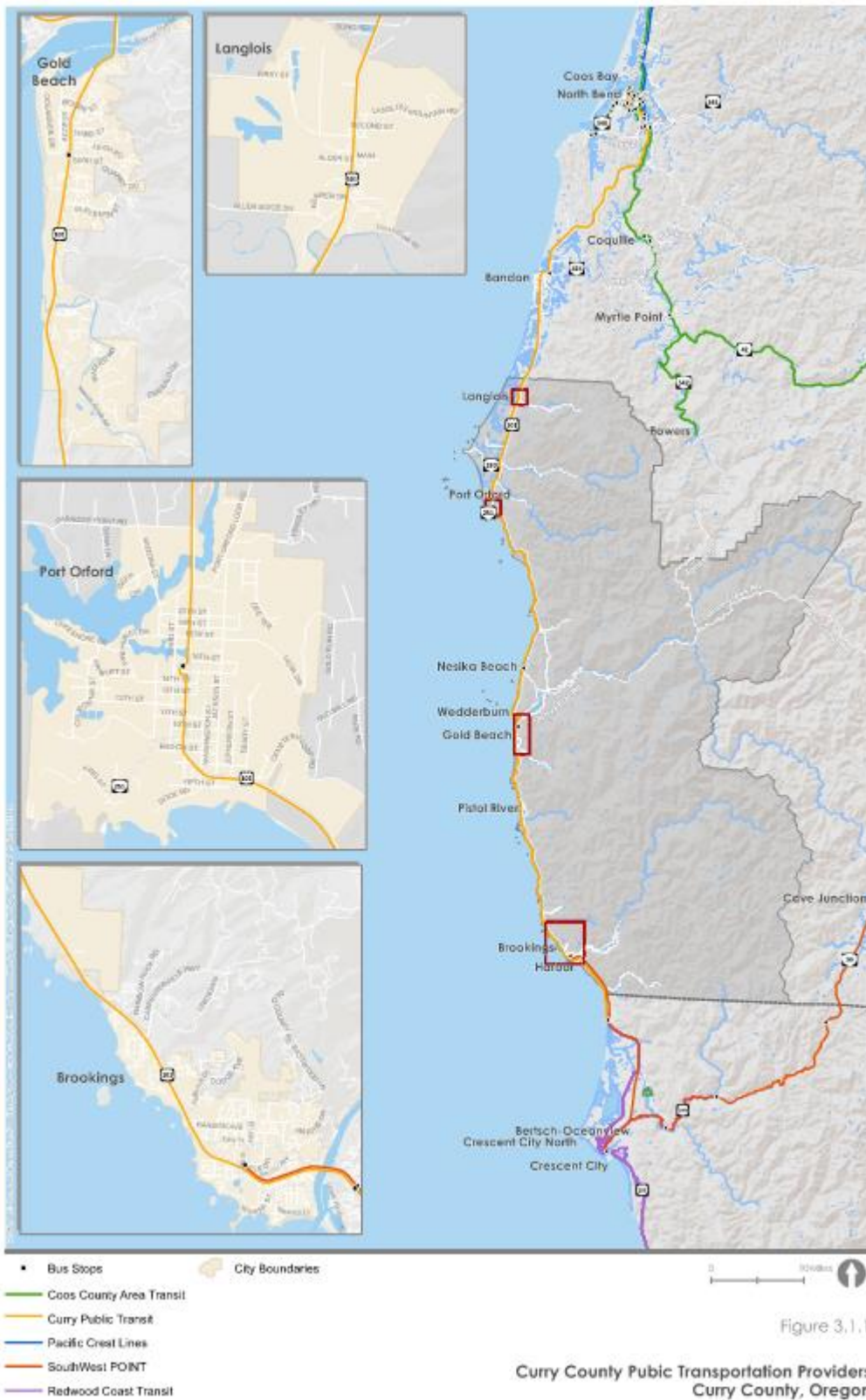


Table 3.1 summarizes each Curry County transportation provider by the provider type (public or private), type(s) of service, operating hours, and general service areas. Further description of the services is as follows:

- **Redwood Coast Transit:** Redwood Coast Transit (RCTA) operates Route 20 – Smith River/Crescent City/Arcata, connecting to the Coastal Express in Smith River. Route 20 serves Lucky 7 in Smith River; it operates Monday through Saturday from 6:45 AM to 6:30 PM, with four departures and arrivals from the Smith River Coastal Express stop. Arrivals are timed for easy connections to the Coastal Express at the Lucky 7 store; and Amtrak, Greyhound, and Redwood Transit System at the Arcata Transit Center. In Crescent City, connections are made Monday through Saturday with Redwood Coast Transit local routes and to the SouthWest POINT at the cultural center in Crescent City.
- **Coos County Area Transit:** Coos County Area Transit operates two 'Bay Area' loops: the Bulldog Express route, providing connections to the North Bend Newmark Center and VA Clinic/Safeway (Marion Avenue) Coastal Express stops, and the Pirate Express route, providing connections to the Coos Bay Fred Meyer Coastal Express stop. The Weekend Express (operating Saturday and Sunday) provides connections to the VA Clinic/Safeway (Marion Avenue) Coastal Express stop. In addition, CCAT runs several intercity routes that connect with Coastal Express, including the Charleston Express (connection to VA Clinic/Safeway (Marion Avenue) Coastal Express stop), the Florence Express, the Roseburg Express, and the Timber Express.
- **Pacific Crest Lines:** Pacific Crest Line offers daily bus service from Eugene to Bend and Klamath Falls to Redmond, both routes running 7 days a week. LinkLane operates a Eugene to Florence Connector seven days a week, with two routes per day. To get to Coos Bay, riders can ride the Connector and get off at Florence to connect with CCAT's Florence Express, to finally arrive at Coos Bay.
- **Southwest POINT:** Point, Oregon's intercity bus service owned by Pacific Crest Lines, offers the SouthWest route from Klamath Falls to Brookings, connecting in Medford Airport and Crescent City. There are two segments: the Klamath Falls-Grants Pass segment operates 7 days a week and on holidays; the Cave Junction to Brookings segment operates Monday through Saturday and on holidays.
- **Client Based Transportation:** Client-based transportation providers include Chetco Residential Care, Good Samaritan Society Curry Village, Sea View Senior Living, and Shore Pines Assisted Living.
- **Medical Transportation:** Medical transportation providers include ReadyRide and TransLink.

Table 3.1 Transportation Service Options Connecting with Curry County Transit

Transportation Provider	Public or Private	Service Type	Operating Hours	Service Area
Curry Public Transit (CCPTSD)	Public	Fixed Route	3 trips each direction, Monday through Saturday ²	Coos Bay/North Bend to Smith River
Redwood Coast Transit	Public	Fixed Route	Route 20 - 4 trips each direction, Monday through Friday	Smith River, Crescent City, Gasquet, and Arcata ³
Coos County Area Transit (CCAT)	Public	Deviated Fixed-Route, Intercity Route	3 bay area loop routes, 9 loops a day, Monday through Friday (including a weekend loop on Saturday and Sunday); 4 intercity connections: Charleston Express – Monday through Friday (10 loops), Timber Express - Monday through Friday (2 loops), Florence Express – Monday, Tuesday, Thursday and Friday (3 loops), Roseburg Express - Tuesday and Wednesday (1 trip)	Coos Bay/North Bend to Florence, Roseburg, Charleston, Coquille and Myrtle Point
Pacific Crest Lines	Private	Fixed-Route	1 trip each direction, 7 days a week	Eugene to Bend; Klamath Falls to Redmond
SouthWest POINT	Public	Fixed-Route	1 trip each direction. 7 days a week	Brookings to Klamath Falls

Sources: Curry Public Transit, Redwood Coast Transit, Coos County Area Transit, Pacific Crest Lines, SouthWest POINT

Figure 3.2 provides an overview of the transit system in Curry County, including local public transportation, regional transportation, client-based transportation, and other services. Further information on CPT services and other services in the area is available in **Reference A: Existing Conditions Memorandum #1**.

² As of April 10, 2020, Saturday service is temporarily suspended

³ Crescent City/Arcata: The Smith River stop links up with Redwood Coast Transit

Figure 3.2 Curry County Transit System Overview



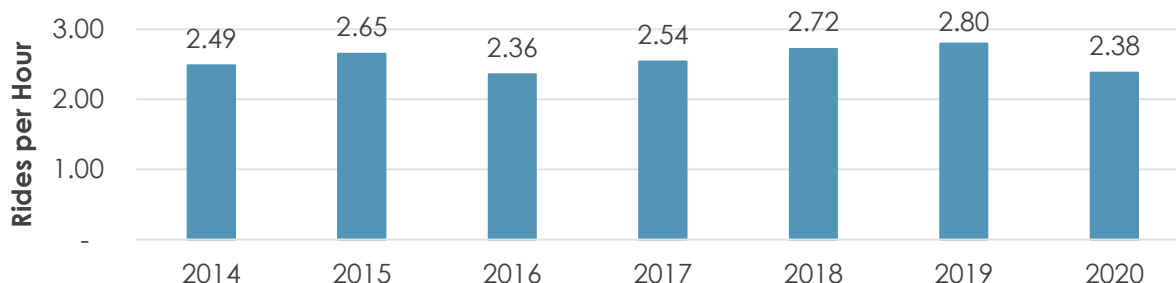
3.1.2 Transit Service Assessment

This section describes existing ridership and demand for CPT's services and describes the comparison assessment performed of CPT's performance to similar providers. Further details are provided in **Reference A: Existing Conditions Memorandum #1**.

3.1.2.1 RIDERSHIP TRENDS AND ROUTE EVALUATION

CPT provided historic ridership data by route, month, and year. Figure 3.3 shows the average number of rides per hour and the total annual ridership between 2014 to 2020 across all services (fixed-route and demand response). During this time period, CPT served an average of 2.56 rides per hour and provided 28,973 rides annually between 2014 and 2020. CPT provided approximately 2.38 rides per hour on its fixed-route and demand-response services and 29,753 annual rides in 2020. The downward ridership trend in 2020 is consistent with national transit ridership trends due to COVID-19 but is much less pronounced than many other transit providers and locations have experienced.

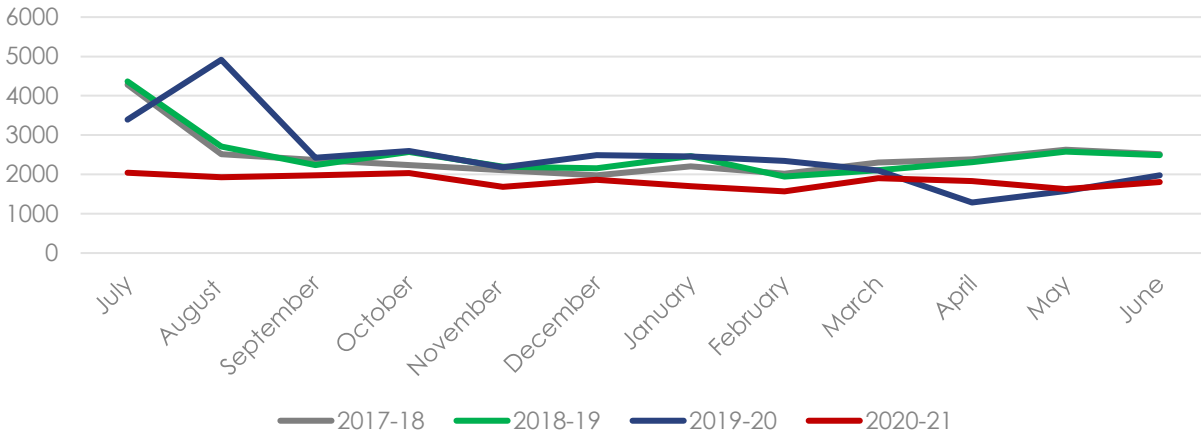
Figure 3.3 CPT Average Rides per Hour



Source: NTD

Figure 3.4 shows the total ridership by month between 2017 to 2021, including fixed-route, demand-response, and medical services. As shown, ridership is typically highest in July, with relatively stable ridership the rest of the year, other than a peak in August of 2019, which was a result of sponsored dial-a-ride services. The decline in ridership starting in March 2020 is attributable to the COVID-19 pandemic and stay-at-home orders.

Figure 3.4 CPT Monthly Rides by Year

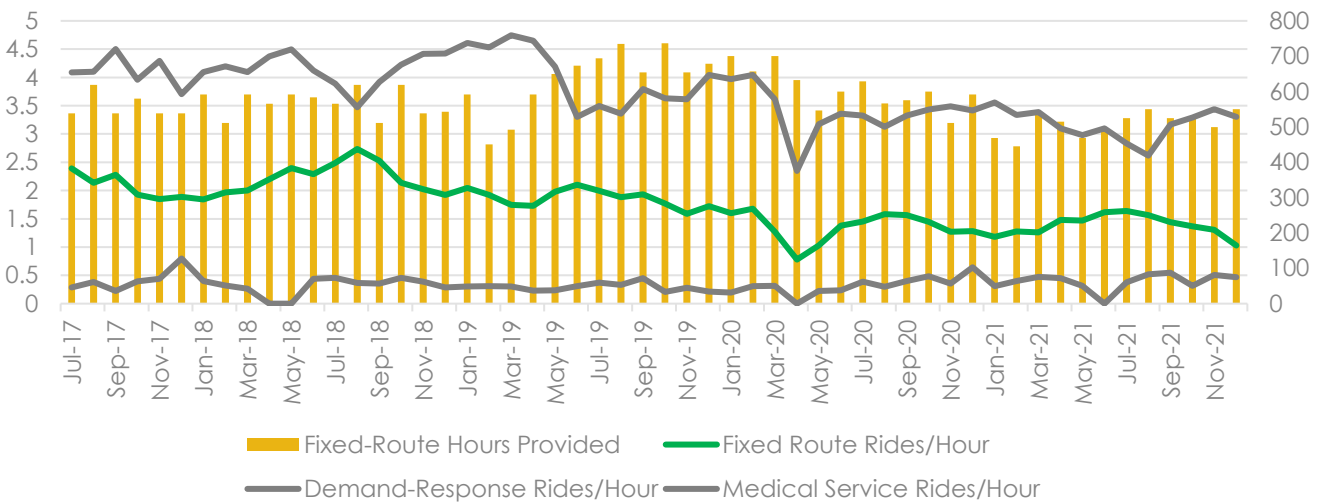


Source: CPT

Figure 3.5 shows monthly rides per hour for CPT's fixed-route, demand-response, and medical routes from July 2017 to December 2021 and Figure 3.6 shows monthly rides for CPT's fixed-route, demand-response, and medical routes from July 2017 to December 2021. CPT classifies the Coastal Express as fixed-route.

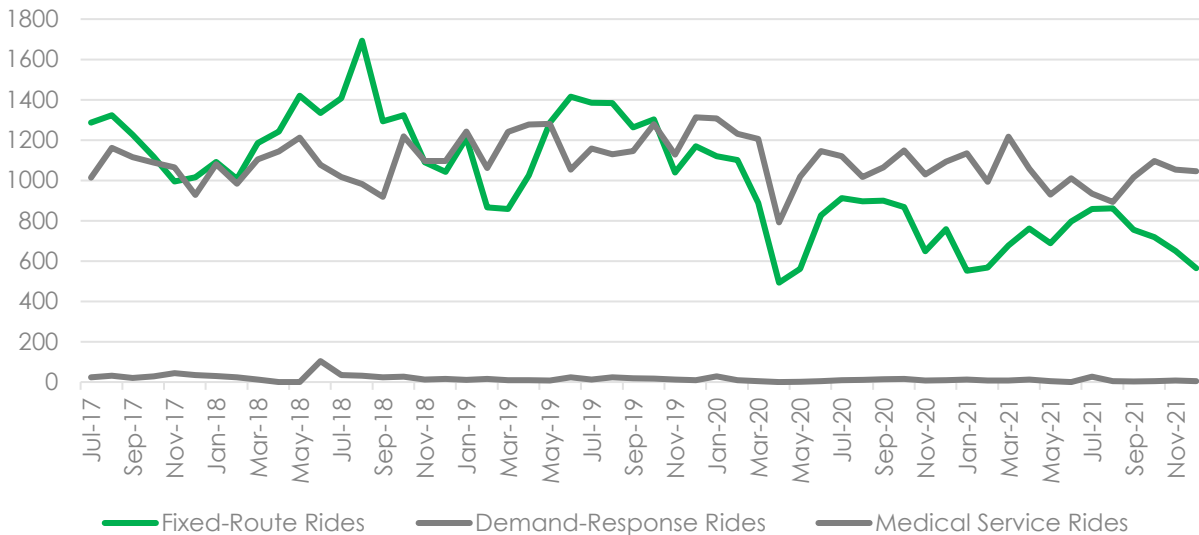
As shown, system ridership for the fixed-route system had higher ridership compared to the demand response system until September 2019, after which the ridership on the demand-response service became greater than the fixed route. In addition, the demand-response system provides higher rides per hour than the fixed route. All routes experienced a decline in March 2020 that can be attributed to COVID-19 stay-at-home orders and reduced service. As service has been reinstated, the fixed route ridership has not returned to their pre-COVID-19 levels, but demand-response ridership has reached pre-COVID-19 levels. Medical service rides and rides/hour have remained relatively steady since 2017 and comprise of a small portion of all services.

Figure 3.5 CPT Transit Route Rides per Hours



Source: CPT

Figure 3.6 CPT Transit Route Rides



Source: CPT

3.1.2.2 PEER COMPARISON

Transit agencies that receive federal funding are required to report information about service miles, service hours, and ridership to the National Transit Database (NTD). Peer transit services were selected for comparison using a method developed for the National Rural Transit Assistance Project. This method identifies peer agencies based on the type of service provided, vehicle miles operated, population served, funding type, and proximity to Curry County. The following peer transit providers were selected for comparison: Coos County Area Transit (CCAT), Lincoln County Transportation Service District (LCTSD), Grant County Transportation District (GCTD), Pacific Transit (PTS), Amador Regional Transit System (ARTS), Tuolumne County Transit (TCT), and Tehama County (TRAX). CCAT, LCTSD, GCTD, and PTS are located in Oregon, while PTS is located in Washington and ARTS, TCT, and TRAX are located in California. All systems provide both fixed-route and demand-response services.

Table 3.2 compares the peer operators to CPT. CPT provides similar rides per hour to many other providers located on or west of the I-5 corridor, with the exception of Lincoln County. Agencies in Washington and California have slightly higher ride per hour than CPT. CPT has the third-lowest lower operating expense per vehicle revenue hour within the peer group, with only CCAT and GCTD being lower.

Table 3.2 FY18 Annual Service Miles, Service Hours, and Annual Riders

	CPT	CCAT	LCTSD	GCTD	PTS	ARTS	TCT	TRAX
Service Miles	241,166	229,075	504,181	224,936	424,824	274,270	345,905	445,092
Service Hours	10,857	18,776	31,198	11,612	19,100	14,192	21,293	20,295
Ridership	31,843	48,220	321,833	37,507	113,650	72,324	102,324	92,876
Rides per Mile	0.13	0.21	0.64	0.17	0.27	0.26	0.3	0.21

Rides per Hour	2.93	2.57	10.32	3.23	5.95	5.1	4.81	4.58
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Source: NTD

3.2 POPULATION, EMPLOYMENT, AND LAND USE

3.2.1 Population

Curry County is located in the southwest corner of Oregon, bound by the Pacific Ocean to the west, the Southern Oregon Coast Range and Rogue River-Siskiyou National Forest to the east, Coos County to the north, and the California state border to the south. As of the 2020 census, Curry County is home to an estimated 23,446 residents. Curry County's largest populated area is Brookings—Oregon's southernmost coastal city—with an estimated 2020 population of 6,744. Table 3.3 shows the population growth of Curry County and its cities between 2010 and 2020. Curry County has seen limited growth over the last 10 years, with an average growth rate of less than 5% since 2010, representing less than half of Oregon's statewide growth rate over the same time period. By percentage, the county's fastest-growing place is Langlois CDP, which grew by over 10% between 2010 and 2020; however, this rate represents a growth of only 19 new residents. Harbor CDP and Brookings have the second and third highest growth rates at 6.69% and 6.4% between 2010 and 2020, respectively. While most communities in Curry County experienced at least modest growth between 2010 and 2020, the population of Nesika Beach CDP shrank during that time period by over 6%, or approximately 31 residents. Further details are provided in **Reference A: Existing Conditions Memorandum #1**.

Table 3.3 Curry County Population Growth

Geography	2010 Population	2020 Population	2010-2020 Change	
			Number	Percent
State of Oregon	3,831,074	4,237,256	406,182	10.6%
Curry County	22,364	23,446	1,082	4.8%
City				
Brookings	6,336	6,744	408	6.4%
Gold Beach	2,253	2,341	88	3.9%
Port Orford	1,133	1,146	13	1.1%
Census Designated Place				
Harbor	2,391	2,551	160	6.69%
Nesika Beach	463	432	-31	-6.70%
Langlois	177	196	19	10.73%
Pistol River CDP	84	89	5	5.95%

Source: 2010 US Census, 2020 US Census

3.2.2 Demographics

An analysis of Title VI Populations, Age, Household Income, Race and Ethnicity, and Populations with a Disability was conducted in **Reference A: Existing Conditions Memorandum #1**. A summary is provided below; see **Reference A: Existing Conditions Memorandum #1** for more information.

3.2.2.1 TITLE VI POPULATIONS

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). Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), and youth/children (under 18).⁴ These populations are identified because their access to an automobile or their ability to drive an automobile may be limited or non-existent. While this may also be the case for individuals in the general population, there is a greater possibility that access to transit is more crucial for those within the identified populations.

Table 3.4 summarizes the Title VI populations in Curry County and the State of Oregon as a whole. The following sections include detailed demographic summaries for age, income, race/ethnicity, and people with disabilities in Curry County and its communities.

Table 3.4 Curry County Title VI Populations

	Curry County	State of Oregon
Population⁵	23,446	4,237,256
Percent youth (under 18 years old) ⁶	14.6%	21.0%
Percent seniors (65 years or older) ⁶	33.7%	17.2%
Percent minority populations ⁵	17.1%	28.3%
Percent Hispanic or Latino ⁵	7.1%	13.9%
Percent below poverty line ⁷	34.3%	30.8%
Percent with disability ⁸	23.5%	14.4%

Source: 2020 US Census; 2019 American Community Survey

⁴ 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 Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency. (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at <http://www.fta.dot.gov/civilrights/12328.html>).

⁵ 2020 US Decennial Census

⁶ 2019 5-Year American Community Survey Estimates Detailed Tables, Table B01001

⁷ 2019 5-Year American Community Survey Estimates Detailed Tables, Table C17002

⁸ 2019 5-Year American Community Survey Estimates Detailed Tables, Table DP02

3.2.2.2 AGE

Figure 3.7 and Figure 3.8 illustrate the proportion of youth (people under age 18) and seniors (people older than 65) by block group within Curry County. Curry County as a whole has a lower percentage of persons under 18 than the statewide average. The density of persons under 18 is highest in the block group area just south of Gold Beach (likely due to the location of Gold Beach High School, Riley Creek Elementary School, and Southwestern Oregon Community College) and in the incorporated city of Brookings.

As evinced in Table 3.5, Curry County has a much higher percentage of seniors as compared to the statewide average, with over 34% of the total population aged 65 and older. The density of seniors is highest in the Harbor area, where over 70% of the population is aged 65 years or older.

Table 3.5 Youth and Senior Populations for Curry County and its Cities

	Total Population	Youth (Under 18)		Seniors (65 and Older)	
		Population	Percent	Population	Percent
State	4,129,803	867,943	21%	709,555	17%
County	22,650	3,299	15%	7,623	34%
City	9,803	1,514	15%	2,960	30%
Brookings, Oregon	6,431	1,189	19%	1,876	29%
Gold Beach, Oregon	2,418	299	12%	681	28%
Port Orford, Oregon	954	26	3%	403	42%
Census-Designated Place	2,534	33	1%	1,658	65%
Harbor, Oregon	1,958	33	2%	1,389	71%
Langlois, Oregon	135	0	0%	29	22%
Nesika Beach, Oregon	315	0	0%	195	62%
Pistol River, Oregon	126	0	0%	45	36%

Source: Table B01001, 2019 5-year American Community Survey Estimates Detailed Tables

Figure 3.7 Percentage of Youth (Ages 18 and Under) by Block Group

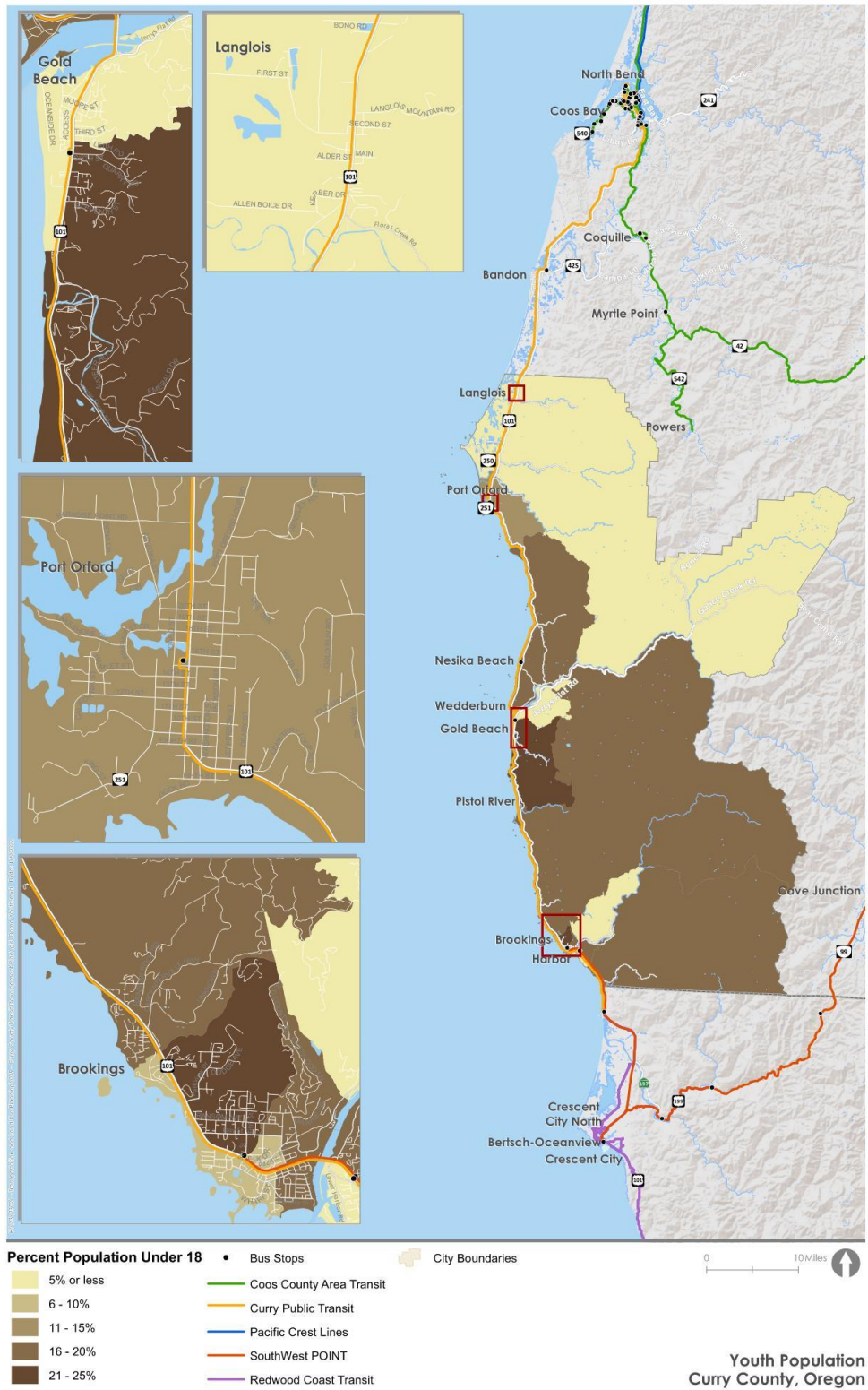


Figure 3.8 Seniors (Ages 65 and Older) by Block Group



3.2.2.3 HOUSEHOLD INCOME

The federal poverty threshold is calculated by the size of the household and is adjusted annually. In 2021 the threshold for an individual is \$12,880 in annual earnings, and \$26,500 for a household of four.⁹ The US Census Bureau measures poverty by looking at the ratio between a household's income and the household's poverty threshold, called the Ratio of Income to Poverty. Households with an Income to Poverty Ratio below 1 are eligible for federal assistance programs; however, households with a ratio between 1 and 2 still experience the impacts of poverty and may be eligible for other benefits, such as the Supplemental Nutrition Assistance Program (SNAP, formerly known as Food Stamps). Figure 3.9 and Table 3.6 display the percentage of the population in Curry County with a Poverty to Income Ratio below 2. In Curry County, the Pistol River CDP/Port Orford block group area have the highest levels of poverty.

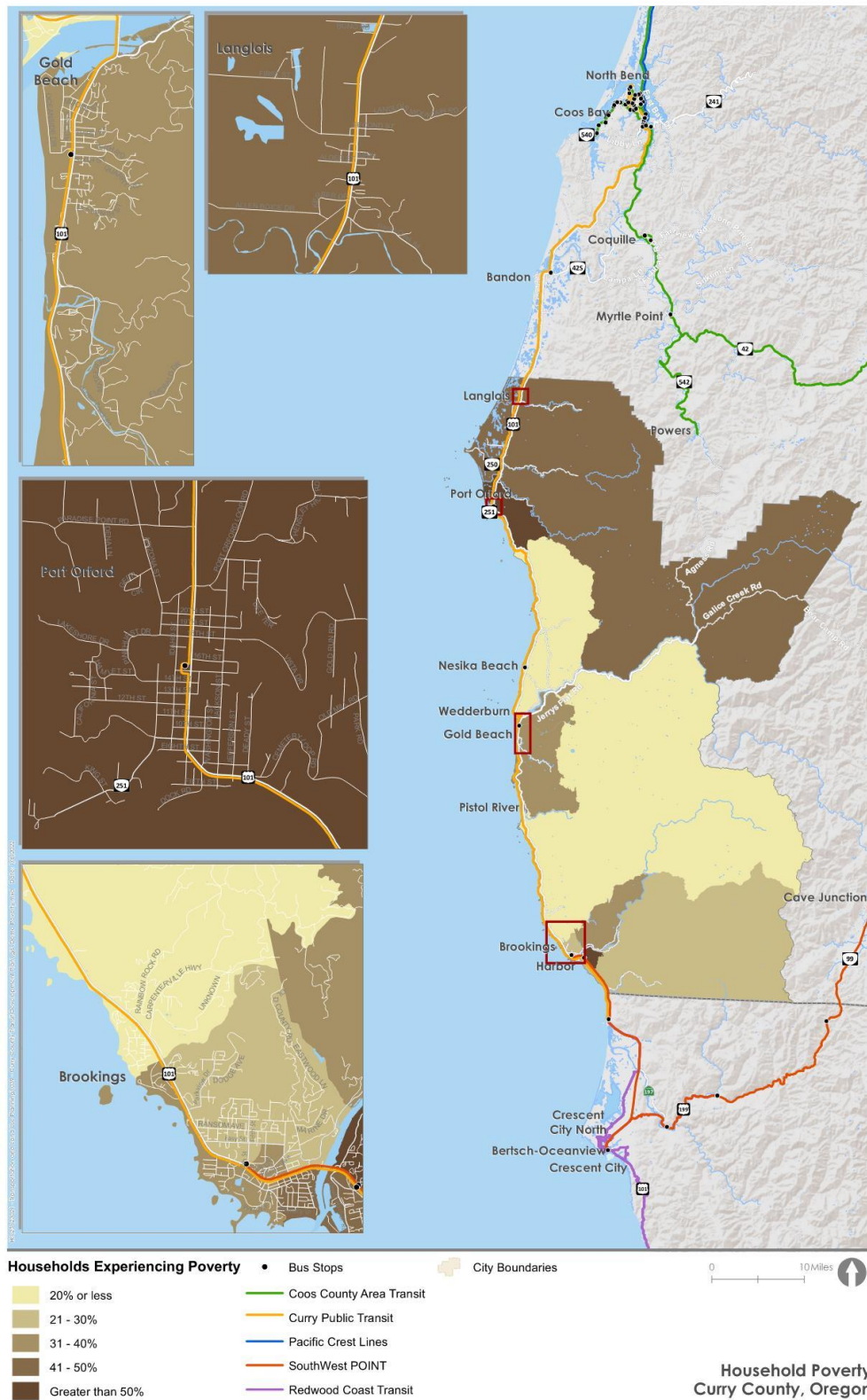
Table 3.6 Ratio of Income to Poverty

	Total Population	Population Below Poverty Threshold of 2	Percent
State	4,052,019	1,248,819	31%
County	22,485	7,705	34%
City	9,680	3,356	35%
Brookings city, Oregon	6,358	1,813	29%
Gold Beach city, Oregon	2,368	1,011	43%
Port Orford city, Oregon	954	532	56%
CDP	2,527	1,039	41%
Harbor CDP, Oregon	1,951	793	41%
Langlois CDP, Oregon	135	55	41%
Nesika Beach CDP, Oregon	315	104	33%
Pistol River CDP, Oregon	126	87	69%

Source: Table C17002, 2019 5-year American Community Survey Estimates Detailed Tables

⁹ <https://www.healthcare.gov/glossary/federal-poverty-level-fpl/>

Figure 3.9 Households with a Poverty Ratio Below 2



3.2.2.4 RACE AND ETHNICITY

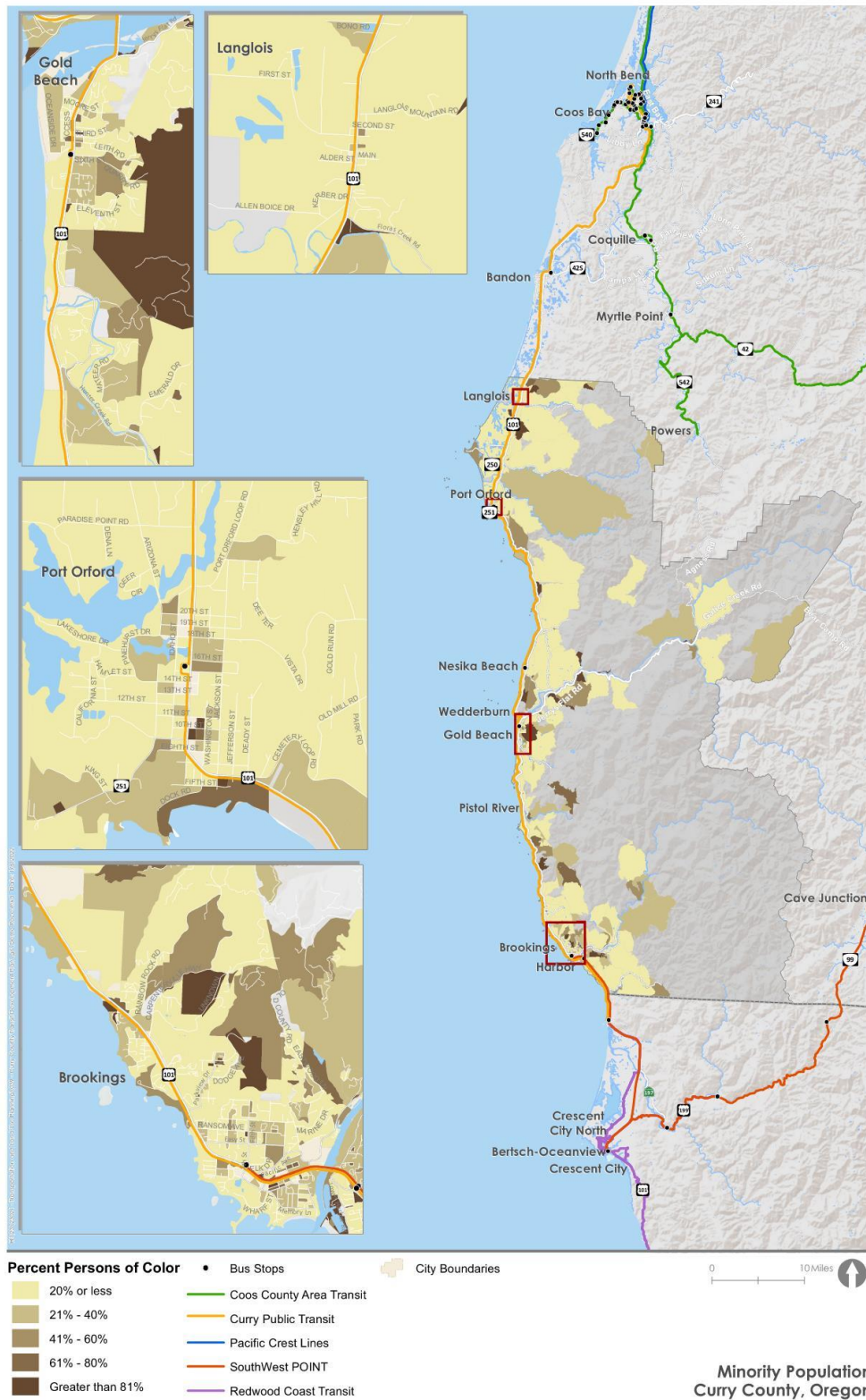
Information on race and ethnicity includes a combination of Hispanic or Latino origins as well as race at the Census Block geographic levels. Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as Hispanic or Latino may be any race. Race is based on racial classifications issued by the Office of Management and Budget (white, black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Some Other Race). Respondents can select two or more races. Figure 3.10 and Table 3.7 illustrates the percentage of minority populations by Census block in Curry County. In the U.S. Census Bureau's American Community Survey (ACS), minority populations include non-white racial groups as well as people identifying as Hispanic or Latino. Overall, Curry County has a lower percentage of households with minority populations and people of color than the statewide average, with the lowest concentrations in the northern part of the county, and the highest in the Gold Beach and Brookings-Harbor area.

Table 3.7 Race & Ethnicity for Curry County and its Cities

	Total Population	Hispanic	White	Black or African American	Native American	Asian	Pacific Island	Other	Two or More Races
State	4,237,256	14%	72%	2%	1%	5%	0.4%	0.5%	6%
County	23,446	7%	83%	0.3%	2%	1%	0.1%	0.5%	6%
City	10,231	8%	81%	0.4%	2%	1%	0.2%	0.6%	7%
Brookings, Oregon	6,744	10%	79%	0.4%	2%	1%	0.1%	0.7%	7%
Gold Beach, Oregon	2,341	6%	84%	0.3%	2%	1%	0.3%	0.1%	6%
Port Orford, Oregon	1,146	4%	87%	0.4%	1%	1%	0.3%	0.8%	6%
Census-Designated Place	3,268	6%	85%	0.3%	1%	1%	0%	0.2%	7%
Harbor, Oregon	2,551	7%	84%	0.3%	1%	1%	0%	0.2%	7%
Langlois, Oregon	196	3%	92%	0%	0%	0.5%	0%	0.0%	5%
Nesika Beach, Oregon	432	2%	89%	0.2%	0.5%	1%	0%	0.0%	7%
Pistol River, Oregon	89	6%	91%	0%	1%	0%	0%	0.0%	2%

Source: 2020 Decennial Census

Figure 3.10 Minority Populations by Block Group



3.2.2.5 POPULATIONS WITH A DISABILITY

Information on disabled population was gathered from ACS data through the SNAP. Disability status is a self-reported variable within the data source. Disability within ACS data is limited to four basic areas of functioning: hearing, vision, cognition, and ambulation. It is further supplemented by Katz Activities of Daily Living (ADL) and Lawton Instrumental Activities of Daily Living (IADL) scales which relate to difficulty with bathing, dressing, and performing errands.

As evinced in Table 3.8, Curry County has a significantly higher percentage of persons living with a disability than Oregon overall, highest in the Harbor area, where 43% of the population is living with a disability, and lowest in the incorporated city of Brookings, where the number drops to 17%. Data for the people with disabilities was not available for Curry County at the block group level.

Table 3.8 Population with a Disability for Curry County and its Cities

	Total Population	Persons with a Disability	Percent Population with a Disability
Oregon	4,089,521	587,093	14%
Curry County	22,491	5,279	24%
City	9,663	2,013	20%
Brookings, Oregon	6,330	1,077	17%
Gold Beach, Oregon	2,379	554	23%
Port Orford, Oregon	954	382	40%
Census-Designated Place	2,528	1,030	41%
Harbor, Oregon	1,952	837	43%
Langlois, Oregon	135	33	24%
Nesika Beach, Oregon	315	115	37%
Pistol River, Oregon	126	45	36%

Source: Table DP02, 2019 5-year American Community Survey Estimates Data Profile

3.2.3 Employment

In 2019, 6,225 people were employed in Curry County, with 4,259 living and working in Curry County; 1,996 employees traveled into the County for employment. A total of 2,984 Curry County residents travel outside the County for employment¹⁰. For those traveling into the County for employment, Crescent City, Coos Bay and Medford are the primary home locations, followed by Portland, Grants Pass, and Eugene.

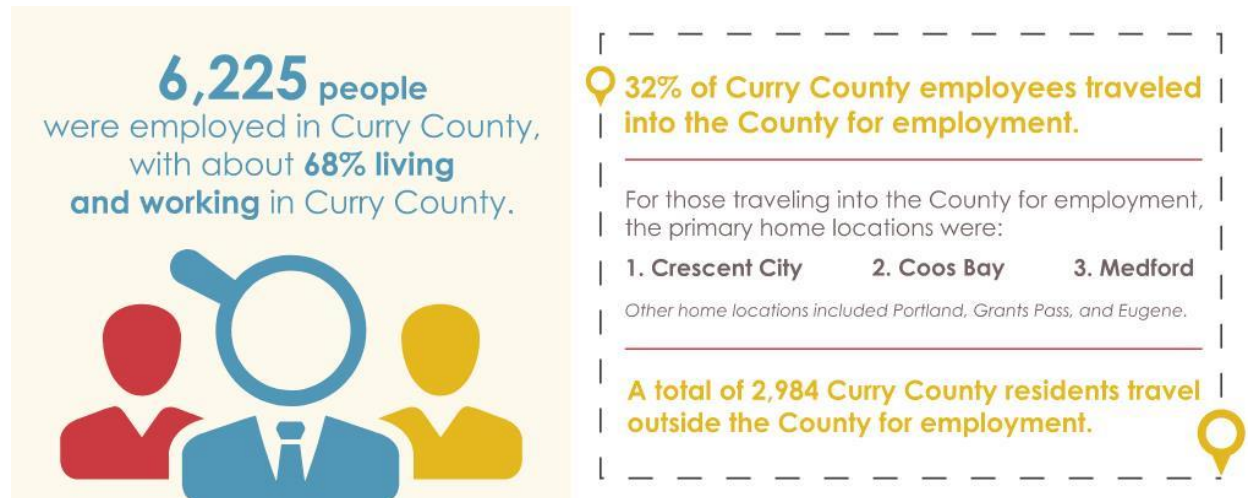
An employment analysis was conducted using Longitudinal Employer-Household Dynamics (LEHD) employment data, a product of the Census Bureau, which provides valuable information about where workers live and work. Queries can be made for many employment variables including place of work, place of residence, work industry, and commute distance. One of the most helpful visualization tools available from

¹⁰ US Census Bureau, LEHD On the Map, Inflow/Outflow Analysis. Accessed online: <http://onthemap.ces.census.gov/>

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.

The analysis looked at commuting patterns by place of residence and commuting patterns by place of work. A summary of findings is illustrated in Figure 3.11. Further details are provided in **Reference A: Existing Conditions Memorandum #1**.

Figure 3.11 Minority Populations by Block Group



3.3 FLEET AND FACILITIES

3.3.1 Vehicle Fleet

CPT currently owns and operates 12 regular buses and two vans. The average age of the active fleet is 4.4 years of use. Eight vehicles are beyond their expected useful life (EUL) timelines in years and two vehicles are past their EUL in miles. Eleven vehicles are out of service. Two vehicles are pending sale (PS). Most vehicle runs on non-ethanol gasoline, with four vehicles running on diesel. All buses have two bike racks. Most buses seat 12 riders. Seven new vehicles have been purchased recently – these vehicles have standard high-floor with lift as low-floor kneeling buses are not preferred. Table 3.9 summarizes the fleet information. See **Reference A: Existing Conditions Memorandum #1** for further information.

Table 3.9 CPT Vehicle Inventory

Asset Model	Year	Seats	ADA Seats	Odometer Reading	EUL Category	Fuel Type	Status
Van #12 (V002878)	2020	5	2	1,614	4 yrs/100,000 mi	Gas	Active
Van #17 (V001388)	2013	5	2	67,431	4 yrs/100,000 mi	Gas	Active
Van #18 (V000919)	2010	5-6	2	N/A	4 yrs/100,000 mi	Gas	PS
Bus #27 (V000870)	2009	12	2	N/A	5 yrs/150,000 mi	Gas	PS
Bus #31 (V001664)	2016	8	1	82,836	5 yrs/150,000 mi	Gas	Active
Bus #32 (V001665)	2016	12	2	124,747	5 yrs/150,000 mi	Gas	Active
Bus #33 (V001681)	2016	12	2	105,690	5 yrs/150,000 mi	Gas	Active
Bus #34 (V001812)	2017	12	2	63,553	5 yrs/150,000 mi	Gas	Active
Bus #35 (V002555)	2021	12	2	16,554	5 yrs/150,000 mi	Gas	Active
Bus #36 (V002554)	2021	12	2	19,049	5 yrs/150,000 mi	Gas	Active
Bus #37 (V002553)	2021	12	2	13,168	5 yrs/150,000 mi	Gas	Active
Bus #38 (V002949)	2021	8	-	6,708	4 yrs/100,000 mi	Gas	Active
Bus #41 (V001666)	2016	12	2	194,440	5 yrs/150,000 mi	Diesel	Active
Bus #42 (V001680)	2016	12	2	211,469	5 yrs/150,000 mi	Diesel	Active
Bus #43 (V001730)	2016	12	2	108,632	5 yrs/150,000 mi	Diesel	Active
Bus #44 (V001734)	2016	12	2	138,478	5 yrs/150,000 mi	Diesel	Active

Source: CPT

3.3.2 Transit Technologies

CPT does not currently provide real-time bus arrival information, mobile ticketing, or fare reciprocity with adjacent providers. These technologies facilitate a more efficient and convenient user experience and have the potential to better serve CPT riders in the future.

3.3.3 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 CPT system lack proper signage. Kittelson & Associates conducted a study area tour on January 10th and 11th, 2022 to observe CPT bus stops and evaluate CPT bus stop access and amenities Table 3.10 provides an overview of existing transit stop amenities. Further details are provided in **Reference A: Existing Conditions Memorandum #1** and **Reference G: Bus Stop Audit**.

Table 3.10 Existing Transit Stop Amenities Overview

No.	Stop	Amenities	Walking Access	Biking Access	Notes
1.	Newmark Center, North Bend	<ul style="list-style-type: none"> • Waiting area with bench • Bike racks • Trash can • Street lighting 	Fair	Fair	<ul style="list-style-type: none"> • The stop connects to side streets M Entry Way and E Entry Way. These streets connect to Newmark Ave and to Southwestern Oregon Community College (SWOCC). M Entry Way/Newmark Ave (OR-540) has a signalized crossing which allows easy access to Walmart and the college • Sidewalks and bike lanes are located on M Entry Way, to the west of the stop which provides easy access to (SWOCC) parking lot • No sidewalk are located along E Entry Way, to the east of the stop • No bike lanes along Newmark Ave (OR-540) • Stop is located in a parking lot
2.	Safeway/VA Clinic at Marion Avenue, North Bend	<ul style="list-style-type: none"> • Covered shelter (same area for CCAT and CPT) with bench • CPT bus stop sign 	Good	Poor	<ul style="list-style-type: none"> • Sidewalks are present along Marion Ave which is a low traffic volume street with no bike lanes and connects to the stop. • The sidewalks connect to Marion Ave/Virginia Ave (OR-540) that has protected crossings and sidewalks • Stop is located in a parking lot
3.	Tioga Hotel-Market Avenue, Coos Bay	<ul style="list-style-type: none"> • Bus stop sign • Street lighting 	Good	Poor	<ul style="list-style-type: none"> • The stop connects to low traffic volume streets with connected sidewalks and no bike lanes. • The stop is located in close vicinity of many local businesses • ADA ramps are present but not up to standards • CPT buses are stored at the northwest corner of E Market Ave/N 2nd St, close to the stop
4.	Fred Meyer, Coos Bay	<ul style="list-style-type: none"> • Shelter with bench • Trash can • Bike racks 	Fair	Poor	<ul style="list-style-type: none"> • The curb ramp from the parking lot provides street access to US 101 • There is no sidewalk on Johnson Ave (south of eastbound travel) connecting to Fred Meyer's access along Johnson Ave. Sidewalk is present to the north of eastbound travel. No crossings are present near the store's access - this makes crossing the 55-foot wide roadway (Johnson Ave) from the Fred Meyer access point very challenging for pedestrians • US 101/Johnson Ave has protected crossings • ADA ramps are present • The stop is located in a parking lot
5.	Ray's Food Place, Bandon	<ul style="list-style-type: none"> • CPT bus stop sign • Trash can • Bike racks 	Fair	Fair	<ul style="list-style-type: none"> • Sidewalks connect to the stop; however, there is a gap along NE 2nd St. Sidewalk facilities continue through the parking lot to SE 1st St • Bike lanes are present • Curb cuts are present (for ADA purposes) • Protected crossings are located at US 101/1st St

					<ul style="list-style-type: none"> The stop is located in a parking lot
6.	Ray's Food Place, Port Orford	<ul style="list-style-type: none"> Covered shelter and waiting area Bench Trash can 	Fair	Good	<ul style="list-style-type: none"> Sidewalks and bike lanes are located along US 101 There are no crossing opportunities along US 101 close to the bus stop The stop is located in a parking lot
7.	Ray's Food Place, Gold Beach	<ul style="list-style-type: none"> CPT bus stop sign Covered shelter and waiting area Bench Street lighting 	Good	Poor	<ul style="list-style-type: none"> Sidewalks connect to the stop Protected crossings are present at US 101/6th St No bike lanes are present The stop is located in a parking lot
8.	5th Street/Bankus Park, Brookings	<ul style="list-style-type: none"> CPT bus stop sign Covered shelter and waiting area Bench Bike racks 	Fair	Fair	<ul style="list-style-type: none"> Sidewalk network is not well connected to all streets (no sidewalk on north leg of Pacific Avenue) ADA ramps are present but not up to standards There is a SouthWest POINT bus stop located in the same area but not near the covered waiting area Bike lanes are present along US 101 and 5th St Protected crossings are present at US 101/5th St Two direct pedestrian access points from sidewalk along US 101 are present to the bus stop The stop is located in a parking lot
9.	Chevron Station, Harbor	<ul style="list-style-type: none"> Temporary CPT bus stop sign 	Fair	Fair	<ul style="list-style-type: none"> Sidewalks and bike lanes are located along US 101 Gaps in sidewalk network and no bike lanes along Zimmerman Ln and Hoffeldt Ln Protected crossings at US 101/Zimmerman Ln located to the north of the stop and at US 101/W Hoffeldt Ln located to the south of the stop There is an on-street parking area for pull-outs that is currently being used by trucks
10.	McKay's Market, Harbor	<ul style="list-style-type: none"> No amenities 	Fair	Fair	<ul style="list-style-type: none"> Sidewalks and bike lanes are located along US 101 Gaps in sidewalk network and no bike lanes along Zimmerman Ln and Hoffeldt Ln Protected crossings at US 101/Zimmerman Ln located to the north of the stop and at US 101/W Hoffeldt Ln located to the south of the stop The stop is located in a parking lot (there is no indication of a bus stop)
11.	Rancheria, Smith River	<ul style="list-style-type: none"> Benches and tables Trash can Street lighting Bike racks 	Fair	Fair	<ul style="list-style-type: none"> Sidewalks are located in all directions from the stop ADA ramps are present but not up to standards Crossing located only along US 101 and not along N Indian Rd US 101 has wide shoulder on both sides for bicycles

12.	Langlois Public Library (Flag Stop)	<ul style="list-style-type: none"> No amenities 	Poor	Poor	<ul style="list-style-type: none"> Proposed to be a designated CPT bus stop No sidewalks present on US 101 or Waller Ln No bike lanes in the vicinity No crossings present
13.	Langlois Store (Flag Stop)	<ul style="list-style-type: none"> No amenities 	Poor	Fair	<ul style="list-style-type: none"> No sidewalks present on US 101 Bike lane present on US 101 (southbound) No crossings present

Walking and Biking Rating: **Good** = sidewalks and crosswalks; bicycle lanes or sharrows; **Fair** = some sidewalks; adequate shoulder for biking; **Poor** = no facilities

3.4 FINANCIAL CHARACTERISTICS

This section provides budget and funding information for CPT overall.

3.4.1 Expenses

Table 3.11 shows the annual cost allocations for CPT expense type. As shown for Fiscal Year 2021 (FY21), vehicle replacement expenses accounted for the majority of expenses.

Table 3.11 2021-2022 Cost Allocation by Expense Type

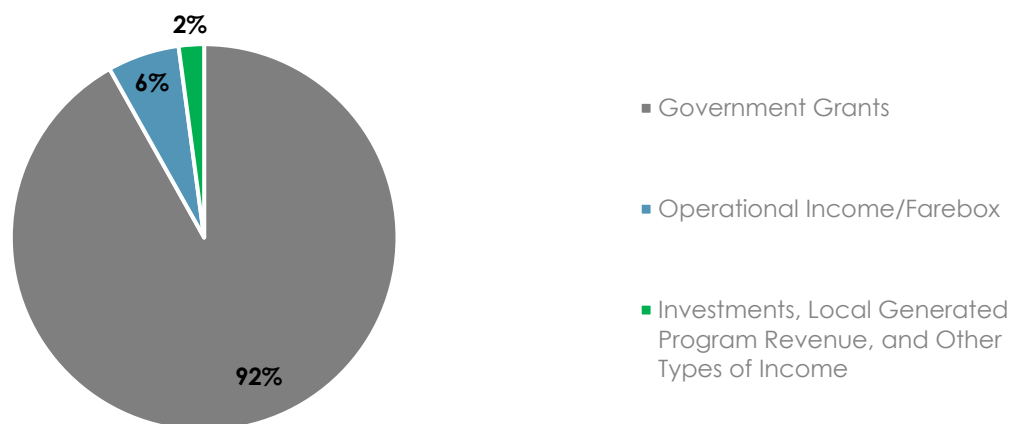
	General Operations	Administration	Contracted Medical Services	Demand Response	Fixed Route	Vehicle Replacement Expenses
Allocation Amount	\$342,049	\$144,544	\$15,493	\$146,336	\$274,832	\$594,150
Percent of Budget	22.5%	9.5%	1.0%	9.6%	18.1%	39.2%

Source: CPT

3.4.2 Income

The \$1,651,854 in income available to CPT in 2021-2022 came from government grants, investment, local generated program revenue, and farebox. Figure 3.12 shows the amount provided from each of these sources. Government grants (\$1,517,404) was by far the largest contributor, including a \$594,150 ODOT Bus Purchase Grant. Other grants include Statewide Transportation Improvement Fund (STIF) State Grants, Special Transportation Fund (STF) State Grants, Small & Rural Area Grants, and Transportation and Growth Management (TGM) Planning Grants among others.

Figure 3.12 2021-2022 Income



Source: CPT

Table 3.12 shows the breakdown of the government grants including one-time funding for capital/planning and funding for operations. As shown, there are two types of funding – the one-time capital and planning funding which includes ODOT Bus Purchase Grant (capital), TGM Grants (planning) and 5304 funding (planning); and the operations funding which includes 5311 funding (CARES, Small & Rural Area Grants), 5310 funding (Demand Services, Vehicle Maintenance), STF and STIF State Grants.

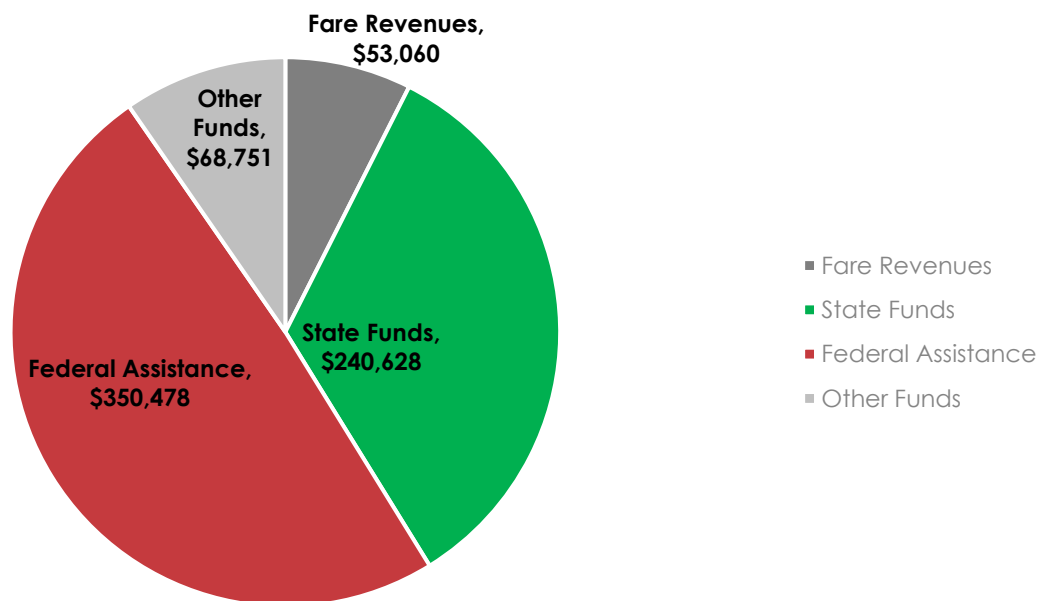
Table 3.12 Breakdown of Government Grants

One-Time Capital/Planning Funding			Operations Funding			
ODOT Bus Purchase (Capital)	TGM Planning	5304 Planning	5311 Funding (CARES, Small and Rural Areas)	5310 Funding (Demand Services, Vehicle Maintenance)	STF Funding	STIF Funding
\$594,150	\$129,546	\$48,000	\$320,029	\$143,810	\$65,700	\$216,169
39.1%	8.6%	3.1%	21.0%	9.5%	4.4%	14.3%

Source: CPT

The NTD provides information of operating fund expenditures for the previous fiscal year. The \$712,917 in operating funds available to CCPTSD in 2020-2021 came from federal sources, state funds, and fare revenue. Figure 3.13 shows the amount provided from each of the three sources. Federal funding was the largest contributor, with over \$350,000 in federal assistance. State funding sources are largely the STF and STIF.

Figure 3.13 Funding Type



Source: NTD



CHAPTER 4: NEEDS ASSESSMENT

- 4.1 Population and Employment Density and Growth Forecasts
- 4.2 Overview of Needs

CHAPTER 4. NEEDS ASSESSMENT

4.1 POPULATION AND EMPLOYMENT DENSITY AND GROWTH FORECASTS

The following section describes the future population, employment and land use growth in the CPT area. Future growth is considered in evaluating potential service enhancements and changes. Key takeaways are summarized in the following sections. Further details are provided in **Reference D: Unmet Transportation Needs Memorandum #4**.

4.1.1 Population and Employment Density

Population and employment density provides insight into areas that may be able to support and benefit from transit services. Figure 4.1 and Figure 4.2 demonstrate the household density per acre and employment density per acre in Curry County. As shown, Brookings and Harbor have the highest levels of household and employment density, with Gold Beach also demonstrating some employment density.

A transit-supportive area analysis was performed, which identifies current and future areas with sufficient density to support fixed-route transit at hourly headways. Typically, this analysis is performed at a smaller scale using Transportation Analysis Zone (TAZ) data from the regional transportation planning model. However, because TAZ data were not available for Curry County, larger-scale census data were used to obtain current household and employment densities. A TAZ is considered "transit supportive" if it has more than 3 households per acre or 4 jobs per acre. This analysis showed no transit-supportive areas in the county under existing conditions; however, the census block groups used were large and included rural and industrial land. Because census data were used for the analysis, it was not possible to perform a future-year analysis.

Figure 4.1 Household Density per Acre

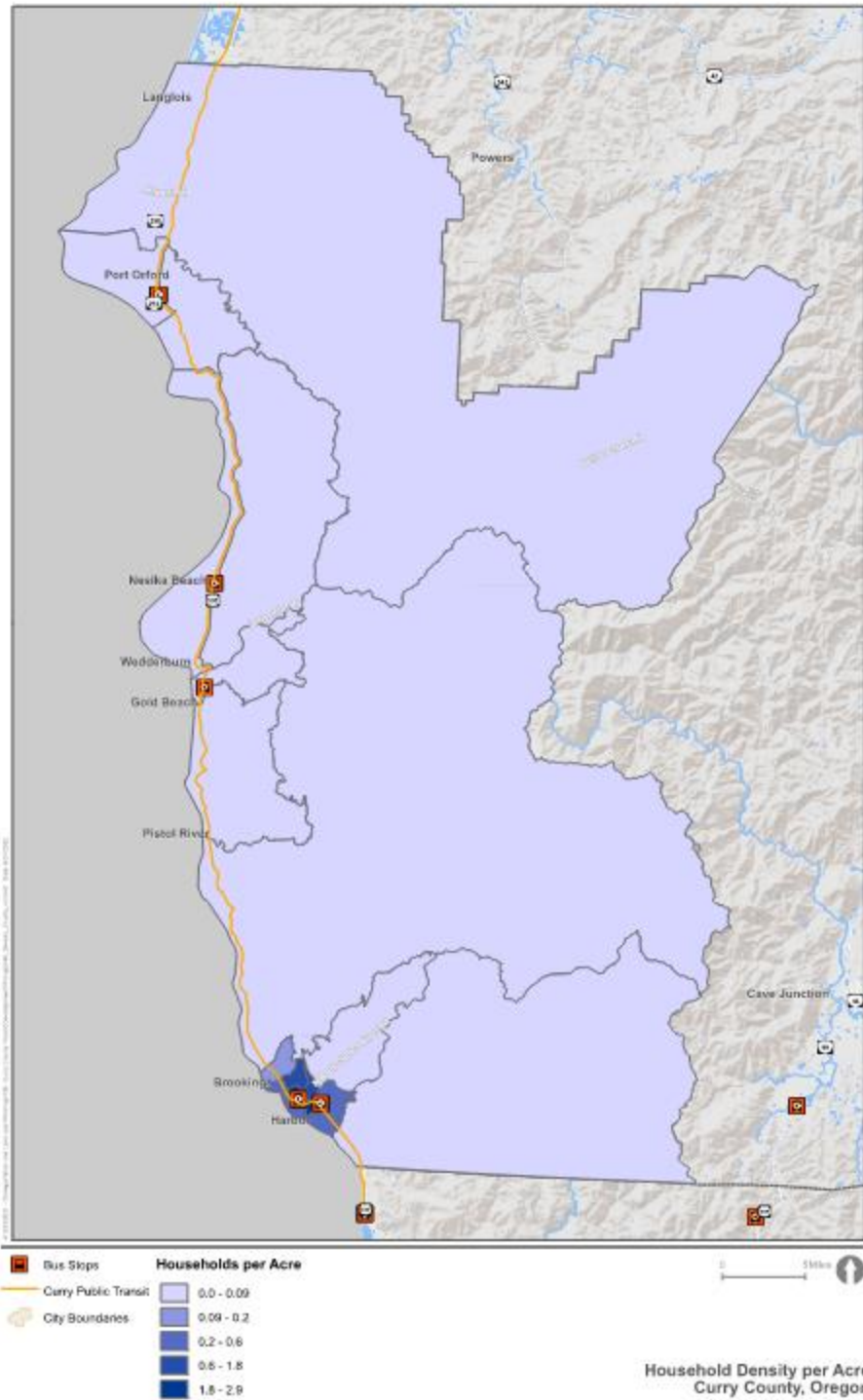
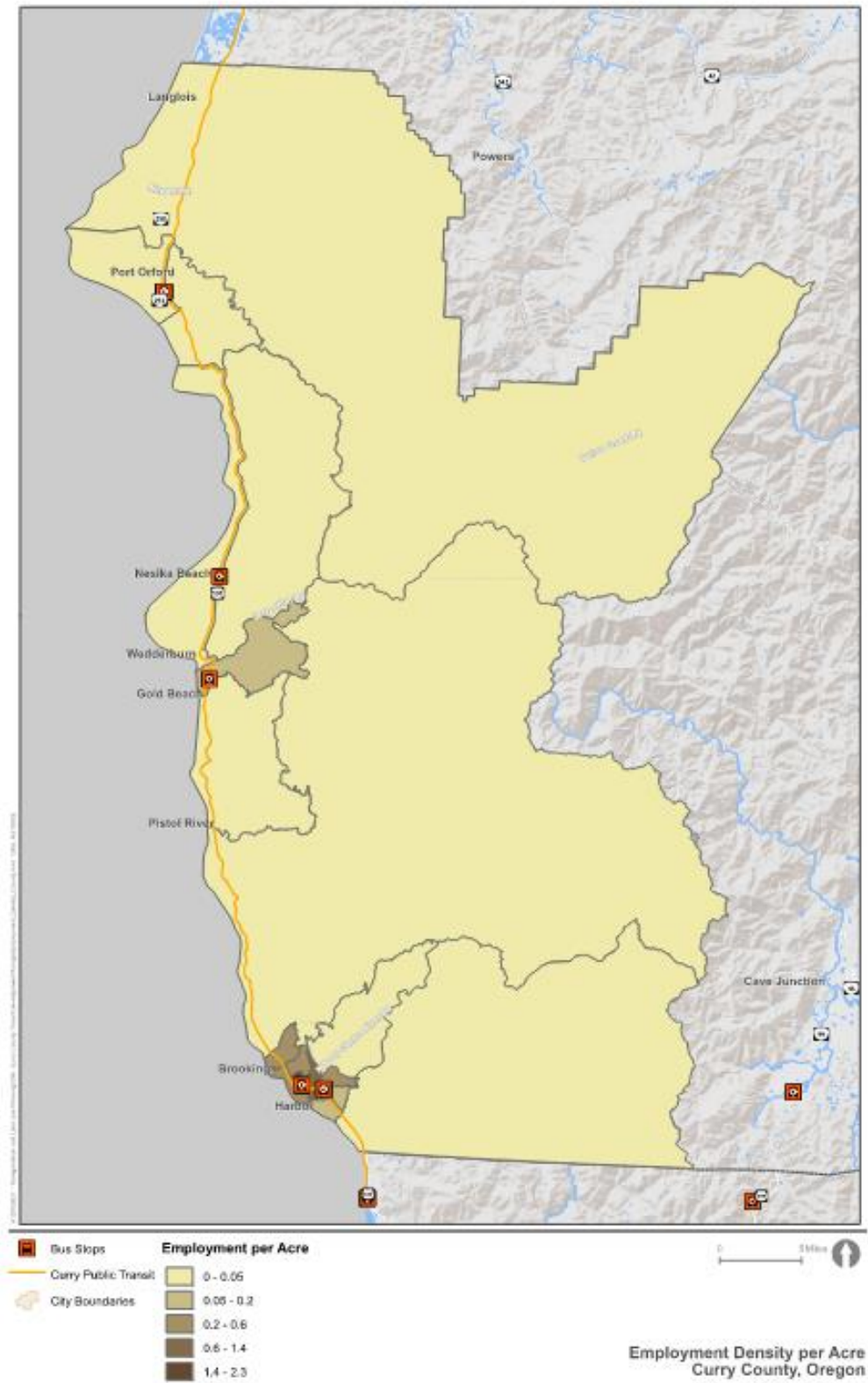


Figure 4.2 Employment Density per Acre



4.1.2 Population Growth

Based on population forecasts from the Portland State University (PSU) Population Research Center (PRC), Curry County's population is expected to grow modestly through 2040, reaching a forecasted total of 24,525 people. As shown in Table 4.1, areas of the county outside urban growth boundaries (UGBs) are forecasted to decline in population, but these losses are more than offset by increases in population within the UGBs of the county's three cities: Brookings, Gold Beach, and Port Orford.

Table 4.1 Curry County Population Forecasts

	2020	2030	2040
Curry County	23,446	23,976	24,525
Brookings UGB	11,489	11,994	12,525
Gold Beach UGB	3,186	3,421	3,691
Port Orford UGB	1,865	1,976	2,092
Outside UGB Areas	6,631	6,585	6,217

Source: PSU Population Research Center

The PSU population forecast is not broken down into the Title VI demographic groups summarized in the previous Existing Demographics section. However, it is possible that the characteristics exhibited in 2020 will continue through 2040; namely that Curry County will have a higher percentage of seniors, people in poverty, and people with disabilities than the state as a whole. Distribution of these populations may continue to follow the patterns shown in Title VI mapping in **Reference A: Existing Conditions Memorandum #1**.

4.1.3 Employment Growth

The State of Oregon Employment Department (OED) publishes medium-range employment projections for regions throughout the state.¹¹ While covering a larger geographic area than just Curry County, the information in Table 4.2 provides an indication of growth sectors that could influence future land uses and transit trip generators in the county. Generally:

- Overall employment is expected to increase modestly during the 10-year horizon.
- Private educational and health services account for the largest numerical growth in the forecast.
- Construction accounts for the largest percentage growth in the forecast.
- Other growth sectors include trade, transportation, and utilities; leisure and hospitality; and self-employment.

¹¹ Published June 26, 2018. For information, contact: Annette Shelton-Tideman, Annette.I.SheltonTideman@oregon.gov, 541-252-2047.

Table 4.2 Industry Employment Forecast, 2017–2027; Coos, Curry, and Douglas Counties

	2017	2027	Change	% Change
Total Employment	72,550	77,290	4,740	7%
Total payroll employment	68,600	72,940	4,340	6%
Total private	54,600	58,670	4,070	7%
Natural resources and mining	3,490	3,650	160	5%
Mining and logging	1,650	1,660	10	1%
Construction	2,830	3,340	510	18%
Manufacturing	7,140	7,390	250	4%
Durable goods	6,240	6,410	170	3%
Wood product manufacturing	4,500	4,570	70	2%
Nondurable goods	900	990	90	10%
Trade, transportation, and utilities	12,190	12,680	490	4%
Wholesale trade	1,060	1,100	40	4%
Retail Trade	8,580	8,990	410	5%
Food and beverage stores	1,990	2,090	100	5%
General merchandise stores	2,200	2,250	50	2%
Transportation, warehousing, and utilities	2,550	2,590	40	2%
Information	520	470	-50	-10%
Financial activities	2,490	2,620	130	5%
Professional and business services	6,170	6,540	370	6%
Private educational and health services	9,800	11,140	1,340	14%
Leisure and hospitality	7,270	7,850	580	8%
Food services and drinking places	6,770	7,300	530	8%
Other services and private households	2,700	2,990	290	11%
Government	14,000	14,270	270	2%
Federal government	1,850	1,870	20	1%
State government	1,230	1,280	50	4%
Local government	10,920	11,120	200	2%
Local education	4,140	4,030	-110	-3%
Self-Employment	3,950	4,350	400	10%

4.2 OVERVIEW OF NEEDS

Operational, development, marketing, and bus stop needs are summarized in Figure 4.3. These needs have been identified through a combination of:

- Comparing existing service to CPT's goals and policies.
 - Measuring population and employment density to determine areas that may be able to support and benefit from transit services.
 - Conducting online, onboard, and operator surveys, and community outreach events.
 - Interviewing representatives of key stakeholder groups about needs related to their clients or members.
 - Evaluating intracounty transit service needs to connect Curry County to neighboring counties, to the remainder of Oregon, northern California, and beyond.
 - Conducting a benchmarking assessment, which compared key metrics for CPT to similar providers. See **Reference C: Transit Benchmarks and Monitoring Program Memorandum #3** for further details.
-

Figure 4.3 Unmet Transportation Needs

CURRY COUNTY TRANSIT SERVICE NEEDS

OPERATIONAL NEEDS

TITLE VI POPULATIONS

Ensure service improvements specifically focused on serving Title VI populations are focused on key destinations.



LEVEL OF SERVICE

Increase the level of service of the Coastal Express, including:



- Increase Coastal Express' service span to accommodate a greater variety of work and school schedules, including reinstating Saturday service.
- Increase Coastal Express' service frequency (trips per day).
- Provide opportunities for residents of inland areas of Curry County to access the Coastal Express.

TARGETED AREAS

Expand service to targeted areas, including:



- Provide fixed-route circulator service for Brookings/Harbor, the most densely populated region in Curry County. This route could serve residential areas and key destinations that are more than ¼ mile from the existing Coastal Express stops. In particular, provide service on Railroad Street, Park Avenue, Fern Avenue, and Easy Street.
- Coordinate with Redwood Coast Transit to provide service to Crescent City with fewer transfers.
- Ensure key destinations are accessible by transit (fixed-route or dial-a-ride). Key destinations include the DMV in Brookings, the courthouse in Gold Beach, specialist health care in Coos Bay, the Social Security office in Crescent City, Coast Community Health Center in Brookings, and the Walmart in Crescent City.

DIAL-A-RIDE

Retain Dial-A-Ride as a door-to-door service available through appointments made the previous day. Expand and improve on services by:



- Starting Dial-a-Ride service in Port Orford to connect the Coastal Express to key destinations and serving the southern part of the city and scattered residential developments.
- Expanding Dial-A-Ride services in Brookings and Gold Beach to provide transfer options between the Coastal Express and key destinations such as the Gold Beach courthouse, grocery stores, and medical facilities. In Gold Beach, there is a need to provide more access to the southern part of the city and residential developments.

HEALTHCARE

Seek opportunities with healthcare organizations by:



- Providing greater connections and schedule coordination between Redwood Coast Transit and Curry Public Transit. Transfer tickets or integration of fare systems would also be helpful for people making the journey between Curry County and Del Norte County.
- Working with healthcare providers to provide bus rides to appointments.
- Including hospital and community organizations on planning committees and for planning to be done in conjunction with local agencies and organizations.
- Collaborating with Medicare and Medicaid to provide transportation services to and from appointments.

REGIONAL CONNECTIVITY

Provide service or timed connections to Crescent City, Grants Pass, and Coos Bay, which are the top three employment destinations of Curry County residents who worked outside the county. Serve commute times of 6:30 AM to 8:30 AM and 12:00 PM to 4:00 PM, the time frame in which majority of the workers commuted.



DEVELOPMENT NEEDS



BROOKINGS–HARBOR

Meet current and future development needs in Brookings and Harbor:



- Serve residential neighborhoods on the north end of Brookings both east and west of US 101 via a city circulator.
- There is potential for residential growth, and thus potential need for future service, at the following locations:
 - Parcels adjacent to Azalea Park and just up Chetco River from the park on the east side of Brookings; land on US 101 directly west of the Chetco River; and land south of Fred Meyer and US 101.
 - Large blocks of vacant R-1-zoned land in north-central Brookings.
 - A large amount of vacant land (roughly 450 acres) on the north edge of Brookings is zoned Master Plan Development (MPD).
- Improve access to commercial and employment destinations located more than ¼ mile from a bus stop. In addition, there is potential for non-residential growth, and thus potential need for future service, at the following locations:
 - Vacant commercial land located between US 101 and the coast on the west side of Brookings.
 - The MPD land on the north edge of Brookings.

GOLD BEACH

Meet current and future development needs in Gold Beach:



- Continue serving commercial uses and other services along US 101 in the north half of the city; serve the southern part of the city.
- Support future development with the existing Coastal Express stop. Future development opportunity is mostly located within ½ mile of the existing Coastal Express stop at Ray's Food Place.

PORT ORFORD

Meet current and future development needs in Port Orford:



- Serve grocery and public services destinations in the southern part of town that are further away from the Coastal Express stop, as well as residential developments, which are scattered throughout town.
- Serve potential future development within ¾ mile of the existing Coastal Express stop.

MARKETING AND BUS STOP AMENITY NEEDS



MARKETING AND AWARENESS



Increase ridership with strategies related to communication, connectivity, and accessibility, including education and marketing about CPT's services.

BUS STOP AMENITIES



Improve bus stop amenities, including installing bus stop signage at all stops and considering amenities such as trash cans and improved lighting. Collaborate with local and state agencies to improve the sidewalk network and road crossings in the vicinity of bus stops.

- At higher-usage stops, install weather-resistant and covered bus stop shelters that can withstand rain and wind, given coastal weather conditions.

FLAG STOPS



Formalize flag stops at Langlois Public Library and Langlois Store.

TECHNOLOGY



Provide more information assistance and referral services for available mobility options, particularly targeted to the elderly and people with physical, sensory, and cognitive disabilities.

Provide technology updates, including:

- Real-time vehicle arrival information to improve the convenience of riding transit.
- Support for online/mobile trip planning.

WORKFORCE HIRING



Labor shortages are resulting in reduced transit service. CPT is having difficulty retaining and attracting new bus drivers even with hiring incentives and increased benefits.



CHAPTER 5: FUTURE SERVICE OPPORTUNITIES

CHAPTER 5. FUTURE SERVICE OPPORTUNITIES

Service potential alternatives were identified based on future needs, and performance measures were developed based on the updated goals and policies. These opportunities address transit efficiency, ridership, and coverage needs through coordination, improved facilities, service enhancement, and new routing opportunities. These opportunities were developed based on stakeholder input; population, employment, and land use growth forecasts; goals and policies for CPT; and existing the needs analysis.

Types of future service opportunities include:

- **Implementing new Dial-a-Ride** services in Port Orford can provide more local coverage and connection to the Coastal Express.
- **Increasing staff capacity**, as well as developing a transition plan for the current manager of CPT, can improve the resiliency.
- **Marketing and advertising** efforts can attract new ridership and awareness of CPT services.
- **Coordinating Dial-A-Ride** with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford can increase last-mile connectivity.
- **Modifications to the Coastal Express routes**, including new stops, can enhance geographic coverage and increase ridership by serving key activity centers and transit-dependent populations.
- **Coordination** with other providers can improve efficiency by reducing transfer times and distances, while coordination with cities and Coos County can improve rider access to bus stops.
- **Increasing frequency and service hours** of the Coastal Express increases the number of trip types that transit can serve and helps address identified local and regional transit gaps.
- **Bus stop improvements** can be a low-cost way to make riding transit more comfortable, increasing ridership from existing users, and making transit service more visible, attracting new riders.
- **Implementing new local routes** can attract new ridership and offer more geographic coverage.



CHAPTER 6: TRANSIT DEVELOPMENT PLAN

- 6.1 The Vision
- 6.2 Service Plan
- 6.3 Capital Plan
- 6.4 Management and Marketing Plan
- 6.5 Performance Management and Monitoring Program
- 6.6 Financial Plan
- 6.7 Implementation Plan

CHAPTER 6. TRANSIT DEVELOPMENT PLAN

6.1 VISION

Curry Public Transit provides public transit service through Curry County and connects to other counties and cities. CPT strives to provide a sustainable and innovative transit system in a county that serves urban and rural users. CPT's goals are to provide services that are safe, comfortable, and convenient for all riders; to improve access and connections within and between communities in the CCATD service area; to collaborate with public and private partners to maximize services; and to foster public, environmental, and fiscal health through transit investments. This section outlines a long-range plan to help CPT implement this vision over the next 20 years. The plan includes service and capital plans, a marketing and management plan, a financial plan, a performance monitoring program, and an implementation plan.

6.2 SERVICE PLAN

The existing and future conditions analyses conducted for this plan have led to short-, mid- and long-term recommendations. Short-term actions (2022–2025) are high-priority actions based on outreach feedback, CPT budget constraints, and the needs assessment, and have a low cost to implement. Medium-term actions (2025–2030) include recommended changes from the service alternative analysis that are moderate to high priority, and have low to medium costs to implement. Long-term actions (2031–2040) are recommendations that are moderate to high priority and have medium to high costs to implement.

Further details about the recommended service changes are provided in **Reference E: Future Service Opportunities Memorandum #5** and **Reference F: Financial Assessment Memorandum #6**.

6.2.1 Short-Term Service Opportunities (2022-2025)

6.2.1.1 PORT ORFORD DIAL-A-RIDE

CPT should implement new Dial-A-Ride service in Port Orford. Port Orford is currently served by a single Coastal Express stop. Residential developments and key destinations in the town center are not well-served. Feedback from the community and focus groups, as well as a land use evaluation, indicate that there is a need to serve grocery and public services destinations in the southern part of town that are further away from the Coastal Express stop, as well as residential developments, which are scattered throughout town.

Although funding to operate Dial-A-Ride service in Port Orford is available, there is a lack of workforce/drivers to operate the service.

6.2.1.2 COORDINATION OF DIAL-A-RIDE WITH COASTAL EXPRESS

CPT should pursue increased coordination of Dial-A-Ride services with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford. Dial-A-Ride currently operates in Brookings and Gold Beach. There is an opportunity to coordinate these services with the Coastal Express so that riders can easily access key destinations from the intercity stops, such as the Brookings DMV, the Gold Beach Court House, and medical services. Service coordination would make riding the Coastal Express more accessible for riders who cannot easily walk or bike to their destination, as well as provide more convenient connections to destinations further away from the Coastal Express stop. To accomplish this, an additional Dial-A-Ride bus could meet

the Coastal Express when it arrives collecting passengers and bringing them to the Coastal Express stop and then taking passengers from the Coastal Express to their destinations. Another option would be to reserve existing Dial-A-Ride capacity for trips to/from the Coastal Express stops during a period of time (30 minutes) before and after each Coastal Express arrival. Implementation would depend on funding and vehicle/driver availability.

6.2.1.3 LANGLOIS PUBLIC LIBRARY STOP

The Langlois Public Library stop, which is currently a flag stop, should be made into a formal stop on the Coastal Express route. A flag stop is a location where riders can 'flag' down a bus, although there is no formal stop.

CPT has requested that ODOT formally designate the Langlois Public Library stop (northbound) as an official CPT bus stop and work to implement this change is currently underway. The following opportunities are recommended for this stop:

- Provide a CPT bus stop sign to indicate bus stop location
- Install a bus stop shelter¹²
- Provide sidewalks and bike lanes along US-101 and Waller Lane to provide easy access to the stop for pedestrians and bicyclists
- Provide trash cans near the stop and arrange for trash pickup service
- Provide street lighting at the bus stop

6.2.1.4 SERVICE TO CRESCENT CITY

Based on outreach conducted, survey respondents and focus group members indicated that there is a need to provide service to Crescent City as riders often travel to Wal-Mart, Sutter Coast Hospital, and the Social Security office in Crescent City. CPT should consider coordinating with Redwood Coast Transit to expand service to Crescent City, specifically by RCTA adjusting the Route 20 alignment to serve Wal-Mart and the Hospital to and from Smith River. Transfer times between CPT and RCTA should continue to be well-timed. On addition, CPT could explore coordinating with RCTA to allow free transfers between systems at the Lucky 7 store in Crescent City, facilitating easier transfers between the systems.

6.2.2 Medium-Term Service Opportunities (2025-2030)

6.2.2.1 BROOKINGS CIRCULATOR

CPT should pursue implanting a city circulator route in Brookings. Surveys and focus group feedback indicated that there is a need for a local circulator in Brookings/Harbor. This route's purpose would be to serve residential and commercial developments in the city, including the city center, key destinations such as the Brookings DMV, and substantial residential developments on the north end of town.

Impacts on Ridership

Ridership on the Brookings Circulator is expected to be driven primarily by riders living away from the US 101 corridor who would like to travel to government offices (e.g., DMV), middle and high schools, medical services, grocery stores, and similar essential destinations, as well as connecting to the Coastal Express for longer-distance trips.

¹² Each City owns and maintains CPT bus stop shelters; CPT is not responsible for the bus stop shelters.

Transit Cooperative Research Program (TCRP) Report 161 presents a method for estimating rural and small city transit demand. The method can estimate demand for four specific markets: general public rural passenger transportation, passenger transportation specifically related to social service or other programs, travel on fixed-route services in small cities (less than 50,000 population and less than 70 vehicle hours of service per day), and travel on commuter services from rural areas to urban centers. The proposed Brookings Circulator was treated as a 'small city fixed route' for this analysis.

Based on the transit service assessment, annual ridership is estimated at 26,700 annual 1-way passenger trips. **Reference E: Future Service Opportunities Memorandum #5** includes the detailed analysis per the TCRP Report 161 methodology.

Ridership on the Brookings Circulator is expected to be driven primarily by riders living away from the US 101 corridor who would like to travel to government offices (e.g., DMV), middle and high schools, medical services, grocery stores, and similar essential destinations, as well as connecting to the Coastal Express for longer-distance trips.

Service Alternatives

Four service route alternatives were considered for the circulator. These alternatives should be resisted and refined as CPT receives funding and begins the planning process for the circulator route. The routing alternatives prioritize service to eight key destinations in Brookings and Harbor:

- Brookings Harbor High School (Easy Street)
- Azalea Middle School (Pacific Avenue)
- Northwest residential areas
- Jerstad Manor Apartments (Pine Street)
- Ferns Avenue/Redwood Street
- Highway 101/N Bank Chetco River Road
- Brookings DMV
- Brookings Post Office

Each of the alternatives is shaped like a dumbbell with loops at either end in Brookings and Harbor connected by a trunk along US 101. Loops at either end of the route provide the benefit of increasing the service area compared to a line route that travels both directions on the same route. The disadvantages of loops are the increased travel time associated with out-of-direction travel along the one-way loop as well as the ease of understanding of where the bus will take you and how to ride the bus. However, dumbbell routes, particularly that are under 30 minutes in length, minimize out-of-direction travel and can be very effective for small cities.

Remix, a transit planning software package, was used to develop four routing alternatives. Remix provides estimated run times; population and employment within ¼ mile of stops for the alternatives and estimated mileage. A layover buffer of 10% of the runtime is included in the total trip time for each route to account for breaks for the driver, recover from delays and/or allow time for a driver to change. The four routing alternatives and their results are described below and summarized in Table 6.1.

Table 6.1 Service Route Alternatives

Alternative	Runtime (minutes)	Layover Buffer (minutes) ¹	Total Trip Time (minutes)	Number of Priority Stops Served	Population Coverage ²
A	24.2	2.4	26.6	7 of 8	1,700

B	27.8	2.7	30.5	8 of 8	2,200
C	25.3	2.5	27.8	8 of 8	1,700
D	39.3	3.9	43.2	7 of 8	2,600

¹The layover buffer was calculated at 10% of the runtime.

²Remix calculates populations within ¼ mile of bus stops

Alternative A

Alternative A covers 7 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving the Church of Jesus Christ of Latter-day Saints (Elk Drive), Brookings Harbor High School (Easy Street, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, Highway 101/N Bank Chetco River Road, Shopping Center Avenue, Brookings Harbor Shopping Center, Brookings DMV, Umpqua Bank (Harbor), and Brookings Post Office. This route does not serve the northwest residential areas along 5th Street, Ransom Street and W Easy Street. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative A is shown in Figure 6.1. Statistics for this alternative include:

- Runtime – 24.2 minutes
- Layover buffer – 2.4 minutes
- Total trip time – 26.6 minutes
- Route length – 4.83 miles
- ¼-mile capture area – 1,700 people

Key Destinations





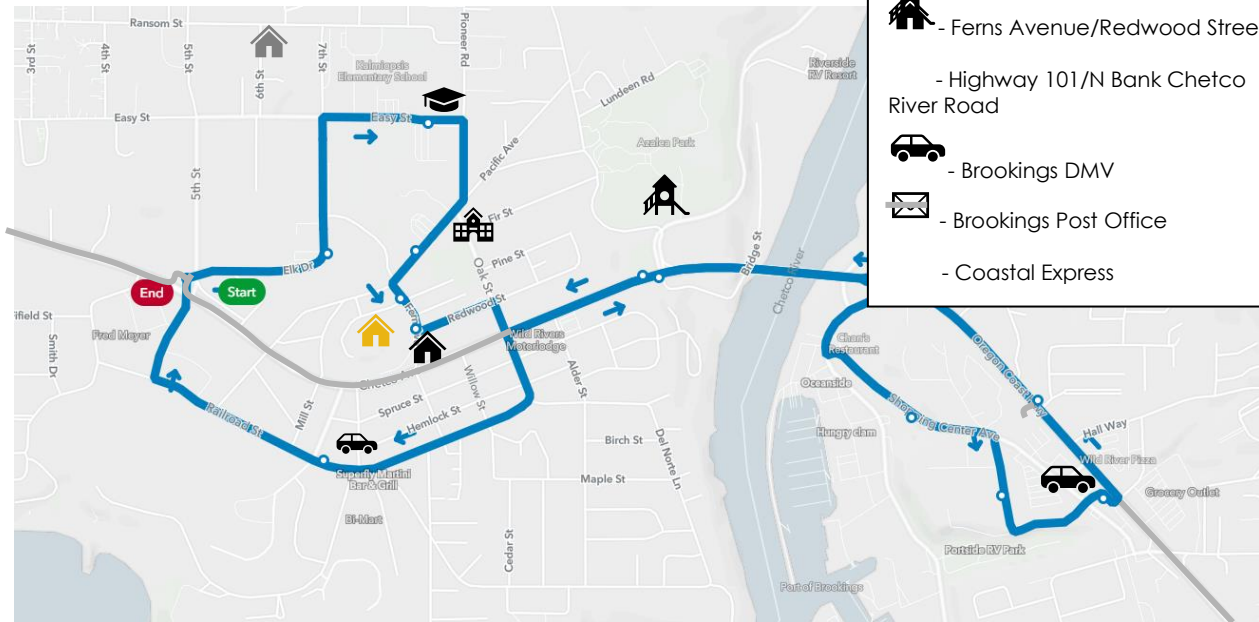
-  - Brookings-Harbor High School
-  - Azalea Middle School
-  - Northwest residential areas
-  - Jerstad Manor Apartments
-  - Ferns Avenue/Redwood Street
-  - Highway 101/N Bank Chetco River Road
-  - Brookings DMV
-  - Brookings Post Office
-  - Coastal Express

Figure 6.1 Alternative A



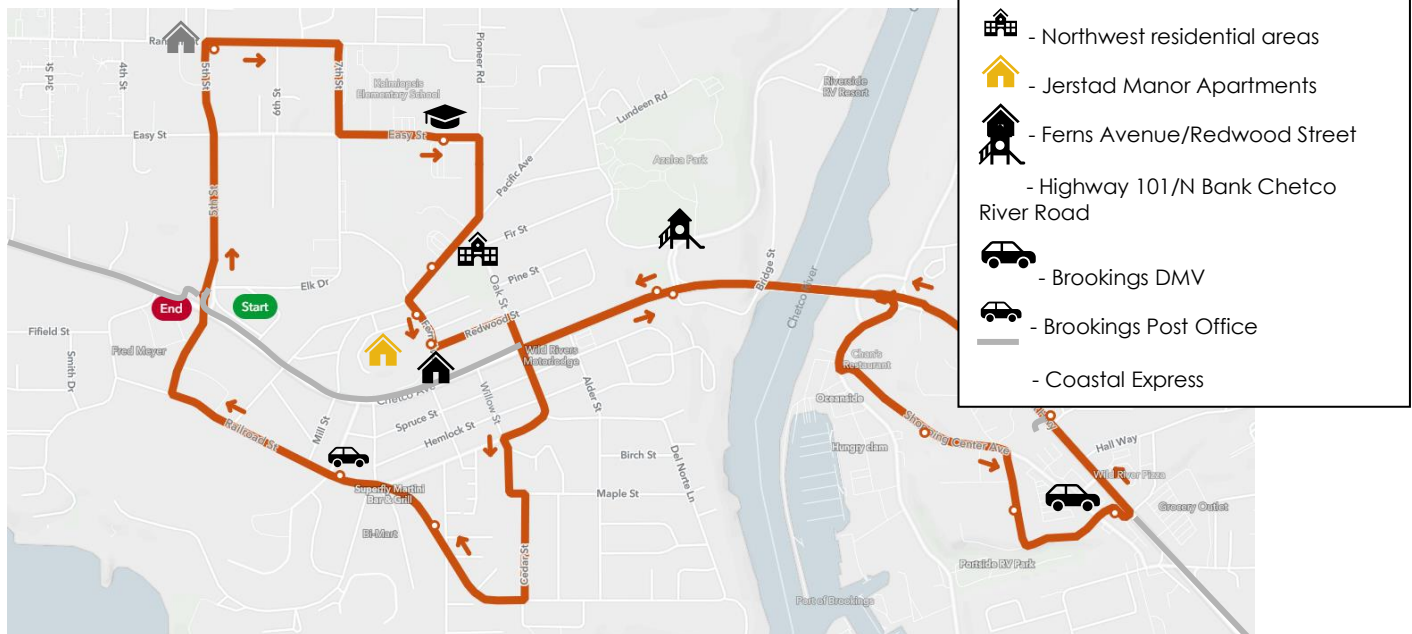
Alternative B

Alternative B covers 8 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving northwest residential areas (5th Street/Ransom Avenue), Brookings Harbor High School (Easy Street, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, Highway 101/N Bank Chetco River Road, Shopping Center Avenue, Brookings Harbor Shopping Center, Brookings DMV, Umpqua Bank (Harbor), Bi-Mart, and Brookings Post Office. Although Alternative B is similar to Alternative A, this route serves the northwest residential areas along 5th Street and Ransom Street and also provides service to Bi-Mart, south of Highway 101. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative B is shown in Figure 6.2. Statistics for this alternative include:

- Runtime – 27.8 minutes
- Layover buffer – 2.7 minutes
- Total trip time – 30.5 minutes
- Route length – 5.55 miles
- ¼-mile capture area – 2,200 people

Figure 6.2 Alternative B



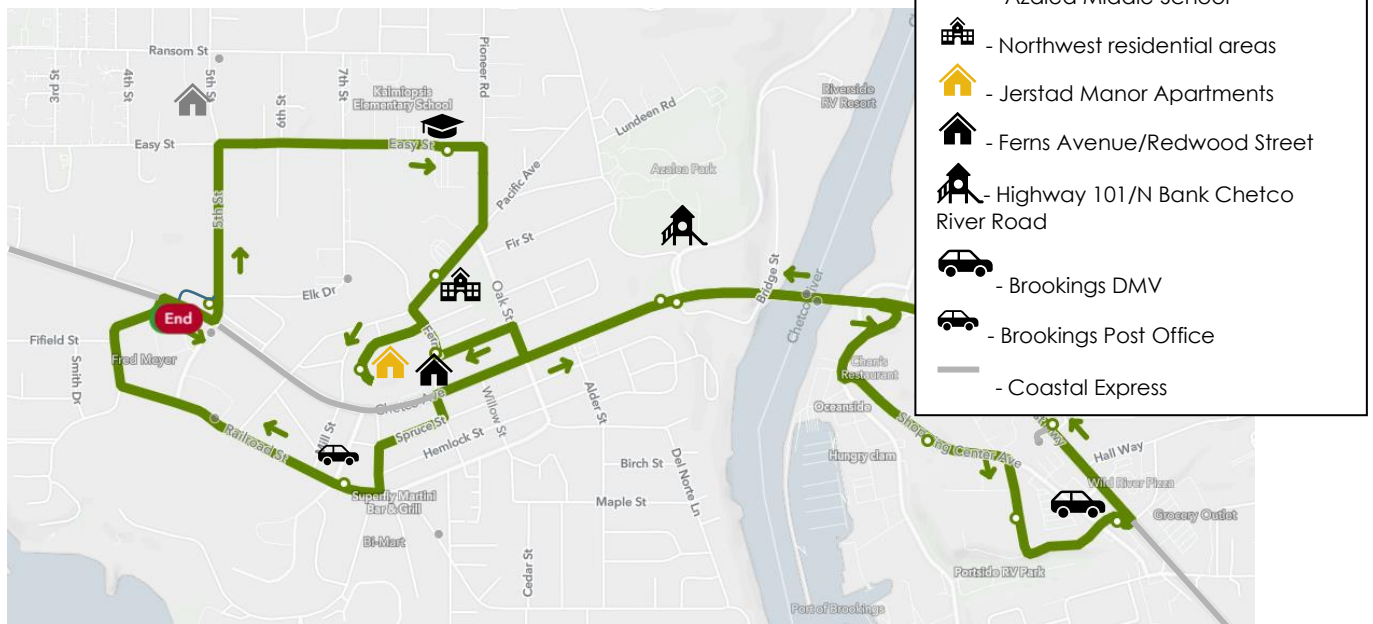
Alternative C

Alternative C covers 8 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving the Brookings Harbor High School (Easy Street, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, Highway 101/N Bank Chetco River Road, Shopping Center Avenue, Brookings Harbor Shopping Center, Brookings DMV, Umpqua Bank (Harbor), and Brookings Post Office. Alternative C is similar to Alternative A and B, this route serves the northwest residential areas along 5th Street and W Easy Street and also provides service along Chetco Avenue and Spruce Street. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative C is shown in Figure 6.3. Statistics for this alternative include:

- Runtime – 25.3 minutes
- Layover buffer – 2.5 minutes
- Total trip time – 27.8 minutes
- Route length – 5.06 miles
- ¼-mile capture area – 1,700 people

Figure 6.3 Alternative C



Key Destinations

-  - Brookings-Harbor High School
-  - Azalea Middle School
-  - Northwest residential areas
-  - Jerstad Manor Apartments
-  - Ferns Avenue/Redwood Street
-  - Highway 101/N Bank Chetco River Road
-  - Brookings DMV
-  - Brookings Post Office
-  - Coastal Express

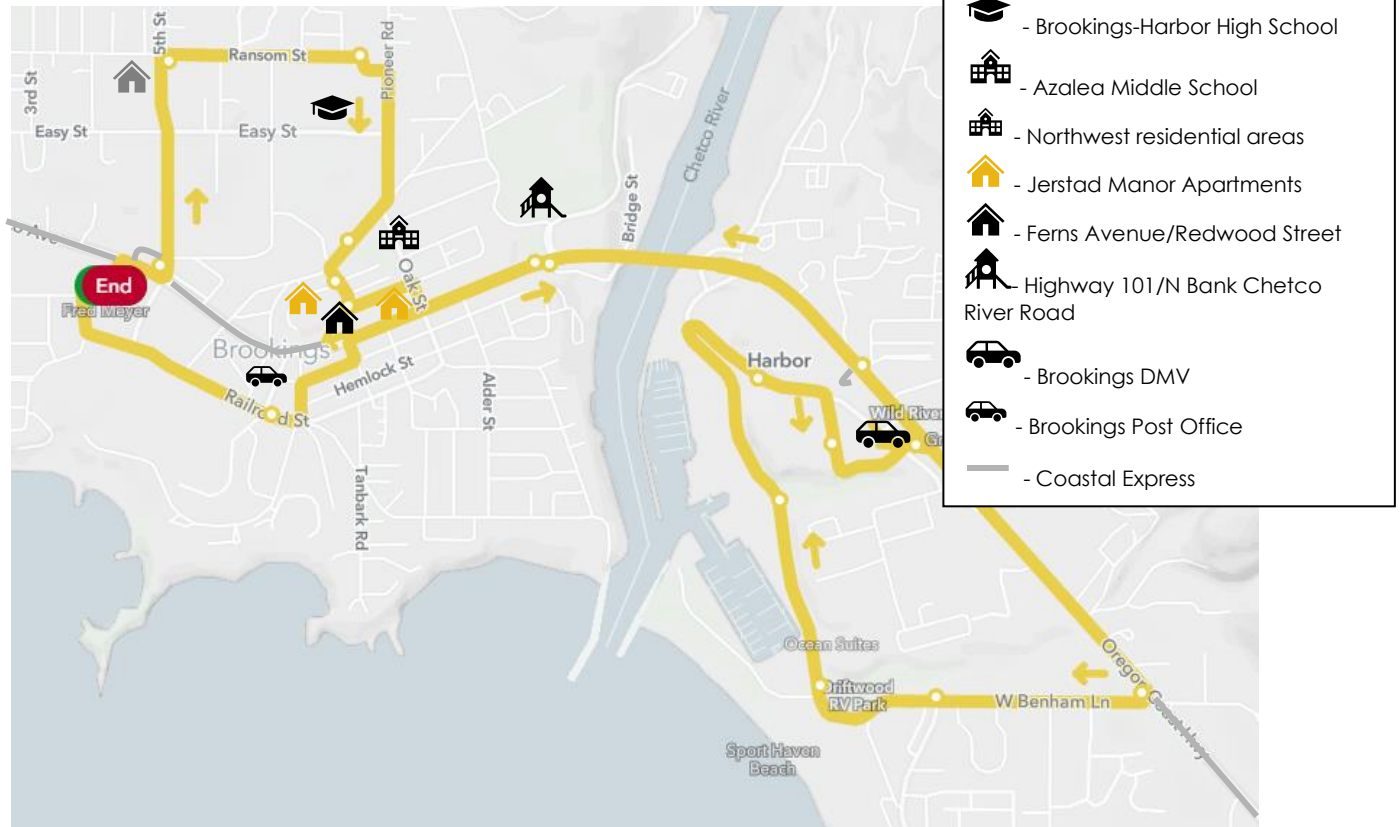
Alternative D

Alternative D covers 7 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving the residential areas to the north, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, and Highway 101/N Bank Chetco River Road. In Harbor, the route serves commercial developments along Highway 101, Benham Lane and Lower Harbor Road with stops at Harbor Inn, D&D Oasis Beach House, Driftwood Park Store, Portside RV Park (close to residential areas in south Harbor), Brookings-Harbor Shopping Center, Brookings DMV, Umpqua Bank, and Brookings Post Office in downtown Brookings. Alternative D serves the residential areas to the north of Brookings and also provides service along Chetco Avenue and Spruce Street in Brookings. The route also serves commercial developments in south Harbor closer to the waterfront. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative D is shown in Figure 6.4. Statistics for this alternative include:

- Runtime – 39.3 minutes
- Layover buffer – 3.9 minutes
- Total trip time – 43.2 minutes
- Route length – 7.86 miles
- ¼-mile capture area – 2,600 people

Figure 6.4 Alternative D



Service Span and Frequency

Possible service span alternatives for the Brookings Circulator are provided in Table 6.2.

In the near-term, only 13 service hours can be provided per weekday. Based on the onboard survey results, the highest-priority improvements for survey respondents were extended hours and increased frequency among others. For the first year, 6 AM – 7 PM (connecting with the first southbound Coastal Express trip at 6:15 AM and the last northbound Coastal Express trip at 6:55 PM) is prioritized and recommended.

In future years or mid-term when additional funding is secured, CPT should consider extending service to the weekend. Weekday service could be maintained and should provide connections to the Coastal Express, adding 11 AM – 4 PM on Saturday.

In the long term, CPT could evaluate ridership by weekdays and weekends, as well as by time of day, once ridership patterns are established. Rider surveys could seek feedback about adjusting service hours or adding service frequency.

Table 6.2 Brookings Circulator Service Alternatives

Days	Span and Frequency		Headway	Target Markets	Notes
	Mid-Term	Long-Term			
Weekdays Only	6 AM – 7 PM, 13 hours daily, 65 weekly hours	6 AM – 8 PM, 14 hours daily, 70 weekly hours	60 minutes	Education, residential, commercial	Consistent schedule Higher frequency No weekend service
Weekdays and Saturdays	6 AM – 7 PM Weekdays, 11 AM – 4 PM Saturday, 70 weekly hours	6 AM – 8 PM Weekdays, 11 AM – 4 PM Saturday, 70 weekly hours	60 minutes	Education, residential, commercial	Consistent schedule Same frequency Provides Saturday service No Sunday service
Weekdays and Weekends	6 AM – 7 PM weekdays, 11 AM – 4 PM weekends, 75 weekly hours	6 AM – 8 PM weekdays, 11 AM – 4 PM weekends, 80 weekly hours	30 minutes	Education, residential, commercial	Consistent schedule Same frequency Weekend service

Complementary ADA Service

Because the Brookings Circulator would be a local fixed-route service, the ADA would require that complementary demand-responsive service be provided for passengers unable to use the fixed route. The existing Brookings Dial-a-Ride service can fill this role. Dial-a-ride service would need to be offered during the same service hours¹³ as the Brookings Circulator, with service provided to areas within at least ¼ mile of the Brookings Circulator stops.

6.2.2.2 INCREASED FREQUENCY AND SERVICE HOURS

CPT should explore increasing frequency and service hours of Coastal Express and Dial-A-Ride services, with a goal of expanding the number of trip types that transit can serve and helping address identified local and regional transit gaps. In the future, depending on funding availability and ridership, an additional bus could be used to provide another Coastal Express trip. An additional northbound and southbound afternoon run is recommended to provide more frequency and opportunities for connection; an early

¹³ Currently Dial-A-Ride service in Brookings is offered 8 AM to 5 PM Monday through Friday and 8 AM to 4 PM on Saturdays.

morning northbound trip would greatly improve intercity connections. Dial-a-Ride service hours should allow for connections to be made to and from all Coastal Express trips.

6.2.3 Long-Term Service Opportunities (2031-2040)

6.2.3.1 GOLD BEACH CIRCULATOR

CPT should consider a city circulator route in Gold Beach in the long-term. Based on Dial-A-Ride service demand and by monitoring where requests are made for Dial-A-Ride services in Gold Beach, informed decisions can be made about where to prioritize any new routes. Current key destinations include county offices in Gold Beach, shopping centers and state offices in Brookings/Harbor. The circulator’s purpose would be to serve residential and commercial developments in the city, including the courthouse at Gold Beach, residential areas and commercial areas in the northern half of the city. Depending on demand and ridership in the future, the route can also serve as a connector to Brookings/Harbor that operates in between Coastal Express runs; the route could serve a dual role as circulator for Gold Beach and the northern part of Brookings.

6.2.3.2 ADD STOP AT SOUTHWESTERN OREGON COMMUNITY COLLEGE (SWOCC)

A new stop is recommended at SWOCC in Brookings as ridership increases. Currently, there is no place for the bus to pull in or pull out from, so coordination with SWCC is recommended to create a bus stop and add the stop to the Coastal Express route in the future.

6.2.4 Title VI Analysis

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) prohibits agencies from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender). Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), and youth/children (under 18). These populations are identified because their access to an automobile or their ability to drive an automobile may be limited or non-existent. While this may also be the case for individuals in the general population, there is a greater possibility that access to transit is more crucial for those within the identified populations.

Table 6.3 summarizes the Title VI populations within a quarter mile, half mile and mile of CPT transit stops. The following sections include detailed demographic summaries for age, income, race/ethnicity, and people with disabilities in Curry County and its communities.

Table 6.3 Curry County Title VI Analysis

	¼ Mile	½ Mile	1 Mile
Population	4,400	16,100	39,700
Jobs	4,500	9,400	16,900
% in poverty	18%	17%	16%
% in poverty 200%	44%	42%	39%
% in minority	26%	24%	22%

% seniors (65+)	24%	22%	23%
% youth (18-)	21%	21%	21%
% limited English	3%	3%	3%
% with disabilities	19%	19%	20%
% with no vehicles	10%	10%	10%

Source: Remix; 2020 US Census; 2019 American Community Survey

6.3 CAPITAL PLAN

6.3.1 Fleet Improvements

This section reviews the short-, medium-, and long-term opportunities for the existing and future fleet, including fuel types and low-floor bus options. Clean and operational vehicles improve rider experience and properly maintained and replaced vehicles reduce the likelihood of vehicle breakdowns and/or disruptions to service. Further details are provided in **Reference E: Future Service Opportunities Memorandum #5**.

6.3.1.1 VEHICLE REPLACEMENT

CPT currently owns and operates 12 regular buses and two vans. The average age of the active fleet is 4.4 years of use. Eight vehicles are beyond their expected useful life (EUL) timelines in years and two vehicles are past their EUL in miles. There is currently a large backlog in vehicle production and delivery. CPT has purchased seven new vehicles and is expecting them to be delivered in 1.5–2 years. Cleaner fuel sources, such as electricity, could be considered for future vehicle purchases and facilities. In fiscal year 2020, CPT operated approximately 284,176 vehicle revenue miles. Historically, CPT operated approximately 242,000 vehicle revenue miles per year. With EULs of 150,000 miles for buses used by CPT, about two replacement vehicles are anticipated to be needed each year. This replacement schedule, alongside any increases to service that accelerates the rate of fleet replacement, should be taken into consideration when developing a fleet plan.

Transit agencies face the issue of balancing the efficiency advantages of fleet standardization with the benefits of matching vehicle size and other vehicle attributes with specific service needs. Benefits of fleet standardization are greater flexibility in vehicle assignments and a reduced need for spare vehicles since sub-fleets each require their own spare vehicles, and smaller fleets typically require a greater spare ratio. In addition, fleet standardization reduces maintenance costs by requiring less parts inventory and letting mechanics focus on a reduced number of vehicle models, which allows them to become more familiar with the specific maintenance requirements of those vehicles. The benefit of having several diverse vehicle types is that a vehicle can be more closely tailored to a specific service need or operating environment. For example, the expanded demand-response services continue to be appropriately served by a small, shuttle-type vehicle, while a longer route, such as the intercity services, would be better served by a larger bus with amenities such as softer seats and reading lights.

A replacement schedule of two vehicles per year is recommended through the short-, medium, and long-term. Table 6.4 presents the vehicle fleet needs throughout the 20-year planning horizon, which include the fleet needed to carry out the service opportunities.

Table 6.4 Vehicle Fleet Needs

Time Period	Fleet Needs
Existing	12 buses 2 vans
Short-Term	12 buses 3 vans
Medium-Term	14 buses 3 vans
Long-Term	15 buses 3 vans

With the replacements, CPT should maintain an average fleet age less than half of the average life span of the vehicles. For example, a sub-fleet of buses with 10-year EULs should have an average fleet age of five years or less.

In addition, CPT should consider purchasing vehicles in larger batches. There is an advantage in having multiple vehicles that are identical in terms of parts and maintenance needs. Even very similar vehicles purchased in different years will have differences that may impact maintenance costs.

6.3.1.2 FUEL TYPE

In the short-term and continuing through to the long-term, as CPT purchases new vehicles, low-emission vehicles should be considered. These include buses using hybrid-electric propulsion; all-electric buses; and compressed natural gas buses. CPT should also monitor progress from other agencies to learn how they are transitioning their fleet to clean vehicles. A constraint includes charging the vehicles; the Coastal Express fleet would need to be charged overnight in the facility in Coos Bay and in Brookings, while Dial-A-Ride vehicles in Port Orford and Gold Beach will also require overnight charging. In addition, switching to any new fuel or power type requires the development of an implementation schedule for fleet conversion.

A bus with hybrid-electric propulsion costs \$150,000 to \$200,000 more than a similar bus with diesel propulsion but will generally reduce fuel costs by approximately 25 to 30 percent. Given these costs and savings, the payback on the initial higher purchase price is unlikely to be sufficient to justify the purchase of hybrid-electric buses simply on a direct cost-benefit basis. However, some transit agencies believe that there is additional value to hybrid technology resulting from reduced emissions and an improved community perception of the transit agency. In addition, occasional federal funding incentives for the purchase of low-emission buses may make the purchase of hybrid-electric buses more feasible.

There have also been substantial advancements in all-electric buses. A promising option for all-electric bus technology appears to be quick re-charging of batteries while the bus is stopped at a station or at a layover spot, often without substantial service delay. TriMet is testing a quick re-charge station at the Sunset Transit Center and a few transit agencies in Oregon have purchased several all-electric buses and installed charging stations at their vehicle storage yards. Other agencies can learn from their experiences and should consider accommodating higher-voltage electrical connections at new or reconstructed stations, which can simply involve incorporating the appropriate conduit when the facility is constructed.

A third fuel type option is compressed natural gas (CNG) buses. Natural gas is an abundant, domestically produced fuel that is used in transit vehicles throughout the United States. Advantages of CNG buses include the current low cost of natural gas, which is typically from 25 to 45 percent lower than a gallon of

diesel fuel. Another advantage is that CNG buses typically produce approximately 20 percent less greenhouse gases when compared with diesel buses. Challenges in using CNG are the additional cost of purchasing new vehicles (typically \$25,000 to \$50,000 more than comparable diesel models), the need to have dual fueling facilities, the availability of natural gas, and CNG storage. Brookings currently only has one available propane pumping station suitable for buses and no natural gas stations; in addition, there are a few private electrical refueling stations along the coast.

6.3.1.3 LOW-FLOOR BUSES

In the short-term and continuing through to the long-term, as part of the normal bus replacement schedule and as sidewalk infrastructure improves, CPT could replace any remaining high-floor buses with low-floor models. One challenge includes deployment of the low-floor ramp at an ADA-compliant angle at rural stops without curbs. In addition, low floor cutaway buses are more expensive to purchase (about \$175k each); however, the operational advantages are often deemed worth the additional cost.

6.3.2 Facility Improvements

6.3.2.1 TRANSIT CENTER

CCAT plans for the VA Clinic/Safeway stop in North Bend to be a “mobility hub” site, where multiple modes connect. Continued coordination with CCAT through the short-, medium-, and long- term to improve timed connections at the transit mobility hub are recommended.

No other transit centers in the CPT service area are recommended at this time. However, depending on how transit service evolves in the long term in Brookings, a larger on- or off-street site may become necessary in the long-term to facilitate connections between intercity, local circulator, and dial-a-ride services.

6.3.2.2 WEATHER-RESISTANT BUS SHELTERS

Feedback from focus groups and the community indicate a need for more robust, weather-resistant shelters. Weather conditions in Curry County, which include high winds and strong rains, make typical shelters inadequate, especially for long waits.

In the medium term, existing shelters should be updated with weather-resistant shelters and, as budget and space allow, stops with no shelters should have weather-resistant shelters installed. Shelters located on the northbound side of the Coastal Express route could potentially be turned around where space permits, so that the screen blocks wind and rain from the direction of the ocean.

6.3.2.3 BUS STOPS

Bus stop improvements can be a low-cost way to make riding transit more comfortable, increasing ridership from existing users, and making transit service more visible, attracting new riders. Waiting at a bus stop is generally the first part of a rider's journey on a fixed-route transit system, and a comfortable and safe stop helps enhance the transit system. Bus stops range in cost, with a bench costing the least and a new bus stop with an ADA-complaint landing pad and a shelter costing more. In general, cities in Curry County own and maintain CPT bus stop shelters; CPT is not responsible for the bus stop shelters. Other options for funding transit amenities include:

- Cities having a local development code to require certain types of larger development (e.g., a subdivision, a big box retailer) to fund construction of transit amenities (e.g., shelters) as a condition of approval, working with the local transit provider to identify appropriate locations. The development needs to be big enough to establish a nexus between the requirement and the development's impacts (e.g., big box generates a lot of trips, some of these could come by transit).
- CPT pursuing a partnership with local businesses or organizations to sponsor stops. A business could, for example, pay for trash pickup at a trash can at a stop serving their stop, or for electricity for a shelter located at the stop, with the transit agency posting a sign acknowledging the sponsorship. Larger-ticket items such as shelters could also be sponsored by businesses or come through fund-raising efforts from local organizations.
- CPT working with an advertising company to pay to install and maintain the shelter in return for the rights to place advertising on the side. This option is mainly applicable to busy roadways such as US 101 where a lot of people would see the advertising.

Table 6.5 provides recommended short-term and long-term improvements at each bus stop.

Table 6.5 CPT Bus Stop Improvement Recommendations

Stop	Short-term Improvements	Medium- and Long- term Improvements
Newmark Center, North Bend	<ul style="list-style-type: none"> • Provide CPT bus stop sign to indicate bus stop location¹⁴ • Provide at least one bike rack 	<ul style="list-style-type: none"> • Improve sidewalk and bicycle connectivity to provide easy access for students to the college campus from E Entry Way. • Provide bike lanes along Newmark Ave (OR-540) • Provide crossing opportunities at Fir Street/ Newmark Ave (OR-540)
Safeway/VA Clinic at Marion Avenue, North Bend	<ul style="list-style-type: none"> • Provide trash cans near the stop • Provide at least one bike rack 	<ul style="list-style-type: none"> • Provide bike lanes along Marion Avenue and Virginia Avenue (OR-540) to provide access to bicyclist to the bus stop • Install street lighting at the bus stop • Provide crossing opportunities at 11th Street/ Marion Avenue (OR-540)
Tioga Hotel-Market Avenue, Coos Bay	<ul style="list-style-type: none"> • Provide CPT bus stop sign to indicate bus stop location • Provide at least one bike rack • Coordinate with CCAT to determine if a bus stop shelter with benches is warranted, and provide bike racks and trash cans near the stop 	<ul style="list-style-type: none"> • Provide bike lanes along Market Avenue, N 2nd Street and nearby streets to improve bicycle connectivity • Improve ADA ramps condition • Provide marked crossings at E Market Avenue/N 2nd Street
Fred Meyer, Coos Bay	<ul style="list-style-type: none"> • Provide CPT bus stop sign to indicate bus stop location • Provide at least one bike rack 	<ul style="list-style-type: none"> • Provide bike lanes along US-101, Johnson Avenue and nearby streets to improve bicycle connectivity • Improve sidewalk connectivity on the east leg of Johnson Avenue • Improve ADA ramps condition • Provide marked crossings at Johnson Avenue/Front Street
Ray's Food Place, Bandon	<ul style="list-style-type: none"> • Provide a bench in the covered area • Provide at least one bike rack 	<ul style="list-style-type: none"> • Provide bike lanes along NE 2nd Street and SE 1st Street to improve bicycle connectivity

¹⁴ CPT is not responsible for implementation of bus stop signs outside Curry County but CPT can coordinate with local governments to implement CPT bus stops elsewhere.

		<ul style="list-style-type: none"> ● Improve sidewalk connectivity on the northside of NE 2nd Street ● Improve ADA ramps condition ● Provide crossing opportunities at US-101/NE 2nd Street
Langlois Public Library	<ul style="list-style-type: none"> ● Provide CPT bus stop sign to indicate bus stop location ● Install bus stop shelter ● Provide trash cans near the stop ● Provide at least one bike rack 	<ul style="list-style-type: none"> ● Provide sidewalks and bike lanes along US-101 and Waller Lane to provide easy access to the stop for pedestrians and bicyclists ● Install street lighting at the bus stop
Langlois Store	<ul style="list-style-type: none"> ● Install bench/waiting area ● Provide trash cans near the stop ● Provide at least one bike rack 	<ul style="list-style-type: none"> ● Provide sidewalks and bike lanes (northbound) along US-101 to provide easy access to the stop for pedestrians and bicyclists ● Install street lighting at the bus stop
Ray's Food Place, Port Orford	<ul style="list-style-type: none"> ● Provide CPT bus stop sign to indicate bus stop location ● Provide at least one bike rack at the bus stop 	<ul style="list-style-type: none"> ● Provide sidewalks and bike lanes along 15th Street to improve pedestrian and bicycle connectivity ● Improve ADA ramps condition ● Provide crossing opportunities across US-101
Ray's Food Place, Gold Beach	<ul style="list-style-type: none"> ● Provide trash cans near the stop ● Provide at least one bike rack 	<ul style="list-style-type: none"> ● Provide bike lanes along US-101, 6th Street and nearby streets to improve bicycle connectivity to the stop ● Improve ADA ramps conditions
5th Street/Bankus Park, Brookings	<ul style="list-style-type: none"> ● Provide trash cans in parking lot near the stop ● Provide at least one bike rack 	<ul style="list-style-type: none"> ● Provide bike lanes along 5th Street to provide access to bicyclist to the bus stop ● Install street lighting at the bus stop
Chevron Station, Harbor	<ul style="list-style-type: none"> ● Provide CPT bus stop sign to indicate bus stop location ● Install bus stop shelter with benches if ridership warrants ● Provide trash cans near the stop ● Provide at least one bike rack 	<ul style="list-style-type: none"> ● Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity ● Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane
McKay's Market, Harbor	<ul style="list-style-type: none"> ● Provide CPT bus stop sign to indicate bus stop location ● Install bus stop shelter with benches if warranted ● Provide trash cans near the stop ● Provide at least one bike rack 	<ul style="list-style-type: none"> ● Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity ● Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane ● Improve ADA ramps condition
Rancheria, Smith River	<ul style="list-style-type: none"> ● Provide CPT bus stop sign to indicate bus stop location ● Coordinate with Redwood Coast Transit and the Tolowa Tribe on need for a bus stop shelter ● Provide at least one bike rack 	<ul style="list-style-type: none"> ● Provide bike lanes along N Indian Road ● Improve ADA ramps condition ● Provide crossing opportunities across US-101

6.3.2.4 PARK-AND-RIDE LOTS

Park-and-ride lots are typically feasible in situations where there is either a parking charge or parking shortages at the rider's destination, or if there is a substantial savings in travel cost or time by using transit. It may not make sense for CPT to invest in a large park-and-ride program, as parking in many areas is free and widely available.

Starting in the short-term and continuing through the long-term, agreements with local business, local government, and community organizations that allow use of a few spaces for “informal” park-and-ride usage are recommended.

6.3.2.5 BICYCLE AND PEDESTRIAN RECOMMENDATIONS

Starting in the short-term and continuing through the long-term, CPT should seek opportunities to improve bicycle and pedestrian access. Virtually every bus rider is also a pedestrian, and bicycles provide an important “last mile” option for transit, particularly for a system such as CPT that serves low-density and rural communities. While CPT is not able to provide safe and convenient pedestrian access to transit stops on its own, CPT can work with local cities, Curry County, and ODOT to prioritize pedestrian improvements that serve transit stops. In addition, pedestrian improvements in the immediate vicinity of a transit center or shelter can sometimes be funded or provided by other projects, including private development projects.

It is of particular importance and a legal requirement to provide for access by persons with disabilities. Transit centers, shelters, and new or relocated bus stops should be designed to meet the requirements of the ADA. It is recommended that cities, the county, and ODOT prioritize street corners near transit centers and shelters for ADA ramps.

The bicycle/transit connection can be facilitated by providing bike parking at transit centers and, space permitting, at major bus stops.

6.3.3 Transportation Technologies

Information and technology services can improve the riding experience for existing riders, attract new riders by improving ease of transit use, and provide information to transit agencies to help plan and operate transit service in the future.

CPT does not currently provide real-time bus arrival information, mobile ticketing, or fare reciprocity with adjacent providers. These technologies and services facilitate a more efficient and convenient user experience and have the potential to better serve CPT riders in the future. The following initiatives are recommended to be considered in the short, medium, and long term.

Trip Planning Support

Online mobile trip planning tools can help the public get travel information at any day or time. While some providers create proprietary trip planning tools, free and readily available trip planning tools are available and more fitting to CPT's size and needs. These tools include Google Maps, OneBusAway, Moovit, and Transit. All of these tools depend on the open data format GTFS-RT. In addition to using GTFS for scheduled stops and routes, CPT could also pursue GTFS-flex, an emerging format for demand-response services, which can increase awareness and use of the overall transit system.

On-board Cameras

On-board cameras seek to provide customer and driver safety, assist with accidents and insurance claims, and provide insight on bus operator performance and passenger counting by monitoring activity in real time. Total capital cost varies from \$4,000 to \$14,000 each to retrofit one-door buses. Other cost considerations include hardware such as servers and equipment to view camera footage. All CPT buses are currently equipped with on-board cameras and all future buses are ordered with camera systems.

Real-Time Vehicle Arrival Information

Real-time information provides riders with trip-planning information (i.e., when will the next buses arrive at the closest stop) and assurance that one's bus is on the way if it is running late. It can be provided in a number

of ways, including by text message or phone call to an automated system using a bus stop number, by accessing the transit provider's website, by using a dedicated smartphone app, or by using a third party's website or app (e.g., Google Maps). Knowing when their bus will arrive helps riders better plan when to depart for the bus stop and avoid waiting outside longer than necessary when weather conditions are poor. ODOT encourage providers to buy systems that support GTFS-Realtime (GTFS-rt), allowing for up-to-date information on vehicle arrivals to be pushed through various tools. Currently, there is a need for more robust messaging and providing a real-time tracking system that shows all buses operating in the region.

Support Mobile Application Technologies

A mobile/smartphone presence has become increasingly important. As AVL technology is installed on buses, providing real-time AVL data feeds could make real-time bus locations available on applications such as Google Maps and Transit, and could potentially be integrated into CPT's website.

6.4 MANAGEMENT AND MARKETING PLAN

6.4.1 Management Strategies

6.4.1.1 SHORT-TERM STRATEGIES

In the short-term, CPT should implement the following recommendations:

Continue to Enhance Coordination between CPT, Local and Regional Partners, and other Transit Providers

CPT should coordinate other transportation providers. This will improve efficiency by reducing transfer times and distances, while coordination with cities and Coos County can improve rider access to bus stops. Currently, the Coastal Express connects to Redwood Coast Transit in Del Norte County, to CCAT in Coos County, and to SouthWest POINT in Brookings. The following schedule changes are proposed:

- Redwood Coast Transit
 - The 2:15 PM Coastal Express arrival could be moved earlier to ensure that delays do not make riders miss the Redwood Coast Transit 2:15 PM trip; however, the drivers may currently try to ensure that this connection is not missed.
- Coos County Area Transit
 - Early-morning weekday service from Curry County to Coos County (arriving in North Bend by 7:30 AM) would provide opportunities for Curry County residents and visitors to connect to the first northbound Florence Express trip, which in turn provides opportunities for same-day onward connections to the northern Oregon coast, Eugene, and the Willamette Valley. In addition, a same-day connection would be possible to the Roseburg Express, which serves the VA hospital for Curry County.
 - A late-afternoon weekday departure from Coos County to Curry County (departing Coos Bay at 4:15 PM or later) could in the future provide similar same-day travel opportunities back to Curry County. However, CCAT would first need to add an extra midday trip on the Florence Express and/or expand the days of service of the Roseburg Express to create these connection opportunities.
 - Ongoing coordination with CCAT is desirable to optimize transfer connections in Coos Bay/North Bend, particularly to the Charleston Express and Timber Express routes.

Staff Capacity and Transition

CPT should pursue increasing the number of staff employed by CPT, including bus operators and administrative staff. Like many other transit agencies nationwide, CPT is currently experiencing difficulty finding sufficient drivers to operate the service it has the budget to operate. CPT should continue its efforts

to hire and retain drivers to serve its existing service, as well as to expand service as funding becomes available. Additional administrative staff may also be needed as service is expanded over time.

In addition, a transition plan for the current manager of CPT is needed. This would include finding a successor, knowledge transfer, and training.

6.4.1.2 SHORT-, MEDIUM-, AND LONG- TERM STRATEGIES

Throughout the 20-year planning horizon, the following management strategies should be considered:

Create Measurable Outcomes for Services to Promote Effective Monitoring

The transit benchmarks developed in this plan provide the foundation for an effective monitoring program.

Data Management

Currently, many of CPT's documents and data are stored in paper form. Formalizing and digitally documenting data is recommended to better monitor benchmarks and track key statistics.

6.4.2 Marketing and Advertising Plan

Improved marketing and advertising are recommended in the short-, medium-, and long- term.

Provide Maps and Brochures in a Single User-Friendly Brochure

Printed brochures and pamphlets can be designed and distributed to various target audiences to promote transit service. The communication style will vary by target group, while encouraging all to use the same transit service. A printed brochure or pamphlet should include a route map or maps showing all routes with bus stop locations, deviation zones (if used), landmarks, and key destinations. How-to-ride information should also be included. Contact information including website, telephone number, and information about available trip-planning tools should also be provided. Providing information in other languages spoken in the community (e.g., Spanish) helps reach members of the community who speak English as a second language.

Continue Investment in Training Programs

The faces of the transit operator are the bus operators and customer service staff. Ongoing investment in training resources will help staff continue to contribute to the region's positive image.

Advertise

Advertising via different media (e.g., newspaper, radio, social media, booths at community events) can help reach a range of potential riders. Currently, CPT mainly advertises through local radio, local organizations, and word of mouth. Securing a Transportation Options Innovation Grant from ODOT could help with advertising efforts.

6.4.3 Fare Policies and Payment Options

Continued innovation for fare policies and payment options should be recommended in the short-, medium-, and long- term. CPT should participate in regional efforts among smaller rural transit providers to study the feasibility of an integrated, regional fare collection system to provide seamless transfers across different transit providers. Opportunities to modify existing fare policy include the following options:

Adjust the Fare Policy

It is good practice to review fares regularly (annually, biannually, etc.) to ensure that revenue, ridership, and equity objectives are being met. Based on various fare elasticity studies conducted, it is important to note

that the increase in fares negatively impact transit ridership. When fares are initially low, an increase in fares can lead to a greater decline of ridership compared to places where fare are initially higher.

Monthly Passes

Equivalent pricing based on a fare structure where one round trip for 20 days equals the monthly pass cost suggests a monthly pass cost of \$40.00. As most riders indicated using service several times per week, this option would likely be popular and reduce wait time for riders to pay fares and administrative efforts in processing fares.

Mobile Ticketing

Mobile ticketing may reduce the current challenges riders face in obtaining CPT tickets or having the exact transit fare on hand, increasing ridership and improving existing rider experience. Mobile ticketing also reduces administrative efforts in collecting and processing fare payment. CPT currently has a Request for Quotation (RFQ) for an Electron Fare Collection system. In addition, mobile ticketing could facilitate fare reciprocity with neighboring agencies, such as CCAT and RCTA. In particular, there is an opportunity for CPT to coordinate with RCTA to allow free transfers between systems at the Lucky 7 store in Crescent City, facilitating easier transfers between the systems.

6.5 PERFORMANCE MANAGEMENT AND MONITORING PROGRAM PLAN

6.5.1 Benchmark Development and Monitoring

Benchmarking involves comparing current performance with an agency's own past performance and/or peer agency performance. The benchmark type associated with each performance measure, internal trend analysis or peer comparison, is dependent on whether the data required for the measure are available from the NTD. All of the proposed performance measures can be compared to CPTI's own historic performance (trend analysis), which is useful for evaluating general performance trends over time (i.e., whether performance is improving or getting worse). Peer comparison adds the element of comparing CPTI's performance to that of similar service providers, which helps provide context to performance results and can help identify areas where CPTI is already strong as well as areas where improvement may be possible. Because peer comparison require performance measures that are consistently defined and reported, only measures available in the NTD are proposed to be included in a peer comparison.

A five-year benchmarks and monitoring analysis was developed for the performance measures for which CPTI has historic data. The benchmarks were developed by route, taking the five-year annual average for calendar years 2015 through 2019. The full benchmarking analysis is provided in **Appendix A** and **Reference C: Transit Benchmarks and Monitoring Program Memorandum #3**. Table 6.6 presents a summary on the benchmarks considered and whether CPT exceeded the benchmark.

Table 6.6 Benchmarking Summary

Performance Measure	CPT Met Benchmark?
Service Coverage	
Service Equity*	CPTI serves a higher proportion of people in poverty, elderly adults, youth, households with no vehicles, people with disabilities, and people with limited English proficiency as compared to their proportions in Curry County as a whole
Service Provision and Utilization	
Annual Rides	✓
Annual Revenue Miles	✗
Annual Revenue Hours	✗
Cost Efficiency	
Cost per Revenue Hour	✗
Cost-Effectiveness	
Cost per Passenger Trip	✗
Passenger Boardings per Revenue Hour	✓
Resource Utilization	
Annual Revenue Miles per Vehicle in Maximum Service	✗

*CPTI has not historically tracked the proposed service area metrics of population, employment, and disadvantaged populations (service equity) within ¼ mile of bus stops. Analysis looked at the existing population, employment, and service equity of the CPTI fixed-route system (represented by Brookings, Port Orford, and Gold Beach) and compares the values to Curry County's overall demographics.

Additionally, there were several benchmarks that did not have data, but should be tracked in the future. These include:

- Maintenance cost per vehicle
- Vehicle-miles between breakdowns
- Missed connections with coordinated transit systems
- Bus stop amenities inventory

6.5.2 Peer Evaluation

This section provides a peer comparison for selected performance measures using FY 2018 NTD data. Peer transit services were selected for comparison using a method developed for the National Rural Transit Assistance Project (RTAP). This method identifies peer agencies based on the type of service provided, vehicle miles operated, population served, funding type, and proximity to Curry County. The five closest peers to CPTI were selected using this method. Two less-similar transit providers on the Oregon coast (Lincoln County and Coos County) were added for additional comparison, as they experience similar climatic conditions and state funding opportunities. The following providers are included in the peer comparison:

- Oregon
 - Coos County Area Transit (CCAT)
 - Lincoln County Transportation Service District (LCTSD)

- Grant County Transportation District (GCTD)
- Washington
 - Pacific Transit (PTS)
- California
 - Amador Regional Transit System (ARTS)
 - Tuolumne County Transit (TCT)
 - Tehama County (TRAX)

No two transit systems are identical. As a result, the peer comparison does not attempt to find peers that are exactly the same as CPTI; rather, the comparison seeks to find agencies that are *sufficiently alike* that reasonable performance comparisons can be made. At the same time, it is important to be aware of how the selected peers are different from CPTI when interpreting the results of the peer comparison.

Table 6.7 compares key aspects of the selected peers to CPTI. With the exception of Coos County and Lincoln County, the peers are based in small cities and focus on a mix of intercity and dial-a-ride service, with a majority of their service, in most cases, being fixed-route service. All but one peer is a transit district. CPTI stands out from its peers in that it has no local tax revenue or local government subsidy; all of its revenue comes from the farebox and other self-generated funds, and from state and federal grants. The RTAP peer-grouping method generates a “likeness score” to indicate how alike each peer is to CPTI based on these and other factors. A score of 0.50 or less indicates a high likelihood of being a good peer, a score of 0.51 to 1.00 indicates a reasonable potential to be a good peer, while a score greater than 1.00 indicates a low potential to be a good peer. The likeness scores for the selected peers indicate that all of the peers have some key differences from CPTI that should be taken into consideration when interpreting results, but that all but that the Oregon coast peers have reasonably similar operating, service area, and funding characteristics to CPTI.

Table 6.7 Peer Agency Context (FY18)

Agency	Headquarters City (Population)	Likeness Score	Governance	Local Subsidy	Fixed-Route Service
Curry County Public Transit Service District	Gold Beach, OR (2,208)	—	Transit District	0%	63%
Tehama County	Gerber, CA (1,259)	0.71	County	17%	75%
Pacific Transit	Raymond, WA (2,882)	0.86	Transit District	52%	59%
Grant County Transportation District	John Day, OR (2,251)	0.91	Transit District	8%	29%
Tuolumne County Transit	Sonora, CA (4,822)	0.91	Transit District	49%	58%
Amador Regional Transit System	Jackson, CA (4,694)	1.02	Transit District	43%	78%
Coos County Area Transit	Coos Bay, OR (16,176)	1.41	Transit District	2%	43%
Lincoln County Transportation Service District	Newport, OR (10,381)	1.53	Transit District	32%	78%

Appendix A provides additional information about the peer evaluation.

6.6 FINANCIAL PLAN

6.6.1 Funding Opportunities

There are several federal, state, and local funding sources available to CPT. The most-used sources at present are the Enhanced Mobility of Seniors & Individuals with Disabilities Formula Grant (Section 5310), the Rural Area Formula Grant (Section 5311), and the Bus and Bus Facilities Grant (Section 5339). See **Reference F: Financial Assessment Memorandum #6** for more details.

Table 6.8 presents funding opportunities, their purpose, and whether CPT has received it in the past.

Table 6.8 Funding Opportunities

Funding	Description	Funding Requirements	CPT
Federal			
<p>Section 5304 – Statewide Transportation Planning Grant Program</p>	<ul style="list-style-type: none"> Funds can be used for planning activities that increase the safety of the transportation system for motorized and nonmotorized users; increase the security of the transportation system for motorized and nonmotorized users; increase the accessibility and mobility of people and for freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; promote efficient system management and operation; and emphasize the preservation of the existing transportation system. 	<ul style="list-style-type: none"> These funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors. These funds, in turn, are sub-allocated by states for local planning needs. 	<ul style="list-style-type: none"> CPT did not receive this grant in 2021.
<p>Section 5310 – Enhanced Mobility of Seniors & Individuals With Disabilities Formula Grant</p>	<ul style="list-style-type: none"> Provides formula funding to states and metropolitan areas for the purpose of meeting the transportation needs of seniors and people with disabilities. Funds are apportioned based on each state's share of the population of these two groups. Eligible projects include both "traditional" capital investment and "nontraditional" investment beyond the requirements for Americans with Disabilities Act (ADA) complementary paratransit services. 	<ul style="list-style-type: none"> Small Urban Funds projects require a 20% local match. Surface Transportation Block Grant (STBG) projects require a 10.27% local match, which include capital, mobility management, contracted service, and preventative maintenance projects. 	<ul style="list-style-type: none"> CPT generally receives this grant, with Curry County receiving \$214,127 for FY21-23. CPT typically applies for the STBG project type, typically for contracted service and preventative maintenance projects.
<p>Section 5311 – Rural Area Formula Grant</p>	<ul style="list-style-type: none"> Provides funding to small cities and rural areas with populations of less than 50,000 for transit capital, planning, and operations, 	<ul style="list-style-type: none"> The required local match is 43.92% for operations projects and 10.27% each for administration funding and preventative maintenance projects. 	<ul style="list-style-type: none"> CPT generally receives this grant, with Curry County receiving \$428,058 in 2022.

	<p>including job access and reverse commute projects.</p> <ul style="list-style-type: none"> Funds are apportioned to states based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas. 		
Section 5339 – Bus and Bus Facilities	<ul style="list-style-type: none"> Provides funding for small city and rural transit providers to replace vehicles, expand the vehicle fleet, purchase bus-related equipment, construct or modify bus-related facilities, and install signs and shelters. Each state receives a base \$1.75 million allocation per year, which is then increased based on population and service factors. ODOT then distributes its share of the funds to transit providers through a competitive grant process. 	<ul style="list-style-type: none"> The required local match is 15% for vehicles, 10% for alternative fuel facilities and vehicles, and 20% for all other types of eligible projects. 	<ul style="list-style-type: none"> Curry County received this grant for FY 2021-2022, receiving \$594,150 in ODOT bus purchase grants.
Surface Transportation Block Grant (STBG)	<ul style="list-style-type: none"> Provides flexible federal funding to best address state and local transportation needs, including federal-aid highways, bridge and tunnel projects on public roads, pedestrian and bicycle infrastructure, and transit capital projects, such as fleet replacement. 	<ul style="list-style-type: none"> ODOT provides a STBG Fund Exchange program in which all counties can exchange their federal funds for state funds at a rate of 90 cents in state funds for each dollar of federal funds Recipients can then use the state funds they receive to provide local match for other federal grants or implement their projects without being constrained by federal requirements. 	<ul style="list-style-type: none"> Curry County did not receive this grant in 2021.
Infrastructure Investment and Jobs Act	<ul style="list-style-type: none"> This legislation includes \$39 billion of new investment to modernize transit and improve accessibility for the elderly and people with disabilities, in addition to continuing existing transit programs for five years as part of the surface transportation reauthorization. 	N/A	<ul style="list-style-type: none"> Curry County did not receive this funding in 2021.
State			
Statewide Transportation	<ul style="list-style-type: none"> The STF Program provides a flexible, coordinated, reliable, and continuing 	<ul style="list-style-type: none"> Most (90%) of STF funds are distributed to Qualified Entities based on a formula; CPT 	<ul style="list-style-type: none"> In 2022, Curry County received \$135,400. The awards for the

<p>Improvement Fund & Special Transportation Fund</p>	<p>source of revenue to support transportation services for seniors and people with disabilities of any age.</p> <ul style="list-style-type: none"> Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established the STIF, a new dedicated funding source for expanding public transportation service, funded through an 0.1% employee payroll tax in Oregon. HB 2017's goals included expanding access to jobs, improving mobility, relieving congestion, and reducing greenhouse gas emissions, while providing a special focus on low-income populations. 	<p>receives direct formula funds. Five percent of STIF funds are available via discretionary grants for flexible funding, while four percent are available via discretionary grants for projects enhancing intercommunity service and the statewide transit network. One percent of the funds are allocated for program administration and a technical resource center.</p>	<p>2021–2023 biennium will be the final separate STF distribution, as the Oregon Legislature has directed that the STF be merged into the Statewide Transportation Improvement Fund (STIF) by July 1, 2023.</p>
<p>STP Discretionary Bus Replacement Program</p>	<ul style="list-style-type: none"> Oregon transfers federal STBG funds into Section 5310, Section 5311, and Section 5307 (Mass Transit Vehicle Program, used by large urban areas) and allocates funds to transit providers throughout Oregon through a competitive grant process. Funds must be used to replace existing vehicles that were purchased through ODOT and have ODOT on the vehicle title as the first security interest holder. 	<ul style="list-style-type: none"> A local match of 10.27% is required. 	<ul style="list-style-type: none"> In the 2020–2022 biennium, ODOT allocated \$5 million to the program; Curry County did not receive funding. The Oregon Transportation Commission has committed to continuing this program for at least one more grant cycle.
<p>Statewide Transit Network Program</p>	<ul style="list-style-type: none"> This program is designed to support intercommunity and intercity transit services. It is funded partially by the STIF Intercommunity Discretionary Fund (\$7.3 million in the 2019–2021 biennium) and partially by federal Section 5311(f) intercity funds (\$1.3 million). 	<ul style="list-style-type: none"> All entities that are eligible for STIF funding and provide intercommunity/intercity service are eligible to apply to the STIF Intercommunity Discretionary Fund. The required local match is the same as for STIF Discretionary grants: 20%, or 10% for specified project types; intercity service typically has characteristics that qualify for the 10% local match. Eligibility for 5311(f) funds is broader than for STIF funds, as eligible entities also include non-profit and private for-profit providers of intercity service. However, these funds also require a greater local match: 50% for operations projects and 20% for capital projects and project administration. 	<ul style="list-style-type: none"> Curry County did not receive this grant in 2021.

	<ul style="list-style-type: none"> The RVHT grant program was created in 2019 by Senate Bill 5538. Funding can be used to provide veterans and federally recognized Tribes with access to healthcare and other transit-related needs. 	<ul style="list-style-type: none"> Funding awards range between \$35,000 and \$75,000. No local match is required; RVHT grants may be leveraged as a local match to secure funding for complementary transit funding. The funding cannot be used for individuals who are civilians and not tribal members. RVHT passengers may not be charged a transit fare. 	<ul style="list-style-type: none"> Curry County did not receive this grant in 2021.
ODOT Safe Routes to Schools Grant	<ul style="list-style-type: none"> The Oregon Department of Transportation has two main types of Safe Routes to School programs. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. Education programs focus on education and outreach to assure awareness and safe use of walking and biking routes. About 90% of fund for construction projects are through the competitive grant process, where funds distributed through an application-based, competitive process on a two-year grant cycle. 	<ul style="list-style-type: none"> The Construction grant applications open again in 2024. Projects must be within one-mile of a School; provide a 40% local cash match; have school or school district support; be included in a plan; and provide a safety benefit. 	<ul style="list-style-type: none"> Curry County did not receive this grant in 2021.
ODOT Transportation Options Program (TO)	<ul style="list-style-type: none"> The TO program focuses on implementation of the Oregon Transportation Options Plan, including: managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more. The TO offers a limited number of annual sponsorships of up to \$5,000 per project. 	<ul style="list-style-type: none"> Project must be a community event; safety education and awareness activity; map, signage for pedestrian and bicycles; bicycle helmets; bicycle parking; or bicycle repair station. Other projects may also be considered. 	<ul style="list-style-type: none"> Curry County did not receive this grant in 2021.

Caltrans Grants	<ul style="list-style-type: none"> Caltrans administers the Caltrans Sustainable Transportation Planning Grants, as well as the State Transportation Improvement Program (STIP), Active Transportation Program, Transportation Development Act, Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), and State Transit Programs (STIP/Prop 1B (SLPP)/TCRP/Prop. 116/Prop. 1A) 	<ul style="list-style-type: none"> Varies by grant. 	<ul style="list-style-type: none"> Curry County did not receive this grant in 2021.
Local			
City Contributions	<ul style="list-style-type: none"> General City funds contributions and potential partnerships could be used to expand local mobility options and facilitate connections to future development. 	N/A	<ul style="list-style-type: none"> At present, the cities of Brookings, Port Orford, and Gold Beach do not financially contribute to the County transit system.
Medical- and Senior- Related and Local Revenue	<ul style="list-style-type: none"> Curry County provides services supporting medical care and senior transportation. The County receives revenue from contracted medical and community partners to provide these services. 	N/A	<ul style="list-style-type: none"> From June 2021 to June 2022, these partnerships provided \$37,750 in funding.

6.6.2 Recommended Funding Policy and Projections

6.6.2.1 PROPERTY TAX

CPT does not currently have any dedicated taxing authority. CPT could pursue becoming a Transportation Service District in the future under the provisions of ORS 267.510 to 267.650, which would allow it to levy property taxes to help fund its operations. Becoming a Transportation Service District requires, among other things, the County's governing body (the Board of Commissioners) approval. After becoming a Transportation Service District, property taxes would need to be approved via a public ballot. For example, Lincoln County Transportation District, applies a property tax rate slightly less than \$0.10 per \$1000 (0.01%) of the assessed total tax land value, while Tillamook County Transportation District assesses \$0.20 per \$1000.

Table 6.9 shows three tax rates (0.01%, 0.02%, and 0.03%) applied to FY21-22 countywide assessed values¹⁵ to estimate the revenue that CPT could raise with a property tax. An annual growth rate of 2.0% was assumed for future years which includes the annual increase in assessed property values and incorporates an annual increase for new development.

6.5.2.2 EMPLOYER-BASED PAYROLL TAX

Another potential future funding source is an employer-borne payroll tax equal to one tenth of one percent. A tax of that amount would be equivalent to the existing employee-borne tax funding the STIF. This potential funding source is assumed to grow at the same pace as STIF funding (4.18%) in the example below. Ninety percent of the state payroll tax raised in a county is returned through the formula grant; therefore, the 2022 estimate equals Curry County's forecasted FY22 STIF formula revenue divided by 0.9.

Table 6.9 Projected Revenues - Potential Future Local Funding Sources

Potential Future Funding Source	Scenario	Fiscal Year				
		2022	2027	2032	2037	2042
Property Tax	\$0.10/\$1,000	\$348,202	\$383,022	\$417,842	\$452,662	\$487,483
	\$0.20/\$1,000	\$696,404	\$766,044	\$835,684	\$905,325	\$974,965
	\$0.30/\$1,000	\$1,044,066	\$1,149,066	\$1,253,527	\$1,357,987	\$1,462,448
Employer-based Payroll Tax	0.1%	\$240,188	\$290,387	\$340,586	\$390,786	\$440,985

6.5.2.3 FUNDING PROJECTIONS

Future funding scenarios consider relatively stable - as well as uncertain - funding sources. Although the COVID-19 pandemic has reduced ridership and ridership-associated transit funding, other funding for transit has increased in recent years.

¹⁵ 2021-22 Tax Rate Summary.pdf (revize.com)

Table 6.10 Projected Growth Rates for Funding and Costs

Growth Rates	
STIF Formula Employment/STF/Wage Growth	4.18%
5310/5311	2.00%
Other (Non-Emergency Medical Transportation (NEMT), Contract Revenues)	2.00%
Service and Capital Cost	3.50%

The following funding scenarios were considered:

- **Baseline Funding:** This scenario projects existing funding sources at the rates shown in Table 6.10.
- **Baseline at 90%:** This scenario assumes a 10% reduction in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of reduced ridership and its impacts on fare and formula fund loss, STIF projections, etc.
- **Baseline at 110%:** This scenario assumes a 10% increase in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of increased ridership, STIF projections, etc.
- **Baseline + STIF Intercommunity:** This scenario includes existing funding sources plus an additional \$200,000 in STIF Intercommunity. It projects this funding forward at the historic rate. STIF Intercommunity funds could be applied to potential routes. It should be noted that STIF Intercommunity funds are intended to be used for pilots and initial operations. The assumed \$200,000 is a typical operating funding amount for STIF Intercommunity funds; this scenario projects a 2% growth rate.
- **Baseline + City Contributions:** This scenario reflects the cities in Curry County (Brookings, Gold Beach, and Port Orford) each contributing several thousand dollars per year to Curry County to about \$10,000 in local funding and leveraging these dollars as the 20% local match for various state and federal funds, including for the Section 5339 Bus and Bus Facilities, STIF, STP Discretionary Bus Replacement, and Statewide Transit Network Programs. The resulting amount is estimated at \$50,000, projected at a 2% growth rate.
- **Baseline + District Property Tax (0.02%):** This scenario reflects a possibility of Curry County becoming a transportation service district and enacting a property tax rate of \$0.20 per \$1000 of the assessed total tax land value. The forecast property tax is based on an annual increase of 0.02% of total existing property taxes and the additional property taxes from anticipated housing growth in the county.
- **Baseline + Payroll Tax:** This scenario reflects a potential employer-borne payroll tax equal to one tenth of one percent. A tax of that amount would be equivalent to the existing employee-borne tax funding the STIF. This potential funding source is assumed to grow at the same pace as STIF funding (4.18%) in the example below.

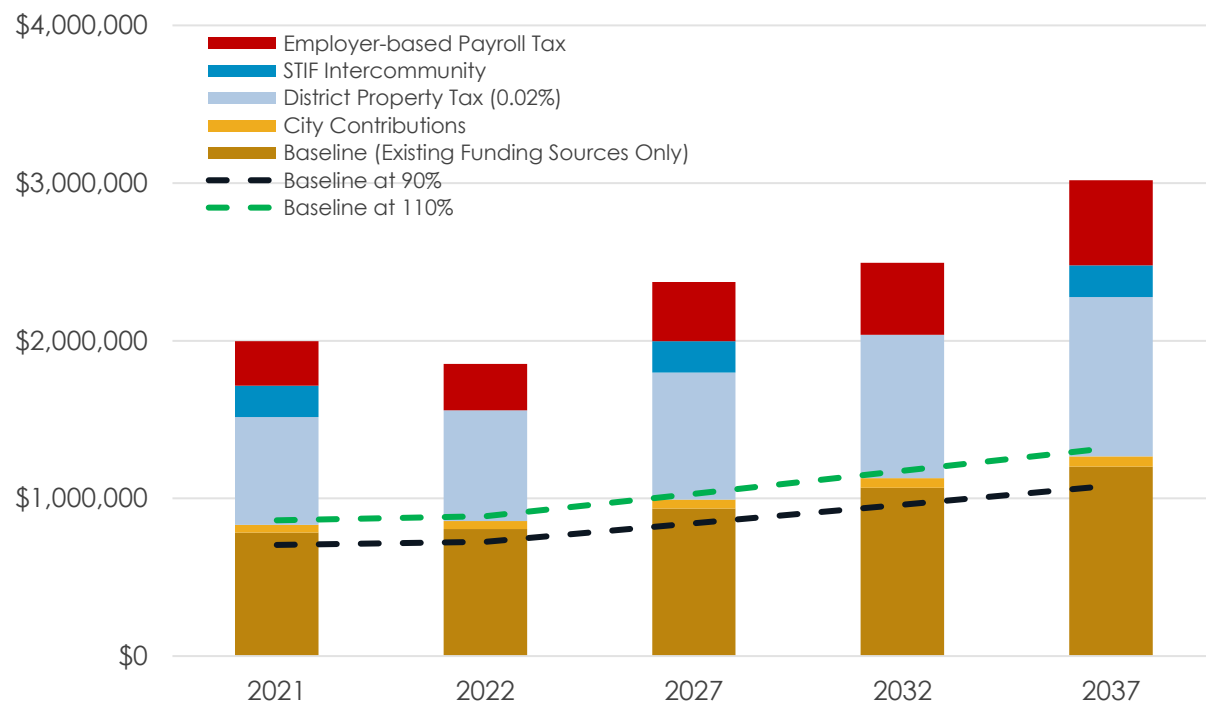
Table 6.11 and Figure 6.5 show the funding scenarios and approximate projected funding amounts.

Table 6.11 Projected Funding Scenarios

Existing Funding Sources ¹⁶	2022	2027	2032	2037	2042
STIF/STF	\$294,000	\$376,000	\$458,000	\$540,000	\$622,000
Section 5311 Funds	\$326,000	\$358,000	\$390,000	\$422,000	\$454,000
Section 5310 Funds	\$147,000	\$161,000	\$175,000	\$190,000	\$204,000
Other (NEMT, Contract Revenues)	\$38,000	\$41,000	\$45,000	\$49,000	\$53,000
Baseline (Existing Funding Sources Only)	\$805,000	\$936,000	\$1,068,000	\$1,201,000	\$1,333,000
Funding Scenarios					
Baseline at 90%	\$725,000	\$842,000	\$961,000	\$1,081,000	\$1,200,000
Baseline at 110%	\$886,000	\$1,030,000	\$1,175,000	\$1,321,000	\$1,466,000
Baseline + STIF Intercommunity ¹	\$883,000	\$905,000	\$1,036,000	\$1,168,000	\$1,301,000
Baseline + City Contributions	\$856,000	\$992,000	\$1,129,000	\$1,267,000	\$1,404,000
Baseline + District Property Tax (0.02%)	\$1,508,000	\$1,742,000	\$1,976,000	\$2,211,000	\$2,446,000
Baseline + Employer-based Payroll Tax	\$1,099,000	\$1,312,000	\$1,526,000	\$1,741,000	\$1,955,000

¹It was assumed that a grant reward of \$200,000 would be received every two years, for an average of \$100,000 per year.

Figure 6.5 Projection of Baseline and Funding Scenarios



¹⁶Projections based on 2021-2022 CPT budget.

6.6.3 Service Alternative Cost Projections

Cost estimates for services were developed for the additional recommendations (beyond the existing services) in the short-term (2022–2025), mid-term (2025–2030) and long-term (2031–2040). Costs for these recommendations are in addition to costs for the existing service. Additional short-term costs were estimated by projecting the current operating cost of \$56.99 per revenue hour. The additional operating cost includes all costs related to operations, maintenance, administration, marketing, etc. A 3.5% annual growth rate was applied to the operating cost when making projections. In addition, a 5% growth rate was applied for 2022 to account for high inflation. Table 6.12 shows the resulting service recommendation additional costs.

Table 6.12 Short-Term, Mid-Term and Long-Term Service Alternatives Costs

Timeline	Recommendation	Description	Annual Cost Estimate ¹	Notes
Short-Term (2025)	Port Orford Dial-A-Ride	New Dial-A-Ride service in Port Orford (9 hours/day)	\$140,000	N/A
	Coordination of Dial-A-Ride with Coastal Express	Coordinate Dial-A-Ride services with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford	N/A	This recommendation would not incur additional costs; connections to/from the Coastal Express would be prioritized at certain times of the day
	Inter-County Service Coordination	Coordinate with other providers to improve efficiency by reducing transfer times and distances, while coordination with cities and Coos County can improve rider access to bus stops.	N/A	Coordination is part of normal administrative costs. However, if schedule changes are needed to improve coordination that require increasing service hours, costs would increase.
	Langlois Library Stop	Make the Langlois Public Library, which is currently a flag stop, a formal stop on the Coastal Express route. A flag stop is a location where riders can 'flag' down a bus, although there is no formal stop	\$9,000 ²	-Provide CPT bus stop sign -Install bus stop shelter -Provide trash cans near the stop -Provide at least one bike rack
	Staff Capacity and Transition	Increase the number of staff employed by CPT, including bus operators and administrative staff. Develop a transition plan for the current manager of CPT.	N/A	Fill vacant positions that are already budgeted; staff costs for new or expanded service are part of the operating cost assumption for those services.
	Marketing & Advertising	Improve marketing and advertising by providing maps and/or brochures	N/A	Uses existing marketing budget

	Service to Crescent City	Coordinate with RCTA to provide service	N/A	Uses existing administration budget
Total Additional Short-Term Recommendations Costs			\$149,000	
Mid-Term (2030)	Brookings Circulator	A local route that would serve the commercial and residential land uses in Brookings and Harbor (13 hours/day).	\$202,000	N/A
	Increased Service Hours of Coastal Express and Dial-A-Ride	Adding an additional run (morning) to the Coastal Express will help to increase frequency and meet unmet needs. Providing more services increases the number of trip types that transit can serve and helps address identified local and regional transit gaps.	\$311,000	N/A
	Bus Stop Improvements including Weather-Resistant Bus Shelters	Improve shelters at stops in Curry County (Port Orford, Gold Beach, Brookings, and both stops in Harbor).	\$23,000 ³	N/A
	Marketing & Advertising	Continue marketing activities.	N/A	Uses existing marketing budget
Total Additional Mid-Term Recommendations Costs			\$536,000	
Long-Term (2035)	Gold Beach Circulator	A local route that would serve the commercial and residential land uses within Gold Beach (13 hours/day) and/or provide additional service between Gold Beach and Brookings/Harbor between Coastal Express trips.	\$202,000	N/A
	Add Stop at Southwestern Oregon Community College (SWOCC)	Provide services to SWOCC by adding a transit stop at or near the campus.	\$6,000+ ³	Topographic constraints make it difficult to provide pullouts and shelters on US 101; campus access road and parking lot configuration make it difficult to provide an on-campus stop.
	Marketing & Advertising	Continue to improve marketing and advertising in the long run.	N/A	Uses existing marketing budget
Total Additional Long-Term Recommendations Costs			\$208,000	

¹Cost in current dollars² This is a one-time capital cost. Cost estimates are sourced from Transit in Small Cities: A Primer for Planning, Siting, and Designing Transit Facilities in Oregon <https://digital.osl.state.or.us/islandora/object/osl:10551>³This is a one-time capital cost.

6.6.4 Capital and Fleet Costs

As discussed in Section 3.3.1 *Vehicle Fleet*, several vehicles need to be replaced. Approximately \$2,593,000 is recommended to be budgeted over the next eleven years for local match to state and federal grants for fleet replacement; \$195,000 per year from FY 22/23 to FY 32/33. The fleet replacement costs are assumed to grow by 3.5% annually throughout the entire plan horizon. Table 6.13 shows the recommended annual local match for capital improvements and fleet replacement that should be budgeted annually in the future.

Table 6.13 Future Fleet Replacement Annual Costs

Annual Costs	Sample Fiscal Year				
	2022	2027	2032	2037	2042
Fleet Replacement Costs	\$195,000	\$234,000	\$281,000	\$336,000	\$402,000

6.6.5 Total Projected Revenues and Costs

CPT's existing funding sources provide a base for continuing to provide existing transit services in the region and to enhance those services into the future. Table 6.14 shows the summary of the short, mid, and long-term costs of the recommendations. These costs are in addition to the cost of running existing services. These existing costs are presented in Figures 6.2 through 6.6.

Table 6.14 Summary of Additional Short-Term, Mid-Term and Long-Term Costs

Transit Service Recommendations	Additional Annual Cost (\$1000s, in Today's Dollars)
Short-term	\$149,000
Mid-term	\$536,000
Long-term	\$208,000

Figure 6.6, Figure 6.7, Figure 6.8, Figure 6.9, and Figure 6.10 show the projections of existing revenues and funding scenarios along with short-term, mid-term and long-term costs. As shown, existing revenues are not sufficient to fund existing operational and capital costs, short-term costs, medium-term costs, or long-term costs in the future. To ensure sustainability and implement recommended improvements, CPT will need to focus on additional funding sources as shown in the figures below.

Figure 6.6 Baseline, Short-Term, Mid-Term and Long-Term Cost Projections

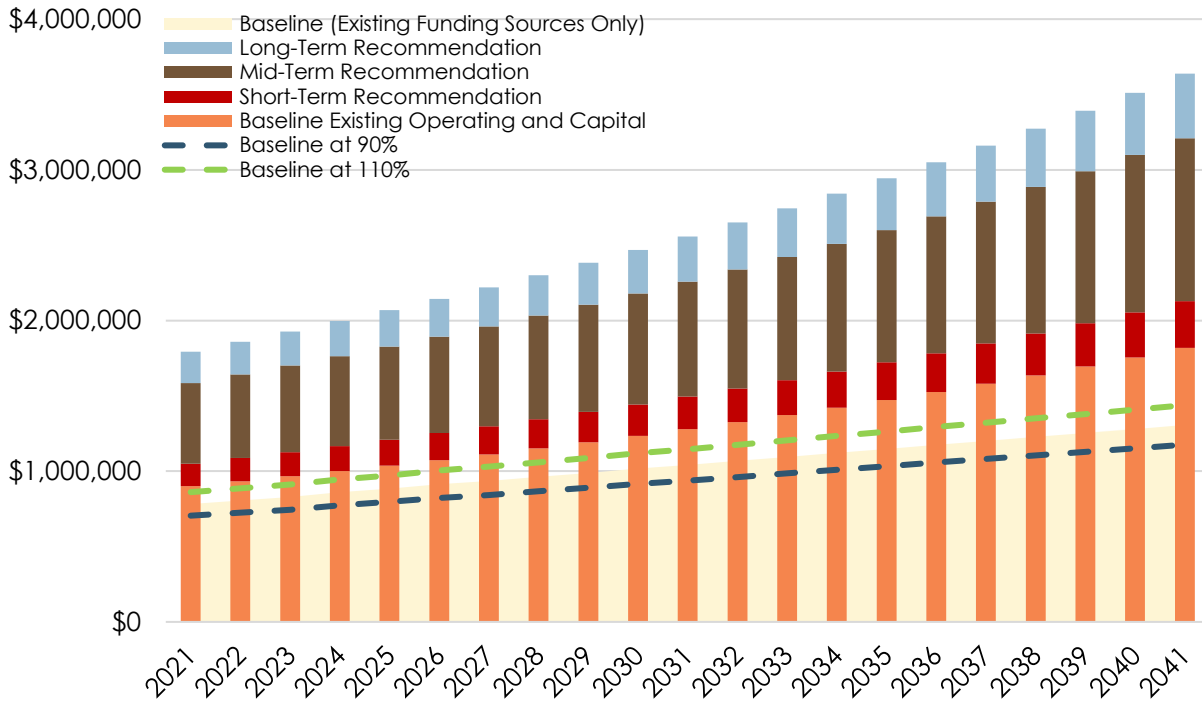


Figure 6.7 Baseline Plus City Contributions, Short-Term, Mid-Term and Long-Term Costs

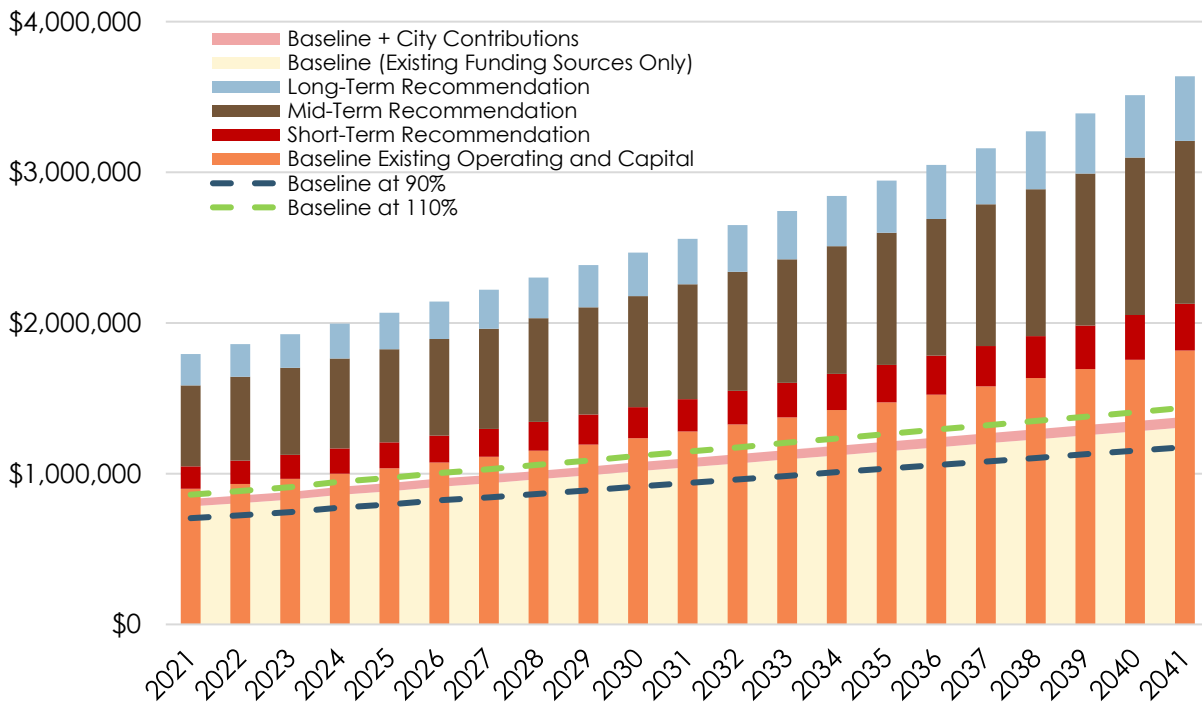


Figure 6.8 Baseline Plus STIF Intercommunity funds, Short-Term, Mid-Term and Long-Term Costs

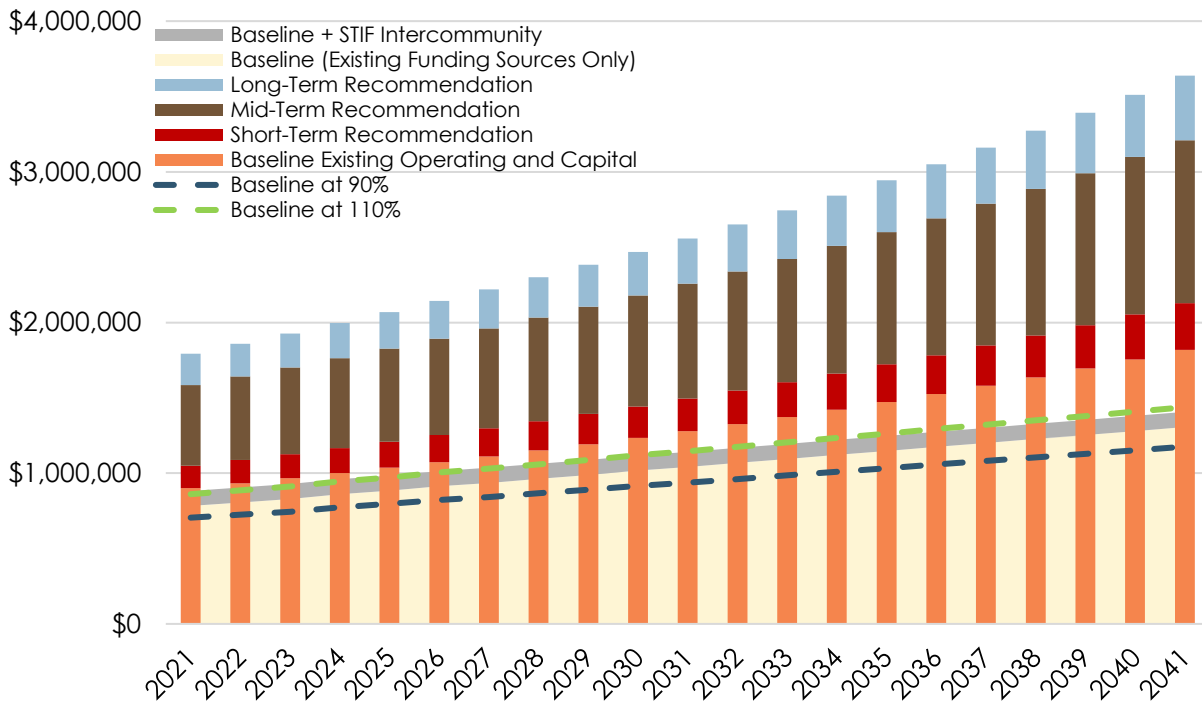


Figure 6.9 Baseline Plus Employer-based Payroll Tax, Short-Term, Mid-Term and Long-Term Cost Projections

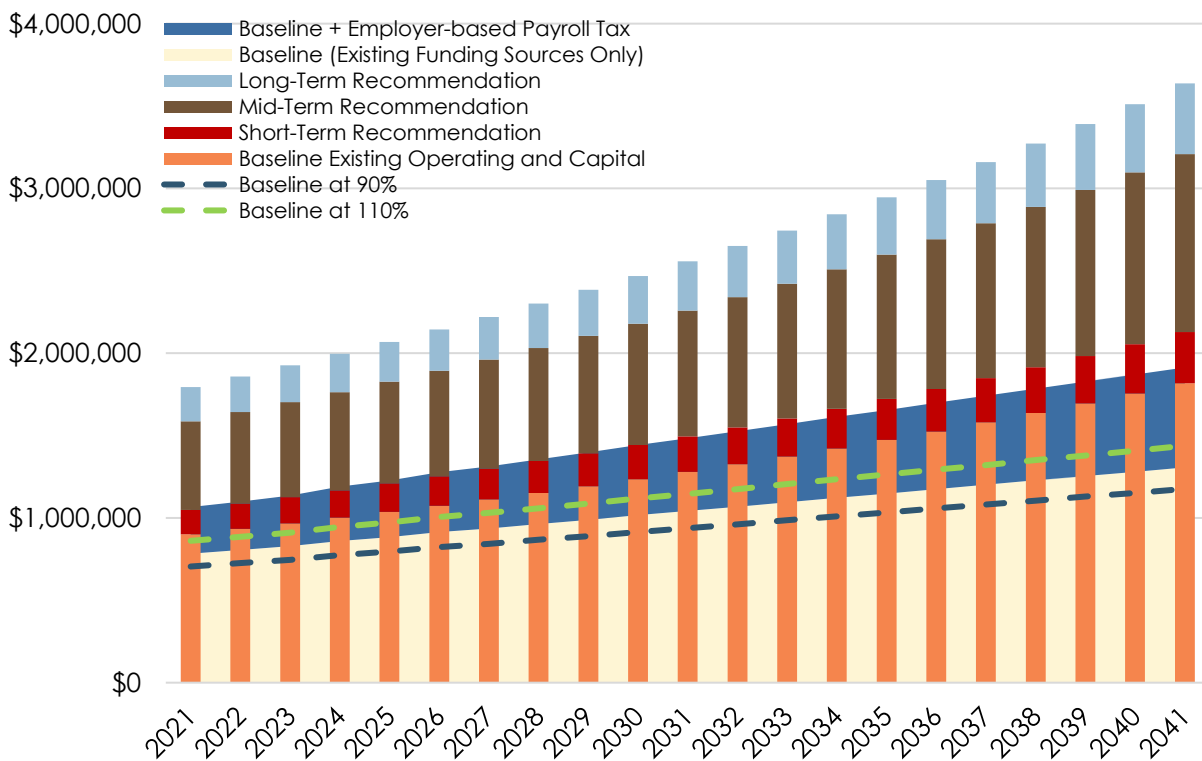
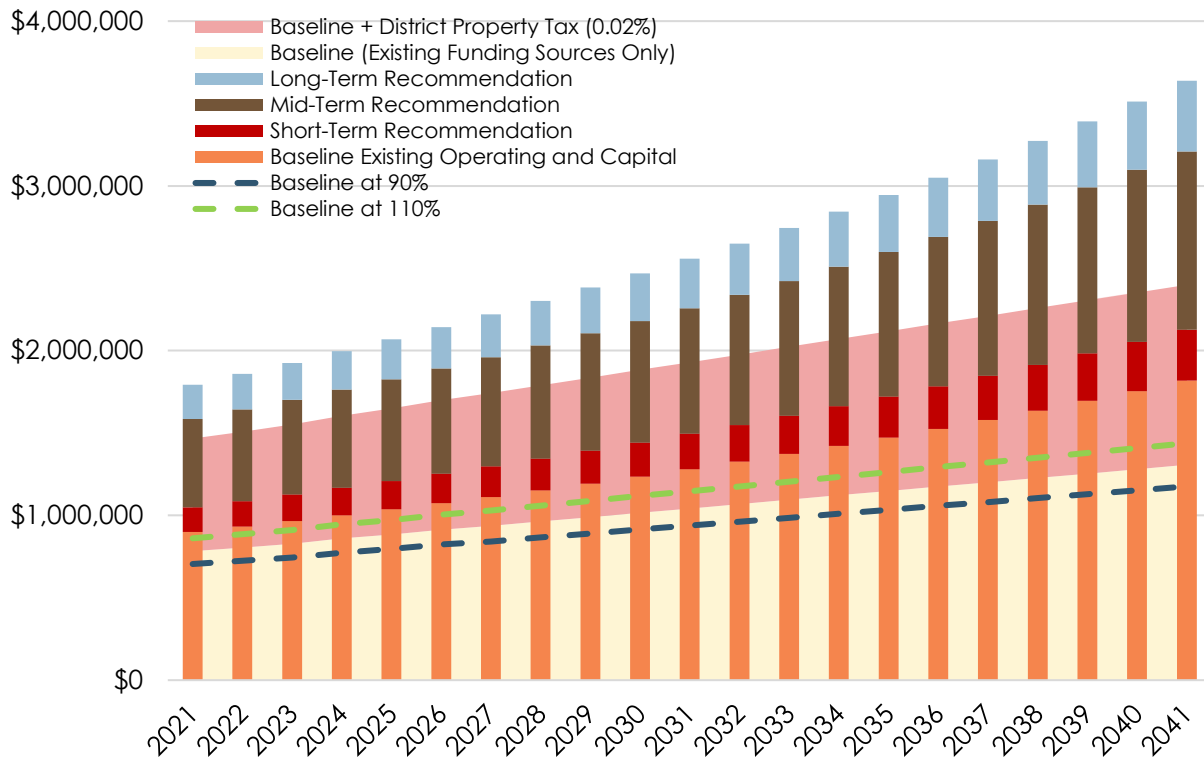


Figure 6.10 Baseline Plus 0.02% District Property Tax, Short-Term, Mid-Term and Long-Term Cost Projections



As shown in Figure 6.6 and Figure 6.7, neither the Baseline scenario or the Baseline + City contributions scenario can cover the existing service operating and capital cost costs for any years. As shown in Figure 6.4, STIF Intercommunity funds could be used to cover some existing costs plus some short-term costs, but additional sources would be needed to cover the rest of short-term costs, as well as medium- and long-term costs. As shown in Figure 6.9 and Figure 6.10, an employer based-payroll tax or a district property tax in addition to the existing sources would cover most short-term costs (for the payroll tax) or short-term and medium-term costs (for the district property tax). No scenario would cover the costs of long-term recommendations.

6.6.6 Project Prioritization

Based on the funding analysis presented above, CPT cannot fund any recommendations with existing funding sources alone. Projected existing operating and capital costs are not predicted to be fully funded without any additional sources. An employer-based payroll tax could cover short-term recommendations through 2037 and a district property tax could cover short-term costs through 2042 and partially cover medium-term costs. Therefore, it is recommended that no-cost or low-cost projects be prioritized first until additional funding sources are secured. Financially constrained projects, which should be prioritized, include:

- Port Orford Dial-A-Ride¹⁷
- Coordination of Dial-A-Ride with Coastal Express
- Inter-County Service Coordination
- Langlois Library Stop
- Service to Crescent City
- Marketing & Advertising

¹⁷ Funding for Port Orford Dial-A-Ride has already been separately secured, however there is a lack of driver availability.

Priority projects for additional funding include:

- Brookings Circulator
- Increased Service Hours of Coastal Express and Dial-A-Ride
- Bus Stop Improvements including Weather-Resistant Bus Shelters
- Gold Beach Circulator
- Add Stop at Southwestern Oregon Community College (SWOCC)

6.7 IMPLEMENTATION PLAN

The following sections provides key actions for the short-, medium- and long-term service, capital, technology, management, and marketing opportunities. Figure 6.11 provides a summary of key actions throughout the planning horizon. In addition, local TDP adoption strategies are outlined, including comprehensive plan policies and development code.

6.7.1 Short-Term Actions

The following are actions CPT should consider in the short-term.

Service Opportunities

- Implement new Dial-A-Ride service in Port Orford.
- Coordinate Dial-A-Ride services with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford.
- Coordinate with Redwood Coast Transit and CCAT to improve transfer times and schedule compatibility.
- Formalize the Langlois Public Library stop. Provide the following upgrades:
 - Provide a CPT bus stop sign to indicate bus stop location
 - Install a bus stop shelter¹⁸
 - Provide sidewalks and bike lanes along US-101 and Waller Lane to provide easy access to the stop for pedestrians and bicyclists
 - Provide trash cans near the stop and arrange for trash pickup service
 - Provide street lighting at the bus stop
- Coordination expansion of RCTA service to Crescent City.








Capital Opportunities

- Acquire an additional van to support new Dial-A-Ride services.
- Replace vehicles that have met their EUL/mileage limits on a two-vehicle per year basis, or as funding allows.

Facility Improvements

- Monitor activity on the Brookings circulator and consider the need for a larger on- or off-street transit center to facilitate connections between intercity, local circulator, and dial-a-ride services.
- Implement short-term bus stop improvements, as per Table 6.5.

2025 (SHORT-TERM) 0 TO 5 YEARS

-  PORT ORFORD DIAL-A-RIDE
-  COORDINATION OF DIAL-A-RIDE WITH COASTAL EXPRESS
-  INTER-COUNTY SERVICE COORDINATION
IMPROVED TIMINGS WITH REDWOOD COAST TRANSIT AND COOS COUNTY AREA TRANSIT
-  LANGLOIS PUBLIC LIBRARY STOP
FORMALIZE CURRENT FLAG STOP ON THE COASTAL EXPRESS ROUTE
-  STAFF CAPACITY AND TRANSITION
-  MARKETING AND ADVERTISING
-  SERVICE TO CRESCENT CITY
COORDINATE WITH REDWOOD COAST TRANSIT

2030 (MID-TERM) 5 YEARS TO 10 YEARS

-  BROOKINGS CIRCULATOR
-  INCREASED FREQUENCY AND SERVICE HOURS OF THE COASTAL EXPRESS AND DIAL-A-RIDE
ADDITIONAL NORTHBOUND AND SOUTHBOUND AFTERNOON RUN OF THE COASTAL EXPRESS
-  WEATHER-RESISTANT BUS SHELTERS
-  MARKETING AND ADVERTISING

2040 (LONG-TERM) 10 TO 20 YEARS

-  GOLD BEACH CIRCULATOR
-  ADD STOP AT SWOCC
-  MARKETING AND ADVERTISING

Figure 6.11 Short-, Medium-, and Long-Term Actions

¹⁸ Each City owns and maintains CPT bus stop shelters; CPT is not responsible for the bus stop shelters.

Management Actions

- Coordinate with other transportation providers, including Redwood Coast Transit in Del Norte County, to CCAT in Coos County, and to SouthWest POINT in Brookings, to implement schedule changes and reduce transfer times.
- Hire more staff, including drivers. Create a staff transition plan for the manager of CPT.

6.7.2 Medium-term Actions

Service Opportunities

- Implement a new Brookings circulator route, as funding allows.
- Increase frequency and service hours of Coastal Express and Dial-A-Ride services.
 - Add an additional northbound and southbound afternoon run to provide more frequency and opportunities for connection.
 - As funding allows, add an early morning northbound trip to improve intercity connections.
 - Expand Dial-a-Ride service hours to facilitate connections to Coastal Express trips.

Capital Opportunities

- Acquire two additional vehicles to support the Brookings circulator and additional Coastal Express run.
- Replace vehicles that have met their EUL/mileage limits on a two-vehicle per year basis, or as funding allows.

Facility Improvements

- Update existing shelters with weather-resistant shelters. As budget and space allow, stops with no shelters should have weather-resistant shelters installed. Shelters located on the northbound side of the Coastal Express route could potentially be turned around where space permits, so that the screen blocks wind and rain from the direction of the ocean.

6.7.3 Long-term Actions

Service Opportunities

- Implement a Gold Beach circulator, as funding allows.
- Add a stop at Southwestern Oregon Community College.

Capital Opportunities

- Acquire one additional vehicle to support the Gold Beach circulator.
- Replace vehicles that have met their EUL/mileage limits on a two-vehicle per year basis, or as funding allows.

Facility Improvements

- Implement long-term bus stop improvements, as per Table 6.5.

6.7.4 Ongoing Actions

The following are actions CPT should pursue throughout the 20-year planning horizon.

Capital Opportunities

- Monitor progress from other agencies to learn how they are transitioning their fleet to clean vehicles.
 - Replace buses with low-floor models as part of the bus replacement schedule.
-

Facility Improvements

- Seek agreements with local business, local government, and community organizations that allow use of a few spaces for “informal” park-and-ride usage.
- Work with local cities, Curry County, and ODOT to prioritize pedestrian improvements that serve transit stops. In addition, pedestrian improvements in the immediate vicinity of a transit center or shelter can sometimes be funded or provided by other projects, including private development projects.

Transportation Technologies

- Develop online mobile trip planning tools as funding and staff availability allows.
- Implement on-board cameras. Use to provide customer and driver safety, assist with accidents and insurance claims, and provide insight on bus operator performance and passenger counting.
- Provide real-time vehicle arrival information; options include by text message or phone call to an automated system using a bus stop number, by accessing the transit provider’s website, by using a dedicated smartphone app, or by using a third party’s website or app (e.g., Google Maps).
- Support mobile application technologies by providing real-time AVL data feeds; this could make real-time bus locations available on applications such as Google Maps and Transit, and could potentially be integrated into CPT’s website.

Management Actions

- Develop an effective monitoring program using benchmarking outlined in the Performance Management and Monitoring Program
- Transition data management to a digital format.

Marketing and Advertising Plan

- Pursue marketing and advertising efforts such as updating brochures and maps, continued investment in training programs, and advertisement in various media channels. Update strategies to new technologies and media sources.

Fare Policies and Payment Options

- Review fares and adjust as need.
- Implement monthly passes costing \$40 a month.
- Continue efforts for mobile ticketing. Coordinate with other agencies to facilitate fare reciprocity.

6.7.5 Funding

Table 6.15 aligns the short-term action to the relevant funding sources. This includes opportunities identified as priorities throughout the 20-year TDP planning horizon.

Table 6.15 Short-Term Opportunities and Available Funding Pools

Strategy	Section 5304	Section 5310	Section 5311	Section 5339	STF/STIF	Statewide Transit Network Program	STP Discretionary Bus Replacement Program	RVHT	Private/Public Partnerships	ODOT Safe Routes to School Grant	Transportation Options Program
Service Opportunities											
Implement new Dial-A-Ride service in Port Orford		X	X		X	X		X			
Coordinate Dial-A-Ride services with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford		X	X		X	X		X			
Coordinate with Redwood Coast Transit and CCAT to improve transfer times and schedule compatibility		X	X		X	X		X			
Formalize the Langlois Public Library stop				X							
Capital Opportunities											
Acquire an additional van to support new Dial-A-Ride services.		X	X	X	X	X	X				
Replace vehicles that have met their EUL/mileage limits on a one-vehicle per year basis, or as funding allows.		X	X	X	X	X	X				
Monitor progress from other agencies to learn how they are transitioning their fleet to clean vehicles	-	-	-	-	-	-	-	-		-	-
Replace buses with low-floor models as part of the bus replacement schedule		X	X	X	X	X	X				
Facility and Technology Improvements											
Monitor activity on the Brookings circulator and consider the need for a larger on- or off-street transit center to facilitate connections between intercity, local circulator, and dial-a-ride services		X	X	X	X	X	X				
Implement short-term bus stop improvements		X	X	X	X	X	X			X	
Seek agreements with local business, local government, and community organizations that allow use of a few spaces for "informal" park-and-ride usage.									X		

Strategy	Section 5304	Section 5310	Section 5311	Section 5339	STF/STIF	Statewide Transit Network Program	STP Discretionary Bus Replacement Program	RVHT	Private/Public Partnerships	ODOT Safe Routes to School Grant	Transportation Options Program
Work with local cities, Curry County, and ODOT to prioritize pedestrian improvements that serve transit stops. In addition, pedestrian improvements in the immediate vicinity of a transit center or shelter can sometimes be funded or provided by other projects, including private development projects.									X	X	
Transportation Technologies											
Develop online mobile trip planning tools as funding and staff availability allows.		X	X		X				X		
Implement on-board cameras.		X	X		X						
Provide real-time vehicle arrival information		X	X		X						
Support mobile application technologies by providing real-time AVL data feeds		X	X		X						
Management Strategies											
Coordinate with other transportation providers, including Redwood Coast Transit in Del Norte County, to CCAT in Coos County, and to SouthWest POINT in Brookings, to implement schedule changes and recue transfer times.	-	-	-	-	-	-	-	-	-	-	-
Hire more staff, including drivers. Create a staff transition plan for the manager of CPT.		X	X		X	X		X			
Develop an effective monitoring program using benchmarking outlined in the Performance Management and Monitoring Program	-	-	-	-	-	-	-	-	-	-	-
Transition data management to a digital format.	-	-	-	-	-	-	-	-	-	-	-
Marketing and Advertising Plan											
Pursue marketing and advertising efforts such as updating brochures and maps, continued investment in training programs, and advertisement in		X	X		X	X		X			

Strategy	Section 5304	Section 5310	Section 5311	Section 5339	STF/STIF	Statewide Transit Network Program	STP Discretionary Bus Replacement Program	RVHT	Private/Public Partnerships	ODOT Safe Routes to School Grant	Transportation Options Program
various media channels. Update strategies to new technologies and media sources.											
Fare Policies and Payment Options											
Review fares and adjust as need.	-	-	-	-	-	-	-	-	-	-	-
Implement monthly passes costing \$40 a month.		X	X		X	X		X			
Continue efforts for mobile ticketing. Coordinate with other agencies to facilitate fare reciprocity.		X	X		X	X		X	X		

6.7.6 Local TDP Adoption

This plan includes recommended transportation policy and development code language to implement the TDP at the local level.¹⁹ The recommended language is intended to ensure that access to transit is incorporated and enhanced in land use and development decisions made by jurisdictions in the CPT service area. Jurisdictions in the service area - Curry County, Brookings, Gold Beach, and Port Orford – should consider the following adoption actions to implement the TDP through local policies and development requirements.

6.7.6.1 COMPREHENSIVE PLAN POLICIES

The TDP outlines service planning and capital planning recommendations for jurisdictions in the CPT service area. Policies in locally adopted plans can play an important role in supporting TDP recommendations. Recommended transit-supportive policy statements are discussed in the Policy and Development Code Amendments section of this plan. Jurisdictions should adopt the service planning, capital planning, and policy recommendations from the TDP as part of the transportation element of the respective local comprehensive plan. This can be accomplished as an amendment to the adopted comprehensive plan, either as modified policy language in the plan document directly or through an update of the local transportation system plan (TSP), which is the transportation element of a local comprehensive plan.

6.7.6.2 DEVELOPMENT CODE

Transit-supportive development requirements can help further regional and local transit policy objectives and implement TDP recommendations. Recommendations to assist local jurisdictions in implementing the TDP are summarized in the Section 6.8 of this plan. Model development code language is included as **Appendix B** which can be refined as appropriate for each jurisdiction. This language can be tailored for local adoption now or referenced later in cases where development regulations may not appear needed or appropriate currently; this may be the case for less populated jurisdictions. In either scenario, model language is provided as a starting point for discussions within the community and with local decision makers to gauge interest and support, and to ultimately prepare and adopt enhanced transit-supportive development requirements. A local jurisdiction could consider adopting amendments:

- As part of a targeted TSP amendment, along with the policy amendments discussed above;
- Bundled with other legislative code amendments that the jurisdiction is considering or has planned;
or
- As a standalone set of development code amendments.

6.8 POLICY AND CODE AMENDMENTS

This section provides guidance to the jurisdictions served by CPT – Curry County, Brookings, Gold Beach, and Port Orford – as it relates to implementing TDP recommendations. The following elements are included to assist local implementation:

- An overview of transit-supportive policy statements;

¹⁹ Land use and development regulations for Curry County, City of Port Orford, and City of Gold Beach are adopted as Zoning Ordinances and Land Division Ordinances in these communities respectively. The City of Brookings has a single unified Land Development Code. For the purposes of this plan, these land use and development regulations will generally be referred to as “development code.”

- A general recommendation regarding policy amendments;
- An overview of transit-supportive development code concepts; and
- A general recommendation regarding development code amendments.

The policy and development code language recommended in this section is intended to ensure that access to transit is enhanced through future local land use and development decisions. Guidance on actions for local jurisdictions to adopt these policy and development code recommendations are discussed above in the Implementation Plan section.

6.8.1 Policies

Recommended transit-supportive policy statements should be reflected in local comprehensive plans and/or TSPs. Recommended policy statements for local jurisdictions reflect the goals and policies developed for CPT and the TDP early in this planning process (see **Reference B: A. Transit Goals and Policies Memorandum #2**), as well as “best practices” from other transit master planning processes in Oregon.

To the extent that recommended policy language is not already reflected in adopted policies, jurisdictions should consider adopting a version of the policy language, as adapted for the County or specific city, using the adoption actions discussed in the TDP Implementation Plan (Section 6.4). In the case of small jurisdictions in the CPT service area (i.e., Port Orford and Gold Beach), basic transit-supportive policy statements such as Model Policies A1-A3, B1-B4, C1-C2, C5, and D1-D2 – indicated in bold in **Appendix B** – are appropriate and should be considered for local adoption.

6.8.2 Development Code

Local development regulations are vital to implementing the TDP over time throughout the CPT service area. Local jurisdictions should consider updating development-related requirements to ensure future development will support transit. Fundamentally, this should include coordination with the service provider and requirements related to access to transit. Transit-supportive development code concepts and model language have evolved through transit master planning processes throughout the state, drawing on sources such as the Oregon Public Transportation Plan, Oregon Transportation Planning Rule (TPR), and State of Oregon Transportation and Growth Management Model Development Code for Small Cities, 3rd Edition.

Transit-supportive concepts that can be locally codified are grouped and described as follows.

- Coordination – Coordination between jurisdictions and transit service providers (e.g., CPT) regarding proposed development is critical to ensuring transit-supportive development occurs. The periods during which an applicant is preparing a development application and when that application is submitted and under review by the jurisdiction present key opportunities for this coordination.
- Access to Transit and Supportive Improvements – Providing safe and convenient access to transit and furnishing stops with supportive improvements (e.g., lighting and seating) will make transit easier and more attractive for the user. In addition to requiring **site access** – internal access, directly from buildings on a site to an existing or planned transit stop – transit-supportive access also consists of **area access** ensuring that transportation network connectivity is high enough to easily reach transit stops by walking and rolling (e.g., biking, scooting, mobility devices). Development regulations can promote this connectivity through maximum block length standards and required non-motorized access through long blocks.
- Parking – Off-street parking requirements and design has a relationship to transit use in several ways. Capping the amount of vehicle parking provided on-site can help make alternatives to driving more

attractive and smaller parking areas allows for more pedestrian-oriented and transit-supportive development. The location and design of vehicle parking – e.g., restricting parking between buildings and the street and requiring landscaping and walkways – play a significant role in making pedestrian access to transit attractive and convenient. Parking areas also provide potential locations for transit stops, park-and-rides, and ridesharing. Providing sufficient and well-designed bicycle parking supports connections from transit to destinations by bike.

- **Urban form** – Urban form created by development standards implemented over time can establish a pedestrian-friendly environment and support transit. Transit-supportive development standards include those that minimize the distance between buildings and the transit street; allow buildings to be set back from the street if pedestrian amenities are provided; and prohibit parking between the building and street.
- **Definitions** – Development codes should include transit-related definitions in order to clarify and support transit-supportive code provisions.

Model development code language for all the concepts described above is provided in full in **Appendix B**. Some form of each of the model development regulations could be useful and adopted in the jurisdictions in the CPT service area. The possible exceptions may be in areas where there is less population or development opportunities, such as in rural areas of Curry County and Port Orford and Gold Beach, where regulations related to parking and urban form may not be applicable. The development regulations most universally needed and impactful are those regarding **coordination, site access to transit, transit stop improvements, and allowing transit uses in parking areas**.

To the extent that model development code language (**Appendix B**) is not already reflected in adopted requirements, jurisdictions should consider adopting code amendments appropriate to their jurisdiction. This would be done using the adoption actions discussed in the Implementation Plan section of this plan.



CHAPTER 7: COORDINATED PLAN

- 7.1 Introduction and Purpose
- 7.2 Public Transportation Services
- 7.3 Coordinated with Emergency Preparedness
- 7.4 Stakeholder Outreach
- 7.5 Coordination Strategies
- 7.6 Implementation Plan

CHAPTER 7. COORDINATED PLAN

7.1 INTRODUCTION AND PURPOSE

A Coordinated Plan is intended to engage public transportation and human health service providers in collaboratively identifying and responding to the public transportation needs of special needs populations -- older adults, persons with disabilities, low-income persons, veterans, and minority populations.

“Coordination” means the efficient and effective use of public transportation resources for getting people to important destinations, such as jobs, medical appointments, and other essential services. “Public transportation” encompasses all forms of public transportation, including transit, taxis, technology service companies such as Uber, shuttles, private bus lines such as Greyhound, Amtrak, etc.

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

7.1.1 Purpose

The Coordinated Plan is intended to focus regional resources on strategies with the greatest benefit to the target populations and the transportation service providers. Identifying critical needs, available resources, and strategies are steps intended to create efficiencies and reduce redundancy while continuing to enable high-quality public transportation services. Public transportation funding is relatively limited in general, particularly for Section 5310 target populations identified in Section 6.2.4 Title VI Analysis. Therefore, it is always important for public transit providers and their partners to make strategic, targeted investments that address critical needs.

The Coordinated Plan identifies the transportation needs of target populations and highlights gaps in transportation service. The Coordinated Plan provides strategies to address these needs and service gaps, and prioritizes transportation services, projects, investments, and other strategies in the short-, mid-, and long terms. Transportation providers serving Curry County 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 Coordinated Plan is intended to be a living document identifying needs and investment priorities. Curry County will use the plan to allocate funding and, along with local partners, to develop and enhance public transportation services.

7.2 PUBLIC TRANSPORTATION SERVICES

This section describes the medical and client-based transportation services in Curry County.

7.2.1 Medical Transportation

7.2.1.1 READYRIDE

AllCare—one of two Coordinated Care Organizations (CCOs) in Curry County—provides non-emergency medical transportation (NEMT) rides to AllCare members through ReadyRide. Transportation is provided free of charge to eligible clients living in Curry, Douglas, Jackson, and Josephine counties who have no other way to get to their medical services. Rides can be provided 24 hours a day, 7 days a week in Curry, Douglas, Jackson, and Josephine counties, but must be scheduled at least two days in advance during office hours, Monday through Friday 8 a.m. to 6 p.m. Table 7.1 provides an overview of ReadyRide's services.

Table 7.1 ReadyRide

Service Area Description	Non-emergency medical transportation for Curry, Douglas, Jackson, and Josephine counties
Days and Hours of Operation	Monday–Friday 8:00 a.m. to 6:00 p.m. (office hours)
Fare	Fareless
Connections to other services	May be used to connect to other services, specifically for longer NEMT trips

7.2.1.2 TRANSLINK

Non-emergency medical transportation for Oregon Health Plan (Medicaid) recipients is an important specialized service need. The Rogue Valley Transportation District (RVTD) manages the TransLink brokerage service for Western Oregon Advanced Health CCO members living in Jackson, Josephine, Douglas, Coos, Curry, Lake, and Klamath counties, as well as members of other CCOs living in Jackson, Josephine, and Klamath counties. Transportation is provided free of charge to eligible clients living in Coos and Curry counties who have no other way to get to their medical services. Rides can be provided 24 hours a day, 7 days a week, but must be scheduled at least two days in advance during office hours, Monday through Friday 7 a.m. to 5 p.m.

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

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

Table 7.2 provides an overview of TransLink's services.

Table 7.2 Translink

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

7.2.2 Client-Based Transportation

7.2.2.1 CHETCO INN RESIDENTIAL CARE

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

7.2.2.2 GOOD SAMARITAN SOCIETY – CURRY VILLAGE

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

7.2.2.3 SEA VIEW SENIOR LIVING

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

7.2.2.4 SHORE PINES ASSISTED LIVING

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

7.3 EMERGENCY PREPAREDNESS COORDINATION

The Curry County Emergency Operations Plan (EOP) provides an organizational framework for how Curry County will respond to emergencies and disasters within the community. Agency responsibilities are listed by function, which includes transportation. The Curry County Road Department is the primary agency responsible for transportation in the event of an emergency. The EOP identifies a variety of support agencies, including the Sheriff's Department and Public Transit Department.

7.3.1 South Coast Slide Study

ODOT is currently working on a study to improve transportation resiliency along US 101 between Port Orford and Brookings. The study will identify practical and cost-effective solutions to reduce landslide impacts while improving how quickly the transportation system can recover after landslides occur. The study will:

- Evaluate which of the study slides are most likely to result in a partial or full closure of US 101
- Evaluate potential routes around slides
- Develop conceptual mitigation strategies with cost estimates for roads and slides
- Work with stakeholders to identify transportation challenges during slides
- Develop traffic control plans for slide events
- Document all information in one place

7.4 STAKEHOLDER OUTREACH

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

This section summarizes the outreach conducted for the previous Coordinated Plan and the new outreach conducted for this Coordinated Plan update.

7.4.1 Previously Conducted Outreach

Outreach to stakeholders is key to identifying gaps in service and developing coordination strategies to address these gaps.

Outreach efforts focused on stakeholders rather than the general public, and had two components:

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

The stakeholder process was the primary means for capturing community member input on needs and potential gaps. The stakeholder interviews were conducted with local elected officials and transportation, human and health service providers to identify service gaps, barriers, and opportunities to the use of existing services, coordination opportunities, and priorities for service improvements. The following individuals were interviewed:

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

A summary of the interviews follows.

- In addressing public transportation in Curry County, interviewees frequently noted the importance of understanding that the county has an aging population, is predominantly rural, and has significant budget constraints.
- Curry County has highest number of older adults per capita in the state. Many elderly are on limited budgets, are homebound, have disabilities, and cannot walk to a bus stop. Barriers to using public transit are significant for this population.
- While the northern part of the County has the least amount of public transportation, it also has the fewest people.
- Curry Public Transit is generally seen as providing excellent service, given its budget and service area constraints.
- More funding for transit generally was a frequently mentioned need.
- Key barriers for intercity transit are frequency, hours of operation, and connections to services outside the county, for example, in Medford and Eugene. While Curry County is proximate to California with good service provided by Redwood Coast Transit, most individuals that require medical and human services obtain those in Medford. Anyone requiring specialty care has to go to the Rogue Valley, which is three hours away. Even general medical care can require long-distant travel: for example, a mother taking a child to a pediatrician must go to Coos Bay. Many clients lack resources to take the bus or purchase fuel; some forego treatment because they cannot get to the treatment provider.
- The most common suggestion for improvements to intercity service was to increase the frequency of service. In addition to more frequent and expanded hours of service, desired service improvements include new buses, bus stops, and shelters. It was also suggested that Curry Public Transit needs a new operations center and a more accessible bus storage facility.
- Several interviewees believed that additional demand response services are needed, especially if seniors are to maintain their independence. It was suggested that a countywide needs assessment be conducted to assess by how much and where demand responsive services should be expanded. It was noted that there is no demand response service in Port Orford, despite the number of residents there that rely on public transportation.
- The County has a high percentage of veterans, but transportation services are insufficient to serve this population.
- More information-sharing between transit providers, the health sector, and human services agencies was suggested.
- Consideration of the connection between public transportation and the siting of low-income housing was desired. In addition, better transportation options for low-income persons and veterans accessing housing and human services are needed. For example, travel to North Bend is required to obtain low-income housing vouchers and veterans services.
- There is a disconnect between emergency services and public transportation, with little understanding of the role that transit could and should play in case of natural disasters.
- The possibility of renting buses for special events was suggested as an additional source of income.

7.4.2 New Stakeholder Outreach

An additional round of outreach was conducted for the Coordinated Plan update. The outreach targeted medical and client-based transportation providers outlined in this section.

A survey was sent out to all providers, and a response was received from ReadyRide. In addition, a focus group call was conducted with ReadyRide on March 6, 2023. Key needs identified from this outreach include:

- ReadyDrive typically contracts with CalOR (ambulance company based in Brookings and Gold Beach) and CPT to provide rides in Curry County, as well as uses ReadyRide employees and volunteers. However, they still sometimes lack options for providing services, especially in Port Orford.
- CPT charges \$50 per pick up, which can be cost prohibitive. ReadyRide would like to also have the option to purchase day bus passes for clients.
- ReadyRide would use CPT more if there were circulator routes implemented as well as higher frequency Coastal Express trips.

7.5 NEEDS, STRATEGIES, AND PRIORITIES

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

After target population needs have been identified, strategies are developed to address these needs. These include capital, operational, administrative, and coordination strategies that may vary by geographic subarea or subpopulations, depending on local transportation markets, available transportation, and activity centers. Examples of potential strategies include enhanced transit services, technology, interregional coordination, marketing, travel training, employer vanpools, voucher programs, and volunteer driver services.

Current public transportation needs in Curry County are identified below based on a review of the needs identified in the 2016 Coordinated Plan, input from the Advisory Committee, interviews with key stakeholders, survey results from other planning efforts, and findings from the Transportation Development Plan.

Available funding can change before and during funding cycles; therefore it is important to document more needs than may be able to be addressed using the funding available at the time the Coordinated Plan is developed. If more funding becomes available, the next-highest priority investments that are achievable can be identified for the newly available funds.

7.5.1 High Priorities

Strategy #1: Seek funding to sustain existing levels of public transit services within Curry County.

Need:

Sustaining the current level of service was the highest priority identified in the 2016 Coordinated Plan. Preserving existing service remains the highest priority, to ensure that existing fixed-route, demand response, and regional services can continue to be provided and are ready to be expanded to meet demand if and when additional funding becomes available. Securing adequate and sustainable funding will be essential to preserve current public transportation services, while an increase in funding will be needed to expand these services to address identified the Plan's needs. The need for more funding for public transportation was one of the most frequently mentioned comments in the stakeholder interviews.

Curry County has higher proportions of older adults, persons with disabilities, and veterans relative to both Oregon and the nation and therefore has a proportionally higher demand for public transportation service.

Private providers can be critical to complementing the county's limited public transportation services, especially during early mornings, evenings, and nights, and in rural areas. In addition to filling gaps related to when service is available, smaller vehicles such as taxis can provide service in areas inaccessible by larger transit vehicles.

Potential Actions:

- 1.1. Continue to strive to capture available federal and state transit funding and advocate for equitable, effective, sufficient, and sustainable federal and state programs and policies.
- 1.2. Encourage state human service agencies to equitably fund transportation for clients of state programs, including persons with intellectual/development disabilities.
- 1.3. Investigate options to expand the transit district's funding base, including applying for new grants, a property or employer-based tax, or seeking financial contributions by health care providers (e.g., Coordinated Care Organizations – Western Oregon Health Alliance and AllCare) toward the cost of transportation services.
- 1.4. Continue to allocate STF and Section 5310 funds to programs and projects that currently receive such funds as the highest funding priority.
- 1.5. Continue to utilize private providers to assist in providing demand-response services and to serve areas lacking public transportation services.
- 1.6. Maintain coordination with Southwest POINT, Redwood Coast Transit, Coos County Area Transit, and other current or future public transportation providers that connect to Curry Public Transit.

Strategy #2: As sustainable funding permits and as demand is demonstrated, expand access to and convenience of public transportation by expanding and/or improving existing services.

Need:

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

Neither fixed route nor demand response service is available in the early morning or the evening, or on weekends. Current public transit service hours limit access to employment for those working outside normal office working hours, particularly employees in the service sector. Although weekend service is not cost effective at this time due to a limited market, with increased growth it may become warranted to improve access to employment and social activities. However, increased weekday service frequency was identified in the interviews as a higher priority. Providing more frequent service would require obtaining funding for additional buses and drivers.

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

There are opportunities for regional connectivity to the north from Coos Bay/North Bend, as well as south into California through connections with Redwood Coast Transit. In addition, connectivity to Rogue Valley via Southwest POINT is a challenge. However, improved coordination among regional transit providers is needed to help address service schedules that make onward regional connections challenging.

Potential Actions:

- 2.1. As demand warrants and in coordination with local jurisdictions, expand fixed-route and demand response services.
- 2.2. As resources become available, expand fixed-route operations to include early morning, evening, and weekend service, with expanded weekday service hours being a higher priority than weekend service.
- 2.3. Explore the feasibility of and demand for limited (1–2 days/week) service to two or three rural areas in the county. Investigate alternative types of service such as deviated or flexible bus routes, feeder services, shopping or medical shuttles, volunteer-based demand response programs, or privately provided services (e.g., taxis).
- 2.4. Work with ODOT to ensure connectivity between Curry Public Transit and Southwest Point.
- 2.5. Investigate providing portal-to-portal transportation on a contracted basis to Curry General Hospital.
- 2.6. Investigate opportunities to expand out-of-county connections to Del Norte County medical destinations and to medical treatment destinations in Coos Bay, Medford, and Grants Pass.
- 2.7. Allow for complementary use of bus tickets and passes among the various public transportation services in the region.
- 2.8. Include other agencies such as CCAT and RCTA on quarterly regional meetings with ODOT.

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

Need:

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

Currently, demand response service is limited to Brookings and Gold Beach. Port Orford and unincorporated areas lack demand response services. Service in Brookings is limited to weekdays and Gold Beach is not served on Thursdays or weekends.

To help accommodate the growth in the older adult population, the senior care industry -- retirement centers, assisted living centers, foster homes, etc. -- has been growing. While some of these facilities provide their own transportation, there is no coordination among them or with public transportation providers to try to maximize vehicle utilization. Staffing drivers can be a challenge, as private facility staff driving the vehicles have other duties when not transporting their clients. Overall, the growth in senior care facilities increases demand for demand response services at a time when such service is essentially at capacity.

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

Currently, transportation options for people with intellectual and developmental disabilities are limited and transportation services are underfunded at the state and federal levels. The state's phasing out of sheltered workshops is disrupting the transportation of persons with intellectual and developmental disabilities, who are now distributed to a larger number of employment settings and thereby place greater demands on demand response services. An additional challenge is finding employment: unless staff can find day jobs for these clients, it is difficult to obtain and hold a job because there are limited to no transportation options at other hours. Oregon is not reimbursing local providers for their additional transportation costs associated with this program change.

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

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

Potential Actions:

- 3.1. Preserve the existing demand response services and, as resources permit, expand these services, including to rural areas, to accommodate both current and projected demand.
 - Strive to manage demand for demand response services through promotion and public education of fixed-route services.
 - Investigate expanding demand response service hours in Brookings and Gold Beach.
 - Establish demand responsive service in Port Orford.
 - 3.2. Continuously strive to coordinate public transportation service planning and provision with human and health services provision.
 - Coordinate with human service, health service, and senior facilities to manage the increasing demand for demand response services through travel training, escorted services on fixed routes, and other approaches.
 - Encourage DHS and other human/health service providers to assess and communicate the needs of their clients for access to public transportation.
 - Coordinate with ReadyRide and the Chetco Activity Center, assisted living centers, and retirement centers both on the use of public transportation by their clients and on opportunities for these facilities to provide or increase their own transportation services.
 - Coordinate with Coordinated Care Organizations on an ongoing basis on transportation service needs and seek funding to assist with rides for wellness and other human and health services.
 - Continue to locate Dial-a-Ride bus stops at the Chetco Activity Center and retirement facilities.
 - Coordinate with medical centers and clinics on scheduling of medical visits.
 - Develop partnerships with hospital and other health care providers to ensure that non-Medicaid patients can get to services and treatment, and have transportation home when discharged.
 - Coordinate with medical facilities on opportunities to provide transportation for their employees.
 - Regularly convene meetings with human and health service providers to identify mutual transportation needs and opportunities to coordinate services.
 - Continue to participate on countywide and regional human and health services advisory committees that link public transportation to human and health services.
 - 3.3. Coordinate with police departments on transportation services for released prisoners to destinations of choice, including continuing to provide bus passes to police departments.
 - 3.4. Seek funding for smaller wheelchair-accessible vehicles capable of accessing difficult to reach locations and for vehicles targeted to transporting intellectually and developmentally disabled persons, especially those in rural areas, to vocational and residential programs.
 - 3.5. Pursue opportunities to improve transportation access to employment sites and to employment training for low-income workers.
 - Assess options such as vanpools, shuttles, or other flexible transportation services.
 - Increase outreach and marketing of services to low-income residents.
 - 3.6. Continue to offer discounted fares to address the cost of public transportation for low-income riders.
 - 3.7. Explore opportunities to expand transportation assistance for veterans.
 - Continue to provide free rides to veterans for medical appointments and work with veteran service agencies and organizations to expand information about free rides within the District's service area.
 - Contract to provide services as needed to veterans to the new veterans' clinic in Brookings.
 - Coordinate trips to veterans' medical facilities in Coos Bay and Roseburg.
-

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

Need:

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

A number of bus stop improvements are needed, including signage, shelter, bench, and bike racks.

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

Potential Actions:

- 4.1. Continue to pursue funding for vehicle replacement and preventive maintenance, as well as funding for additional vehicles and other capital stock needed to accommodate expansion of fixed route and demand response services identified in this Plan.
 - Assist eligible agencies to apply for state and federal funds for vehicles and preventive maintenance.
 - Encourage maintenance managers to participate in opportunities, such as ODOT's Transit Maintenance Council, to obtain information on best practices for improving the reliability, efficiency, and effectiveness of bus operations; reducing costs of maintenance facility operations; improving passenger comfort; and developing new and improved bus technologies.
 - Work with ODOT to address challenges created by current standards for replacement vehicles.
- 4.2. Provide facilities needed to address physical barriers to access and to ensure convenient and safe access to transit, including curb cuts, bus stops and shelters, and more and better signage. Increase ADA accessibility and safety at bus stops.
- 4.3. Improve branding and marketing through measures such as a logo update, bus wraps, and driver uniforms.
- 4.4. Seek Safe Routes to Schools and/or other funding to help improve pedestrian and bicycle connections to transit.

7.5.2 Medium Priorities

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

Need:

The 2016 Coordinated Plan states that awareness of public transportation services in Curry County is generally good, but that there is an ongoing need to communicate broadly about available services. There is also a need to conduct outreach to populations without convenient access to public transportation and to persons hesitant to use public transportation or are unaware of available services. While public transportation users may be aware of the specific services they utilize regularly, they may have little to no knowledge of connecting services or of other transportation opportunities within the region.

Potential Actions:

- 5.1. Continuously engage in public education and outreach efforts to inform county residents and visitors of available public transportation services and how to access them.
 - Update website information and improve sharing of website information among providers about the various services available within the county and region.
 - Continue radio, print media advertisements, and social media.
 - Seek volunteers to distribute printed materials in doctors' offices, clinics, hotels/motels, Welcome Center, etc.
 - Periodically offer free transit days as a public education tool.
- 5.2. Help improve knowledge of and comfort in use of public transportation services by non-English speaking populations by continuing to provide translated information that explains how to use public transportation services.
- 5.3. Periodically participate in cultural awareness training programs.

Strategy #6: Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system.

Need:

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

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

Strategies identified by the group and by the 2016 Coordinated Plan update are included in the Potential Actions below.

Potential Actions:

- 6.1. Investigate the feasibility of a central information clearinghouse (e.g., telephone hotline, website) covering all transportation services in the county. Participate in regular communication and coordination with regional STF Coordinators and Committees, including regional coordination meetings, quarterly teleconferences or email communications, and rotating presentations on lessons learned and challenges in service delivery.
 - Periodically attend Coos County STF Advisory Committee meetings and contribute information to Coquille Tribe and CTCLUSI staff for transmittal to their STF Advisory Committees.
 - Contribute to quarterly communications organized by ODOT's Regional Transit Coordinator with information on STF Committee meetings, trainings, grant opportunities, other items of mutual interest.
- 6.2. Continue to coordinate with intercity and regional providers to promote access to regional destinations.
- 6.3. Assist ODOT or other appropriate parties to biennially update the database of transportation providers and resources in the region.

7.5.2 Low Priorities

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

Need:

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

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

Potential Actions:

- 7.1. Seek funding for technologies (e.g., coordinated trip planning, mobile tools) and data management programs that facilitate the most efficient and cost-effective provision of services.
 - Pursue technology to allow acceptance of credit cards or mobile applications for ride payments.
 - Investigate the use of apps that enable people to request demand response service.
 - Explore providing real-time data and/or trip planning tools.
- 7.2. Seek funding for and pursue cooperative opportunities for training.
- 7.3. Participate in planning groups for emergency preparedness to define what it means for Curry Public Transit to be a support agency for transportation. Propose training exercises.



CHAPTER 8: TDP UPDATE SCHEDULE AND NEXT STEPS

CHAPTER 8. TDP UPDATE SCHEDULE & NEXT STEPS

The TDP should be updated every five to ten years to allow CPT to prioritize the future, monitor progress in implementing identified projects, update the future financial outlook and planning, and to verify and update the population, land use, and growth trends used to determine and prioritize service enhancements. Next steps should also include policy and code recommendations identified for amendment. It is important to check progress since the last TDP and to realign goals, priorities, and projects based on the new “existing” and “future” systems.

REFERENCES

- A. Existing Conditions Memorandum #1
 - B. Transit Goals and Policies Memorandum #2
 - C. Transit Benchmarks and Monitoring Program Memorandum #3
 - D. Unmet Transportation Needs Memorandum #4
 - E. Future Service Opportunities Memorandum #5
 - F. Financial Assessment Memorandum #6
 - G. Bus Stop Audit Summary
 - H. Onboard Survey Summary
 - I. Operator Survey Summary
 - J. Virtual Outreach Events Summary
-

Appendix A – Benchmarking and Peer Evaluation

INITIAL FIVE-YEAR BENCHMARK DEVELOPMENT AND MONITORING

This section provides initial five-year benchmarks and monitoring for those performance measures for which CPTI has historic data. The benchmarks were developed by route, taking the five-year annual average for calendar years 2015 through 2019.

Each of the tables on the following pages compares the performance measure result for the most recent calendar year (2019) against the five-year benchmark. 2020 data are shown for reference, but are not benchmarked given the continuing impacts of COVID-19.

- A green checkmark: ✓ indicates that the 2019 results met or exceeded the benchmark.
- A red X: ✗ indicates that the 2019 results did not attain the benchmark.

Service Coverage

CPTI has not historically tracked the proposed service area metrics of **population, employment,** and disadvantaged populations (**service equity**) within ¼ mile of bus stops. Table A1 shows the existing population, employment, and service equity of the CPTI fixed-route system (represented by Brookings, Port Orford, and Gold Beach) and compares the values to Curry County's overall demographics. Bolded values show demographic groups where transit is serving a greater proportion of these groups relative to their proportion of the county population. As shown, CPTI serves a higher proportion of people in poverty, elderly adults, youth, households with no vehicles, people with disabilities, and people with limited English proficiency as compared to their proportions in Curry County as a whole. The CPTI fixed-route system serves approximately 41.5% of the County's population and 48.9% of the County's employment. These figures do not include additional coverage provided by the demand-response system.

Table A1: Service Equity

Disadvantaged Population	Total Population	Total Employment	Poverty	200% Poverty*	Elderly Adults	Youth	Limited English	Persons with Disabilities	Households with no Vehicles*
Curry County	23,446	8,337	34.3%	65.7%	33.7%	14.6%	0.4%	23.5%	6.4%
Brookings	6,744	2,774	28.5%	71.5%	29.2%	18.5%	0.5%	17.0%	4.2%
Port Orford	1,146	355	55.8%	44.2%	42.2%	2.7%	0.0%	40.0%	14.7%
Gold Beach	2,341	1,045	42.7%	57.3%	28.2%	12.4%	0.5%	23.3%	8.1%

*Demographics are based on census information, as presented in Memo #1: Existing System Conditions

Service Provision and Utilization

Table A2 and Figure A1 show **annual rides**. As shown, transit ridership has increased compared to its five-year benchmark. It is also notable that the 2020 results exceed the benchmark, despite the pandemic.

Table A2. Annual Rides

Five-Year Benchmark	CPTI
	28,923 or higher
2015	28,833
2016	27,726
2017	28,392
2018	29,533
2019	30,131
Meets Benchmark?	✓
2020	29,753

Figure A1. Annual Rides

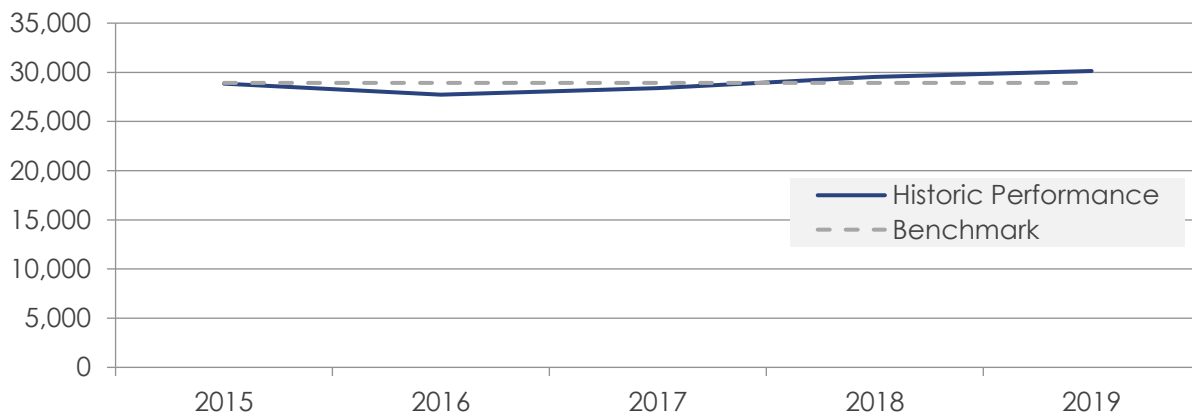


Table A3 and Figure A2 show **annual revenue miles**. As shown, CPTI provided more revenue miles in 2019 compared to the five-year benchmark. The values for 2015 through 2019 are from the National Transit Database, which accounts for losses in service due to severe weather, vehicle breakdowns, or other cancelled service, but also may include deadhead miles. In 2020, CPTI provided about 40,000 more revenue miles than the benchmark, showing a large increase in revenue miles despite the COVID-19 pandemic.

Table A3. Annual Revenue Miles

Five-Year Benchmark	CPTI
	242,405 or higher
2015	241,385
2016	241,621
2017	244,699
2018	241,166
2019	243,153
Meets Benchmark?	✓
2020	284,176

Figure A2. Annual Revenue Miles

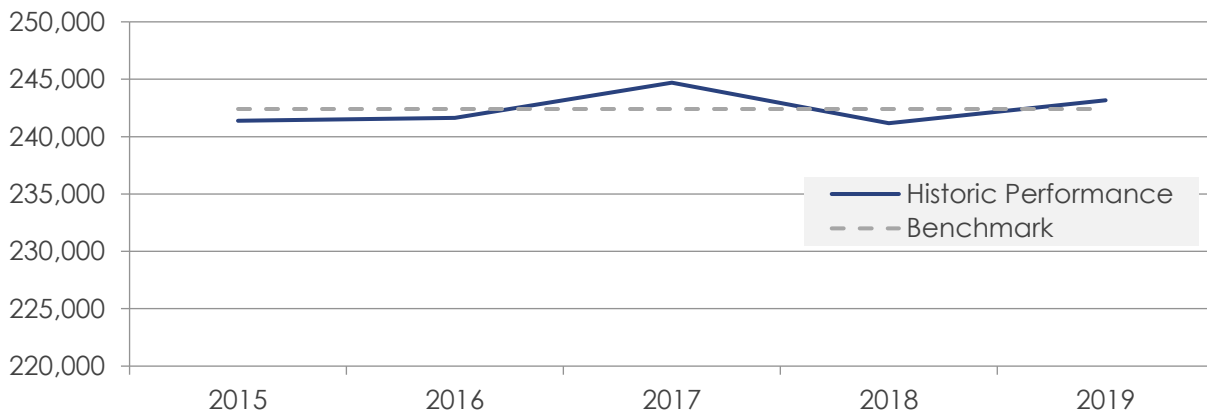
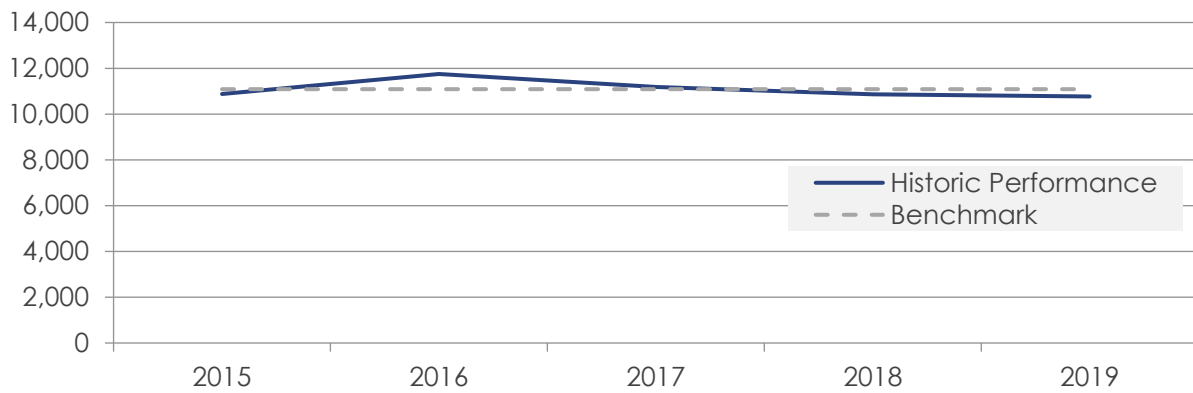


Table A4 and Figure A3 show **annual revenue hours**. As shown, CPTI provided fewer service hours in 2019 compared to the five-year benchmark. The reported annual hours numbers for 2015 through 2019 are from NTD, which accounts for losses in service due to severe weather, vehicle breakdowns, or other cancelled service. Annual revenue hours in 2020 exceeded the benchmark, despite the pandemic.

Table A4. Annual Revenue Hours

Five-Year Benchmark	CPTI
	11,088 or higher
2015	10,881
2016	11,750
2017	11,184
2018	10,857
2019	10,769
Meets Benchmark?	✗
2020	12,509

Figure A3. Annual Revenue Hours



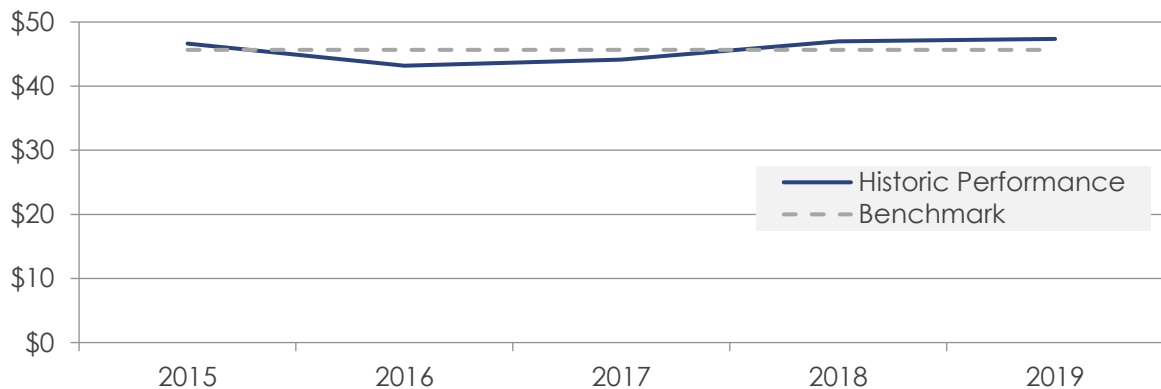
Cost Efficiency

Table A5 and Figure A4 show the **cost per revenue hour**, which includes the cost for bus and demand-response services. As shown, costs have climbed steadily since 2016 and the 2019 value exceeded the five-year benchmark. In 2020, costs were more than \$10 over the benchmark. Costs increased for a number of reasons in 2019 and 2020, including higher driver wages, higher fuel costs, and additional cleaning costs.

Table A5. Cost per Revenue Hour

Five-Year Benchmark	CPTI
	\$45.66 or lower
2015	46.66
2016	43.19
2017	44.13
2018	46.97
2019	47.37
Meets Benchmark?	×
2020	56.99

Figure A4. Cost per Revenue Hour



Cost-Effectiveness

Table A6 and Figure A5 show the **cost per passenger trip**. As shown, the cost per trip has decreased since 2016 and was below the five-year benchmark in 2019, indicating that CPTI has been attracting new ridership at a faster rate than its operating costs have increased. The cost per trip increased dramatically in 2020, primarily as a result of CPTI's increased costs to provide service during the pandemic.

Table A6. Cost per Passenger Trip

Five-Year Benchmark	CPTI
	\$17.50 or lower
2015	17.61
2016	18.31
2017	17.38
2018	17.27
2019	16.93
Meets Benchmark?	✓
2020	23.96

Figure A5. Cost per Passenger Trip

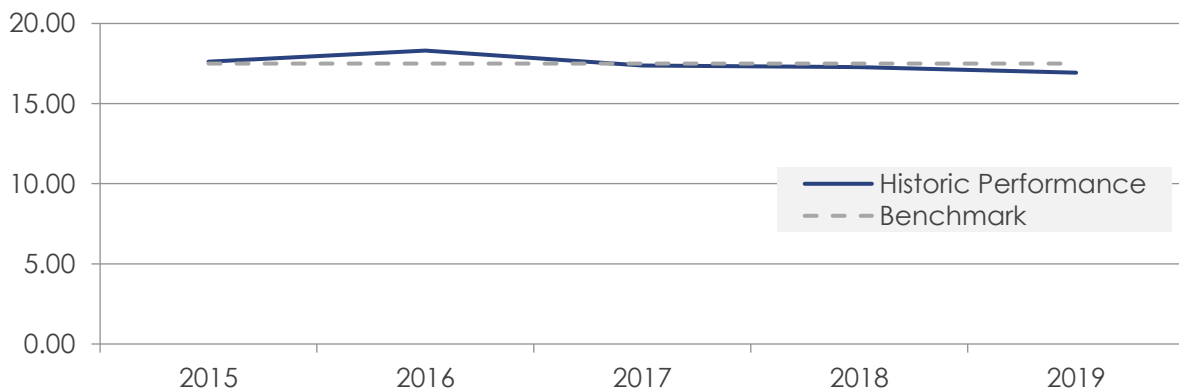
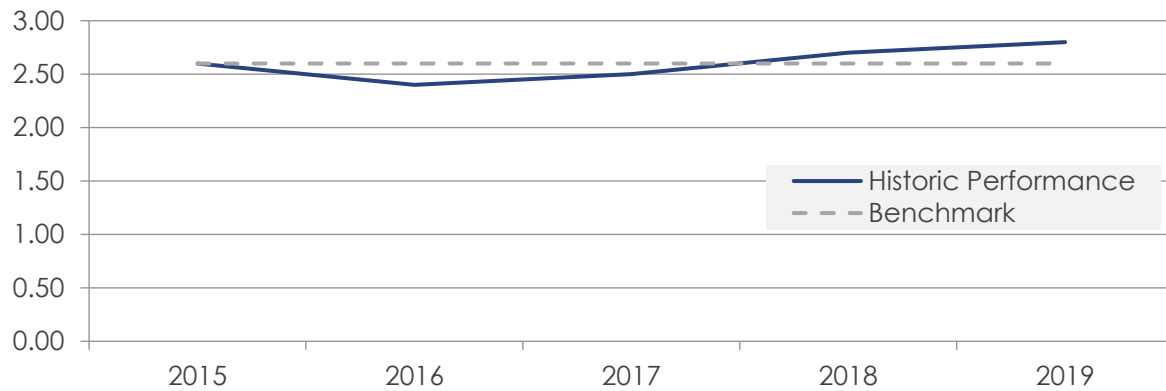


Table A7 and Figure A6 show the **passenger boardings per revenue hour**. As shown, passenger boardings per revenue hour increased steadily between 2016 and 2019, and exceeded the five-year benchmark in 2019. Productivity dropped significantly in 2020.

Table A7. Passenger Boardings per Revenue Hour

Five-Year Benchmark	CPTI
	2.6 or higher
2015	2.60
2016	2.40
2017	2.50
2018	2.70
2019	2.80
Meets Benchmark?	✓
2020	2.40

Figure A6. Passenger Boardings per Revenue Hour



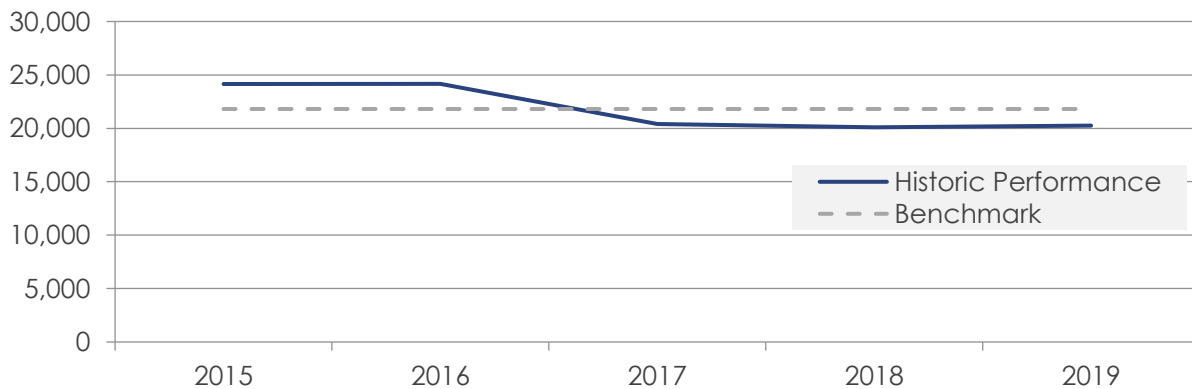
Resource Utilization

Table A8 and Figure A7 show the **annual revenue miles per vehicle in maximum service**. The addition of two vehicles in 2017 (from 10 to 12) caused a decrease in annual revenue miles per vehicle from 2017 to 2019.

Table A8. Annual Revenue Miles per Vehicle in Maximum Service

Five-Year Benchmark	CPTI
	21,810.4 or higher
2015	24,138.5
2016	24,162.1
2017	20,391.6
2018	20,097.2
2019	20,262.8
Meets Benchmark?	✘
2020	23,681.3

Figure A7. Annual Revenue Miles per Vehicle in Maximum Service



Maintenance Administration

Maintenance cost per vehicle has not been historically tracked. It was \$4,372.71 per vehicle in 2020.

CPTI does not currently have historic **vehicle-miles between breakdowns** information. These should be tracked moving forward.

Perceived Service Quality

CPTI does not currently have historic **missed connections with coordinated transit systems** information. These should be tracked moving forward, as reported by operators, to improve scheduling and service coordination.

CPTI did not have a complete inventory of **bus stop amenities**. Kittelson performed a bus stop audit as part of this TDP project to inventory signage, bus pullout, shelter, restrooms, and other amenities. This inventory should be maintained moving forward.

Safety and Security

CPTI should conduct **customer feedback tracking** of customer complaints and compliments.

CPTI reports **incident** information to the NTD. These should continue to be tracked moving forward. CPTI had zero reportable incidents between 2014 and 2019.

PEER EVALUATION

This section provides a peer comparison for selected performance measures using FY 2018 NTD data. Peer transit services were selected for comparison using a method developed for the National Rural Transit Assistance Project (RTAP). This method identifies peer agencies based on the type of service provided, vehicle miles operated, population served, funding type, and proximity to Curry County. The five closest peers to CPTI were selected using this method. Two less-similar transit providers on the Oregon coast (Lincoln County and Coos County) were added for additional comparison, as they experience similar climatic conditions and state funding opportunities. The following providers are included in the peer comparison:

- Oregon
 - Coos County Area Transit (CCAT)
 - Lincoln County Transportation Service District (LCTSD)
 - Grant County Transportation District (GCTD)
- Washington
 - Pacific Transit (PTS)
- California
 - Amador Regional Transit System (ARTS)
 - Tuolumne County Transit (TCT)
 - Tehama County (TRAX)

Overview

No two transit systems are identical. As a result, the peer comparison does not attempt to find peers that are exactly the same as CPTI; rather, the comparison seeks to find agencies that are *sufficiently alike* that reasonable performance comparisons can be made. At the same time, it is important to be aware of how the selected peers are different from CPTI when interpreting the results of the peer comparison.

Table A A8 compares key aspects of the selected peers to CPTI. With the exception of Coos County and Lincoln County, the peers are based in small cities and focus on a mix of intercity and dial-a-ride service, with a majority of their service, in most cases, being fixed-route service. All but one peer is a transit district. CPTI stands out from its peers in that it has no local tax revenue or local government subsidy; all of its revenue comes from the farebox and other self-generated funds, and from state and federal grants. The RTAP peer-grouping method generates a “likeness score” to indicate how alike each peer is to CPTI based on these and other factors. A score of 0.50 or less indicates a high likelihood of being a good peer, a score of 0.51 to 1.00 indicates a reasonable potential to be a good peer, while a score greater than 1.00 indicates a low potential to be a good peer. The likeness scores for the selected peers indicate that all of the peers have some key differences from CPTI that should be taken into consideration when interpreting results, but that all but that the Oregon coast peers have reasonably similar operating, service area, and funding characteristics to CPTI.

Table A8. Peer Agency Context (FY18)

Agency	Headquarters City (Population)	Likeness Score	Governance	Local Subsidy	Fixed-Route Service
Curry County Public Transit Service District	Gold Beach, OR (2,208)	—	Transit District	0%	63%
Tehama County	Gerber, CA (1,259)	0.71	County	17%	75%
Pacific Transit	Raymond, WA (2,882)	0.86	Transit District	52%	59%
Grant County Transportation District	John Day, OR (2,251)	0.91	Transit District	8%	29%
Tuolumne County Transit	Sonora, CA (4,822)	0.91	Transit District	49%	58%
Amador Regional Transit System	Jackson, CA (4,694)	1.02	Transit District	43%	78%
Coos County Area Transit	Coos Bay, OR (16,176)	1.41	Transit District	2%	43%
Lincoln County Transportation Service District	Newport, OR (10,381)	1.53	Transit District	32%	78%

The following graphs provide additional information about the peer group for context.

Service Provision and Utilization

Figure A8 shows **annual rides**. As shown, CPTI provides fewer annual rides than any of the peers. Lincoln County is an outlier in the group, providing nearly three times more rides than any other peer group member. Figure A9 presents the trend of annual ridership for the peer group. Similar to its peers, Curry County ridership has remained relatively steady.

Figure A8. FY18 Peer Transit Services Annual Rides

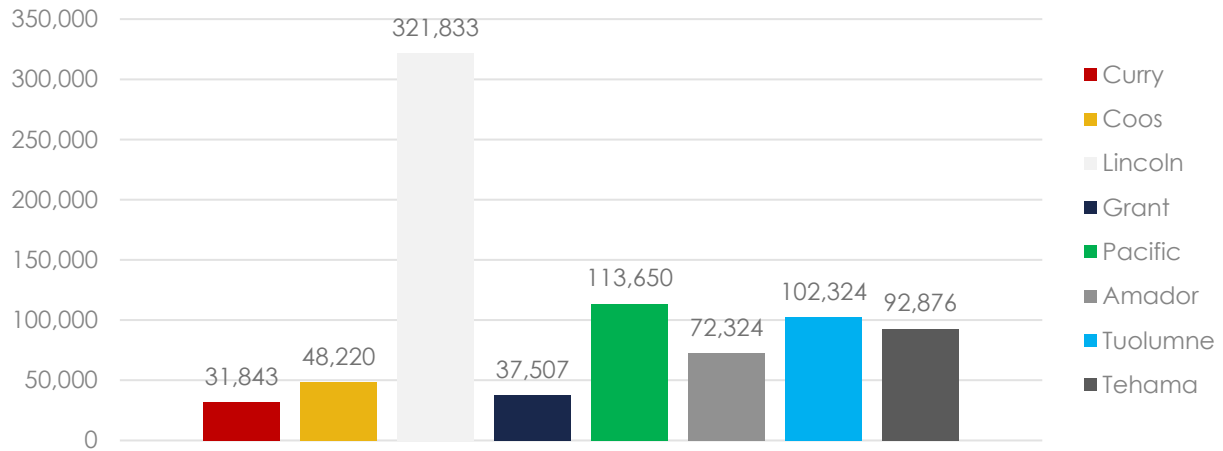


Figure A9. FY14-18 Peer Transit Services Annual Rides Trends

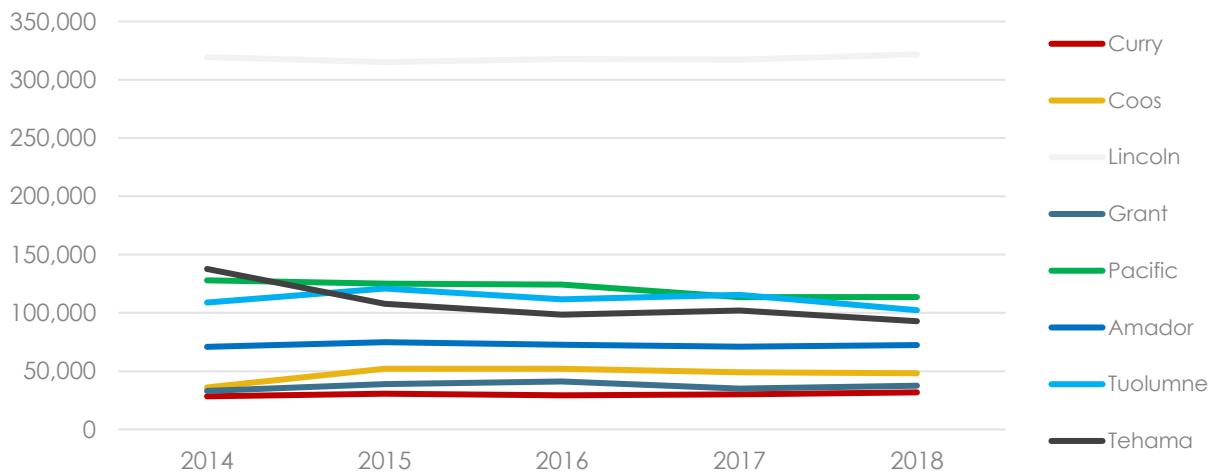


Figure A10 shows **annual revenue miles**. As shown, CPTI operates a similar number of revenue miles as Coos County, Grant County, and Amador County, with Lincoln County, Tehama County, and Pacific Transit operating significantly more revenue miles than the rest of the group. Figure A11 presents annual revenue miles over time. Curry County's annual revenue miles have remained steady since 2014, while other peers have fluctuated. Some providers (such as Pacific Transit and Tehama County) show increases in annual revenue miles over the past couple years, while others, such as Lincoln County, show a decrease over time.

Figure A10. FY18 Peer Transit Services Annual Revenue Miles

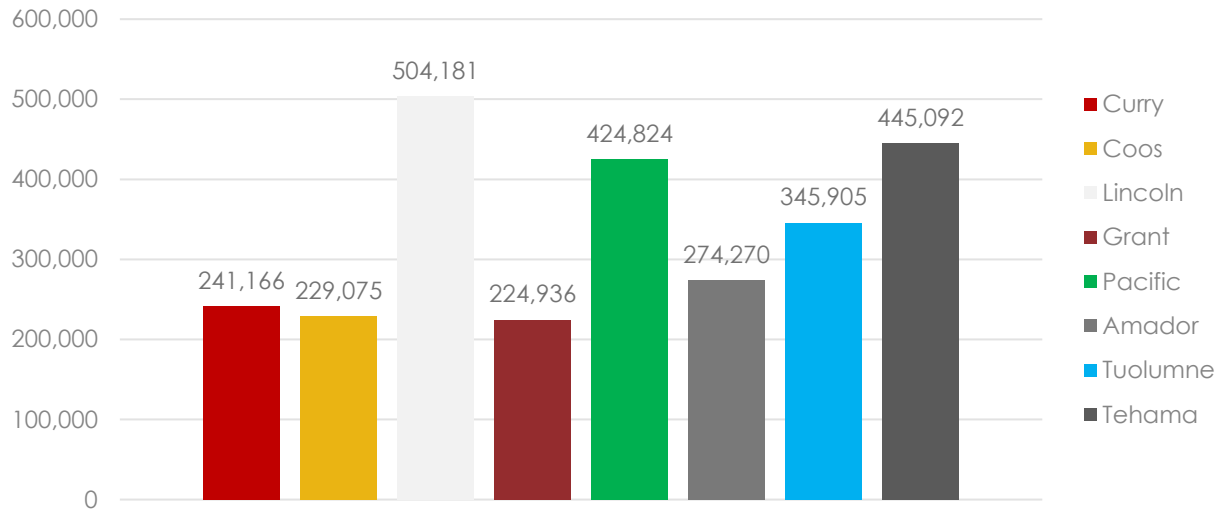


Figure A11. FY14-18 Peer Transit Services Annual Revenue Miles Trends

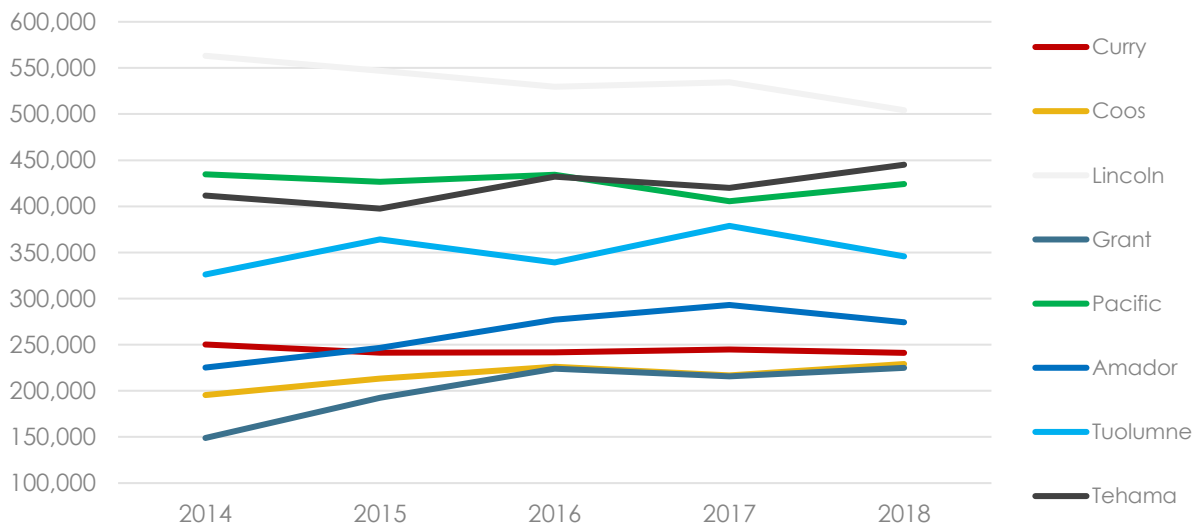


Figure A12 shows **annual revenue hours**. CPTI operates the fewest revenue hours of the peer group. Once again, Lincoln County is an outlier in the group. Figure A13 presents annual revenue hours over time. Curry County has provided about the same annual revenue miles since 2014, which is comparable to peer trends.

Figure A12. FY18 Peer Transit Services Annual Revenue Hours

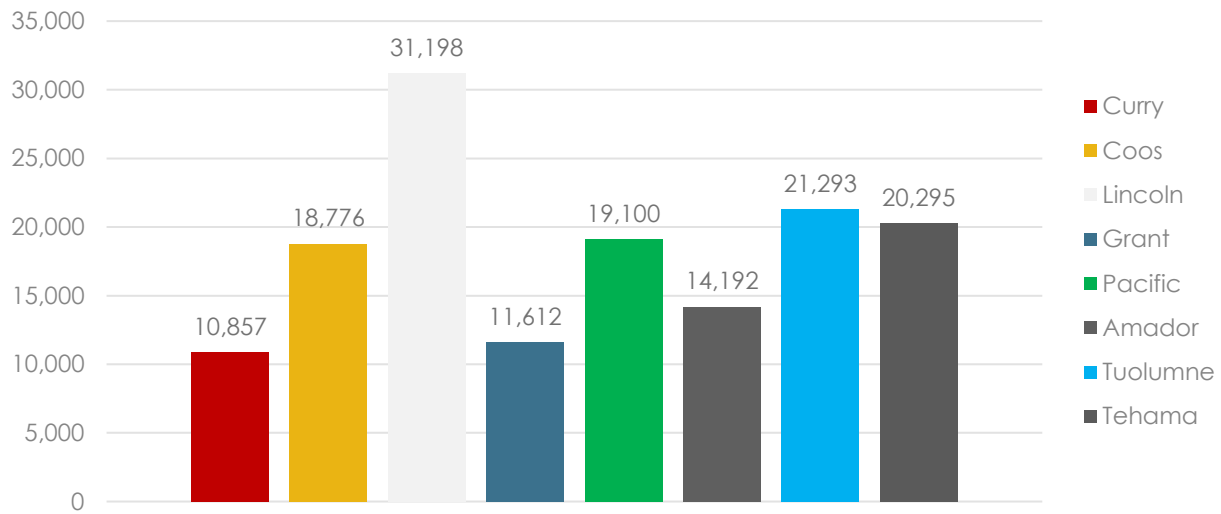
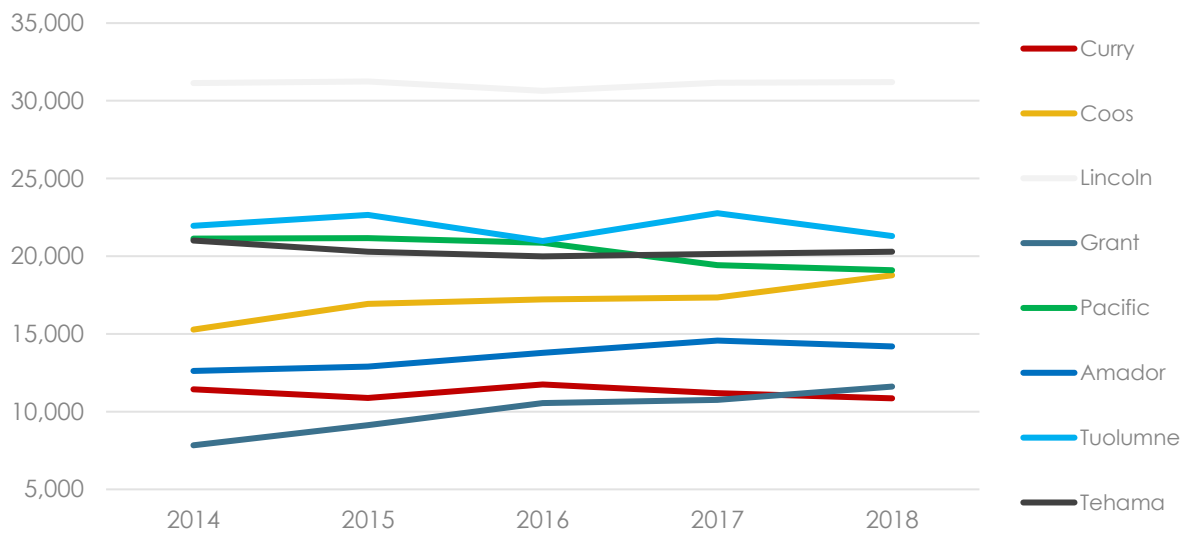


Figure A13. FY14-18 Peer Transit Services Annual Revenue Hours Trends



Cost Efficiency

Figure A14 shows the **cost per revenue hour**. As shown, CPTI has the third-lowest operating cost per revenue hour within the peer group, with Coos County and Grant County being lower. As shown in Figure A15, Curry County has increased costs slightly since 2016, as have Grant County, Tuolumne County, Pacific Transit, and Lincoln County. Only Coos County has shown significant decreases in cost per revenue hour in recent years.

Figure A14. FY18 Peer Transit Services Cost per Service Hour

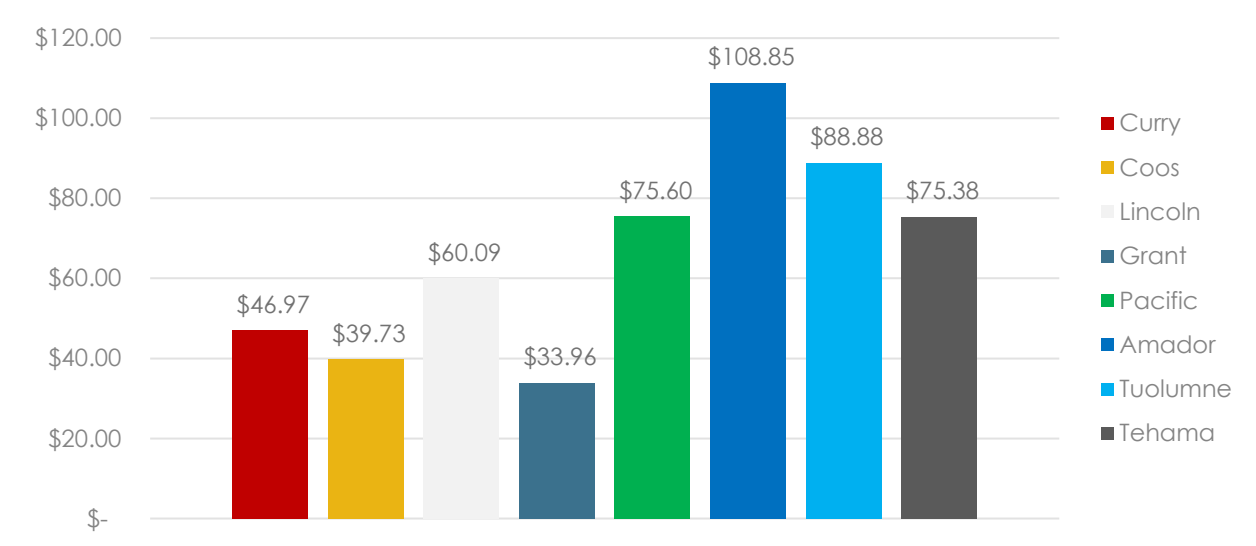
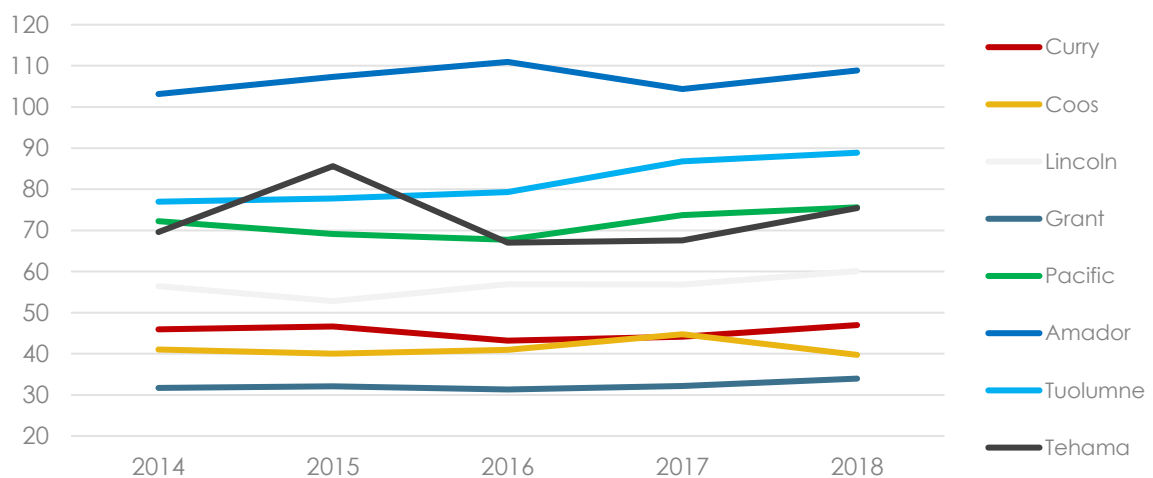


Figure A15. FY14-18 Peer Transit Services Cost per Service Hour Trends



Cost-Effectiveness

Figure A16 shows the **operating cost per ride**. As shown, CPTI is in the middle of the peer group, with Coos County, Lincoln County, Grant County, and Pacific Transit having lower costs. As shown in Figure A17, Curry County's operating cost per ride has decreased in recent years, while most other service providers have seen an increase in operating costs per ride.

Figure A16. FY18 Peer Transit Services Operating Cost per Ride

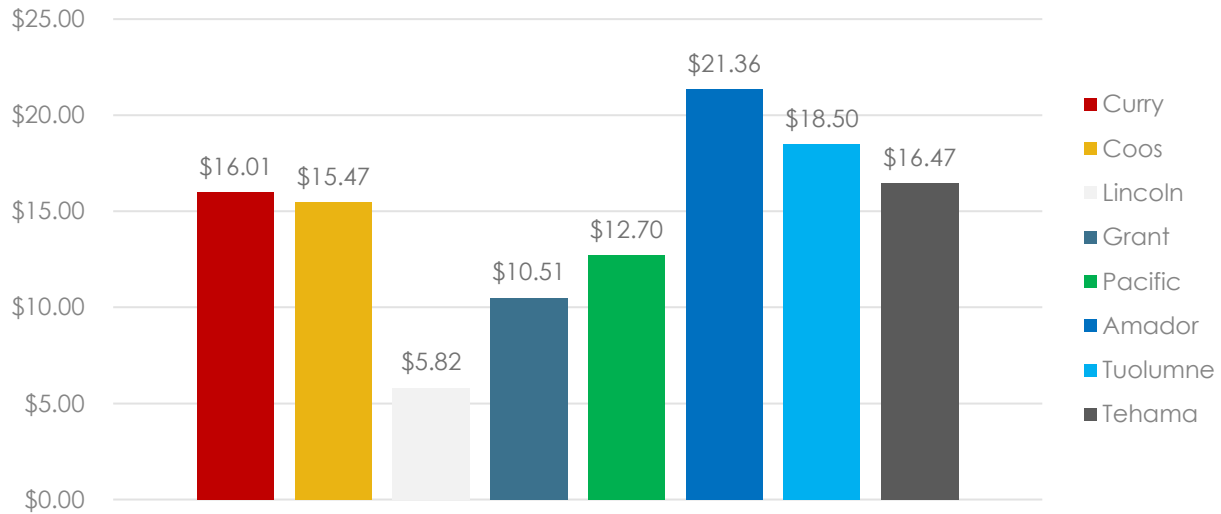
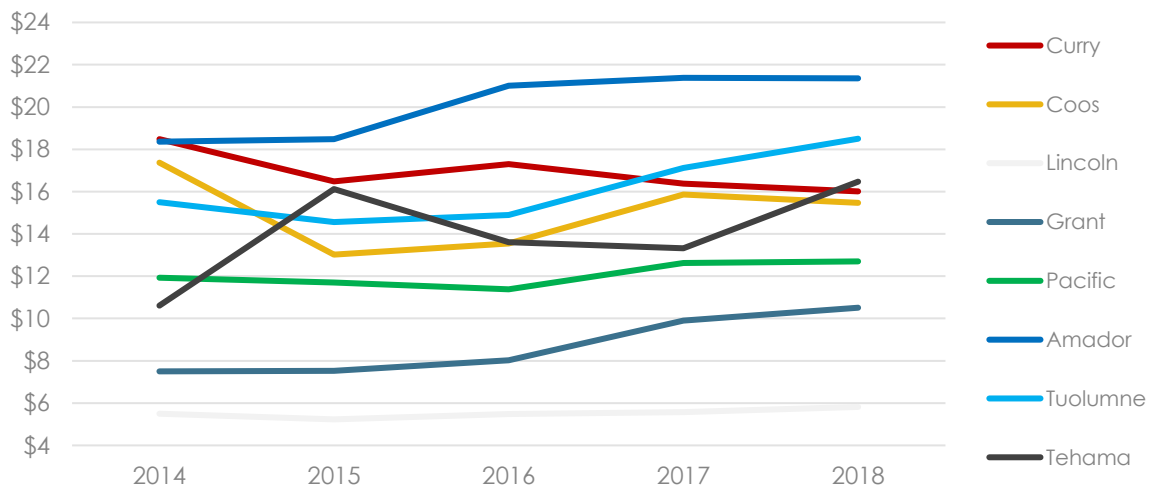


Figure A17. FY14-18 Peer Transit Services Operating Cost per Ride Trends



Service Consumption

Figure A18 shows **ridership per hour**. As shown, CPTI is towards the bottom of the peer group, with only Coos County having lower ridership per hour. As shown in Figure A19, Curry County's rides per hour has slightly increased in recent years, while most other service providers have seen decreased or steady rides per hour.

Figure A18. FY18 Peer Transit Services Rides per Hour

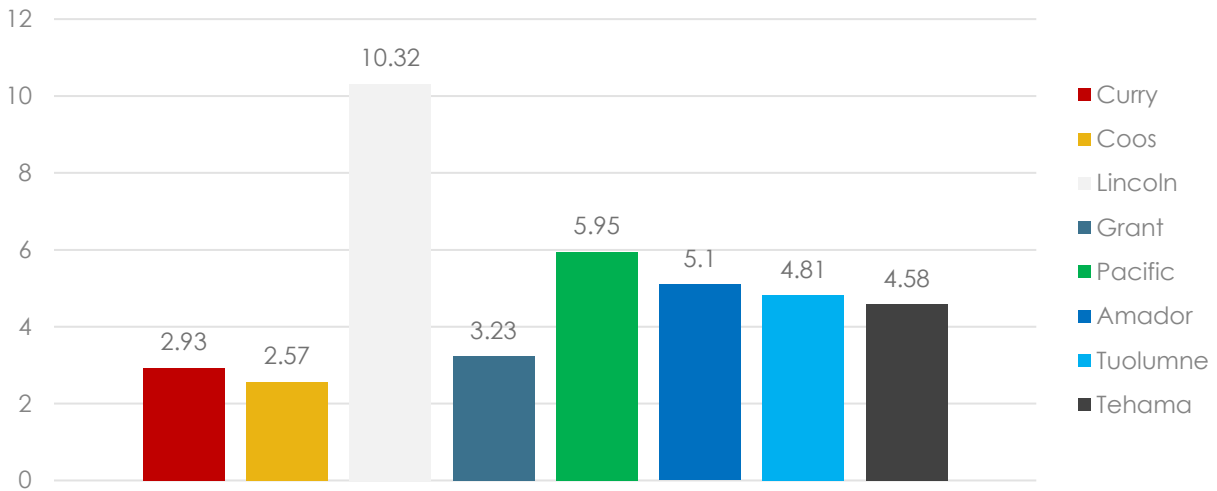
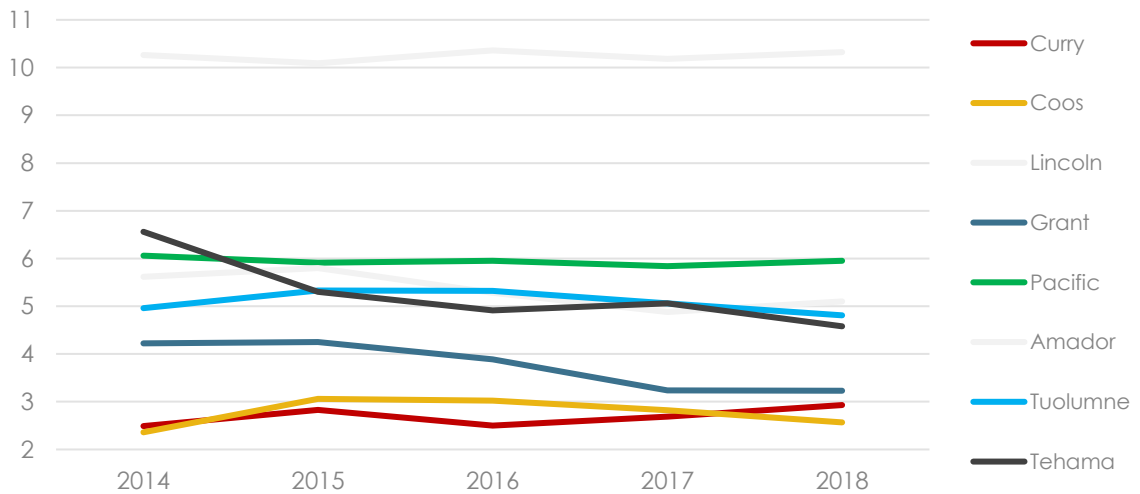


Figure A19. FY14-18 Peer Transit Services Rides per Hour Trends



Appendix B - Model Policy and Development Code Language

Model Policies

Model comprehensive plan policies in this appendix were guided primarily by the Transit Development Plan (TDP) goal and policy statements in Memorandum #2, Transit Goals, Policies, and Practices and TDP Section 2.1 (Policy Framework). TDP goals and policies specifically guide the transit service provider but should also be consistent with, and ideally reflected in, the plans of jurisdictions that Curry Public Transit (CPT) serves. The policy number indicated after each model policy below is that of the guiding or corresponding policy from Section 2.1.

Curry County, Brookings, Gold Beach, and Port Orford are invited to use the model policies to evaluate their respective adopted comprehensive plan policies. Where needed and applicable, the model language can inform policy revisions and local adoption in comprehensive plans and/or transportation system plans (TSPs) to strengthen transit in each community. Basic transit-supportive policy statements, indicated in **bold** below, are considered generally appropriate and the minimum that should be considered for integration and adoption in Curry County and the cities of Gold Beach, Port Orford, and Brookings.

Adoption guidance is provided in Section 6.8 of the TDP.

A. GENERAL AND SAFETY POLICIES

A1. The [City/County] will support provision of transit service to its community members, with particular attention to community members who may be “transit-dependent” due to factors such as age, abilities, and/or income. (Policy 1D)

A2. The [City/County] will support provision of transit service to its community members to help meet their daily needs. (Policy 1A)

A3. The [City/County] will work to improve safety for transit users in its community through measures such as providing, requiring development to provide, or coordinating with the roadway authority to provide enhanced roadway crossings (particularly on US 101), and coordinating with the transit service provider regarding the location of transit stops and driveways near transit stops. (Policy 2D and Coos County Transit Master Plan policy)

A4. The [City/County] will support transit services as a way to promote economic development and tourism. (Policy 2F)

B. ACCESSIBILITY AND CONNECTIVITY POLICIES

B1. The [City/County] will support enhanced pedestrian and bicycle connections to transit routes and stops by providing, requiring development to provide, or coordinating with the roadway authority to provide these improvements. (Policy 2C)

B2. The [City/County] will continue to improve accessibility in its community by facilitating ADA-compliant transit stops and ADA-compliant connections to stops. (Policy 1F)

B3. The [City/County] will support improvements at existing and planned transit stops – including signage, amenities, and shelters consistent with the Transit Development Plan – through measures such as requiring development to provide or contribute to planned needed improvements and requiring coordination with the transit provider regarding adjacent transit stops. (Policy 1G)

B4. The [City/County] will support transit service and connections to transit service as a way to help ensure and increase community and visitor access to employment, education, health services, and shopping opportunities. (Policy 2B)

C. COORDINATION POLICIES

C1. The [City/County] will coordinate with the transit service provider on transit-supportive land use regulations and local land use actions that have the potential to impact transit. (Policy 3G)

C2. The [City/County] will coordinate with the transit service provider in its long-range planning processes to support the existing and planned transit system and improve access to transit. (Policy 3H)

C3. Where appropriate, the [City/County] will assist with and support partnerships between the transit service provider and other transit and transportation services in the community, including employer vanpools, medical service transportation, shopping services, and cab and rideshare rides. (Policy 3D)

C4. Where appropriate, the [City/County] will assist with and support new and innovative partnerships between the transit service provider and other organizations in the community in order to share and leverage resources, create awareness of transit services, and enhance transit services. (Policy 3F)

C5. The [City/County] will collaborate with the transit service provider in seeking opportunities to coordinate transit service with emergency response and recovery following natural disasters and other emergencies in the community. (Policy 3H)

D. HEALTH AND SUSTAINABILITY POLICIES

D1. The [City/County] will support transit service as a way to reduce reliance on single-occupancy vehicles and help reduce pollution in its community. (Policy 4B)

D2. The [City/County] will work to improve community health by facilitating transit access and active transportation access to health-supporting public destinations, such as groceries and farmers markets, parks, community spaces, health care, and social services. (Policy 4C)

Model Development Code

Not all model development requirements proposed here may be necessary or appropriate at the current time, or may not be applicable in all communities in Curry County. Factors for determining the appropriateness and applicability of transit-supportive development regulations include the type of transit service recommended in each community, community size, and level of existing and planned urban development. Local requirements that are most universally needed and impactful are those regarding **coordination between the jurisdiction and transit service providers, site access to transit, transit stop improvements, and allowing for transit uses in parking areas**. For the Cities of Gold Beach and Port Orford, where populations are relatively small, transit-supportive development regulations related to parking and urban form may not be as appropriate or applicable as in the larger community of Brookings.

Curry County and the Cities of Brookings, Gold Beach, and Port Orford should consider modifying the model language below – particularly regarding **coordination, site access to transit, transit stop improvements**, and **allowing for transit uses in parking areas** – and update their respective local ordinances in order to effectively implement the TDP and improve transit service in Curry County.

Additional adoption guidance is provided in Section 6.8 of the TDP.

COORDINATION WITH TRANSIT AGENCIES

1. Pre-Application Conference and/or Application Review

Pre-application requirements:

The [City/County Community Development/Planning Director/City Manager or designee] shall invite [City/County] staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.

For applications that involve administrative review with notice (e.g., Type II procedures) and quasi-judicial review (e.g., Type III procedures):

Referrals [requests to review and comment on the application] shall be sent to interested and affected agencies. Interested agencies include but are not limited to [City/County] departments, police department, fire district, school district, utility companies, and applicable City, County, and State agencies. Affected agencies include but are not limited to the Oregon Department of Transportation and Coos County Area Transit.

2. Hearing Notice

Notice of a pending quasi-judicial public hearing shall be given by the [City/County Community Development/Planning Department] in the following manner:

At least [twenty] days prior to the scheduled hearing date, notice shall be sent by mail to:

Any governmental agency or utility whose property, services, or facilities may be affected by the decision. Agencies include and are not limited to: [list of agencies appropriate to jurisdiction, e.g., counterpart County or City Planning/Community Development, ODOT, ODOT Rail, ODOT Transit, railroad, Port, school district, other transit/transportation service providers] and Coos County Area Transit.

ACCESS TO TRANSIT AND SUPPORTIVE FACILITIES

SITE ACCESS

3. Access Between the Site and the Street

Pedestrian and Bicycle Access. Developments shall conform to the following standards for pedestrian and bicycle access:

- A. *Continuous Pathway System. A pathway system shall extend throughout the development site and connect to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.*

4. Access to the Transit Stop and Supportive Improvements

Note: These requirements can be modified so that development is not required to provide the physical improvements (if the transit district is providing them) for the transit stop but is required to provide the space

and/or easements for the improvements and the connection to the stop.

Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. *Reasonably direct connection. Connections between the transit stop and primary entrances of the buildings on site shall be "reasonably direct," meaning a route that does not deviate unnecessarily from a straight line or that does not involve a significant amount of out-of-direction travel for users.*
 - 1. *For commercial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.*
 - 2. *For residential buildings, the "primary entrance" is the front door (i.e., facing the street).*
 - 3. *For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.*
- B. *Safe and convenient connection. Bicycle and pedestrian routes shall be reasonably free from hazards and provide a reasonably direct route of travel between destinations.*
- C. *Pathways shall be concrete, asphalt, brick/masonry pavers, or another [City/County]-approved durable surface meeting ADA requirements.*
- D. *The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.*
- D. *Easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with an adopted plan,*

AREA ACCESS

5. Access to Transit Stops from Beyond the Site

Access ways:

Pedestrian and Bicycle Access Ways

The [decision body] in approving a land use application with conditions may require a developer to provide an access way where the creation of a street is infeasible and the creation of a cul-de-sac or dead-end street is unavoidable. An access way connects the end of the street to another right-of-way or a public access easement. An access way shall be contained within a public right-of-way or public access easement, as required by the [City/County]. An access way shall be a minimum of [10]-feet-wide and shall provide a minimum [6]-foot-wide paved surface or other all-weather surface approved by the [City/County decision body]. Design features should be considered that allow access to emergency vehicles but that restrict access to non-emergency motorized vehicles.

Block length:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall be served by an interconnected street network, pursuant with the standards in subsections (a) through (d) below (distances are measured from the edge of street rights-of-way). Where a street connection cannot be made due to physical site constraints, approach spacing/access management requirements, or similar restrictions, where practicable, a pedestrian access way connection shall be provided pursuant to [____].

- A. Residential zones: Minimum of [200] foot block length and maximum of [600] length; maximum [1,400] feet block perimeter
- B. [Downtown/Central Commercial] zone: Minimum of [200] foot length and maximum of [400] foot length; maximum [1,200] foot perimeter
- C. [General Commercial zone and Light Industrial zone]: Minimum of [100] foot length and maximum of [600] foot length; maximum [1,400] foot perimeter
- D. Not applicable in General Industrial zone

OTHER TRANSIT-RELATED DEVELOPMENT CODE PROVISIONS

VEHICLE PARKING

6. Transit Facilities and Uses in Parking Areas

Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met. Development required to provide park-and-rides shall be consistent with the location and design specifications of the Coos County Transit Master Plan.

7. Carpool/Vanpool Parking

Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

8. Maximum Parking Requirements

Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to Table [____], multiplied by a factor of:

- A. [1.2] spaces for uses fronting a street with adjacent on-street parking spaces; or
- B. [1.5] spaces, for uses fronting no street with adjacent on-street parking; or
- C. A factor determined according to a parking analysis.

9. Shared Parking

Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a

recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through Site Plan Review.

10. Reduced Parking Requirements

Modification of Off-Street Parking Requirements

The applicant may propose a parking space standard that is different than the standard in Section [___], for review and action by the [Community Development Director] through a [variance procedure], pursuant to [___]. The applicant's proposal shall consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors. The [Community Development Director] may reduce the off-street parking standards for sites with one or more of the following features:

- A. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;
- B. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
- C. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- D. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.
- E. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.

11. Parking Area Landscaping

Parking Lot Landscaping. All of the following standards shall be met for each parking lot or each parking bay where a development contains multiple parking areas:

- A. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees shall be planned so that they provide [a partial / # percent] canopy cover over the parking lot within [#] years. At a minimum, one tree per [12] parking spaces on average shall be planted over and around the parking area.
- B. All parking areas with more than [20] spaces shall provide landscape islands with trees that break up the parking area into rows of not more than [10-12] contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than [48] square feet of area and no dimension of less than [6] feet, to ensure adequate soil, water, and space for healthy plant growth;

C. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within [2] years of planting, not less than [50-75] percent of that area is covered with living plants; and

D. Wheel stops, curbs, bollards, or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than [2] feet from any such barrier.

E. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the [City/County decision body]. Landscaping shall be provided pursuant with the standards of subsections ___, below:

A. *Parking Lots.* The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between [3] feet and [4] feet.

Maintenance. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

12. Parking Area Walkways

A walkway shall be provided through a parking area, connecting building entrances to adjacent sidewalks and streets, in parking areas that have more than 20 parking spaces.

Where a walkway crosses a parking area or driveway, it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve driver-visibility of pedestrians. If crossings involve grade changes, the crossing shall include ADA accessible ramps. Painted striping, thermo-plastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

BICYCLE PARKING

13. Minimum Bicycle Parking Requirements

The recommended language below is a comprehensive set of provisions that establishes requirements for the minimum number of bicycle parking spaces, as well as direction for location and design. There is also the option to define and establish required parking spaces and design specific to short-term and long-term parking.

Bicycle Parking

A. *Standards.* Bicycle parking spaces shall be provided with new development and where a change of use occurs, at a minimum, based on the standards in Table ___. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection [___], the [City/County decision body] may require bicycle parking spaces in addition to those in Table ___.

Table ____ Minimum Required Bicycle Parking Spaces		Long and Short Term Bicycle Parking
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)
Multifamily Residential (required for 4 or more dwelling units)	2 spaces per 4 dwelling units	75% long term 25% short term
Commercial	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater	25% long term 75% short term
Industrial	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	25% long term 75% short term
Schools (all types)	2 spaces per classroom	50% long term 50% short term
Institutional Uses and Places of Worship	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term
Parks (active recreation areas only)	4 spaces	100% short term
Transit Stops	2 spaces	100% short term
Transit Centers	4 spaces or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term
Other Uses	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term

B. *Design and Location.*

1. *All bicycle parking shall be securely anchored to the ground or to a structure.*
2. *All bicycle parking shall be well lighted [to specified lighting level].*
3. *All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces shall be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/ rack of bicycle parking.]*
4. *Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.*
5. *Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.*

6. *Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall not conflict with the vision clearance standards of Section [___].*
 7. *All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.*
 8. *Short-term bicycle parking.*
 - a. *Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.*
 - b. *If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*
 - c. *Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.*
 9. *Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.*
- C. *Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The [City/County decision-making body] may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.*
- D. *Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the vision clearance standards of Section [___].*

URBAN FORM

14. Maximum Building Setbacks Development Standards.

Setback Requirements.

1. *Minimum front yard setback: none*
2. *Maximum front yard setback: [0-10] feet*

15. Pedestrian Amenities in Front Yard Setbacks

The [decision body] may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to [Site Design/Development Review] approval.

16. Parking Between the Building and the Street

Parking and Loading Area Development Requirements. All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot or unless otherwise noted, shall be developed and maintained as follows:

A. *Location on site. Required yards adjacent to a street shall not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.*

DEFINITIONS

Access way. A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made. OR Access way. Pedestrian and/or bicycle connections between streets, rights-of-way, or a street or right-of-way and a building, school, park, transit stop, or other destination.

Park and ride. A parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted transit master plan.

Rideshare. A formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

Transit center. A type of transit stop where multiple transit lines meet in order to facilitate transfers. A transit center may be developed with amenities including information boards, food and drink vendors, water fountains, and restrooms.

Transit improvements [or Transit amenities]. Transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops shall be consistent with an adopted transit plan.

Transit-related uses or transit uses. Uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park and rides.

Transit stops. An area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop shall be consistent with an adopted transit plan.
