

Coos County Transit Master Plan

AC Meeting 5 - CCATD Transit Master Plan
Overview

December 14, 2020





Introductions

Agenda Review

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
2:00	Introductions	David Hope – CCAT	
2:10	Welcome, Meeting Purpose, Agenda Review	Susie Wright – Kittelson	Confirm Understanding, Questions for Clarification
2:15	Recap Meeting #4 and Activities Since November 2020		
2:20	Draft Transit Master Plan		Questions/comments on short- term, mid-term, and long-term projects? Questions/comments on funding scenarios?
3:20	Next Steps: Adoption Process - Public Outreach (January) - Board Briefing (January 11 th) - Board Adoption (February 8 th)		
3:30	Adjourn		



1 - Project Initiation and Stakeholder Involvement

| Throughout



2 - Existing Conditions

| May - December



3 - Transit Needs and Opportunities

| February - Aug



4 - Evaluation and Prioritization

| Sept - Oct



5 - Draft Transit Master Plan

| Oct - Dec



6 - Adoption

| February

2019

2020

2021

Project Tasks and Deliverables



Current Phase: Draft Transit Master Plan

The project team has completed the draft Transit Master Plan (TMP) based on the work prepared in previous tasks. Public outreach will be organized in the month of January to solicit comments on the draft TMP.

What is Coos County Transit Master Plan (CCAT)?

The CCAT Transit Master Plan will identify short-, mid- and long-term opportunities and include guidance on managing and improving transit services, facilities and coordination with transit services within the County such as Curry County's Coastal Express and Pacific Crest Bus Lines.



Bus routes and services



Bus stops and facilities



Coordination with adjacent providers

Why do we need it?

It's needed to improve safety, mobility and accessibility of the transit system in Coos County. Proposed changes focus on building a connected transit system that supports mobility, planned land uses, economic vitality, livability, and public safety.



Draft Transit Master Plan

Contents

1. Introduction

- History, Project Purpose, Public Involvement

2. Vision and Goals

- Policy Framework, Goals, Policies and Practices

3. Baseline Conditions

- Transportation and Transit System Fleet, Population, Employment and Land Use, Ridership Patterns, Financial Characteristics

4. Needs Assessment

- Population, Employment and Land Use Growth, Specific CCATD needs, Transit Supportive Areas

5. Alternatives Development and Evaluation

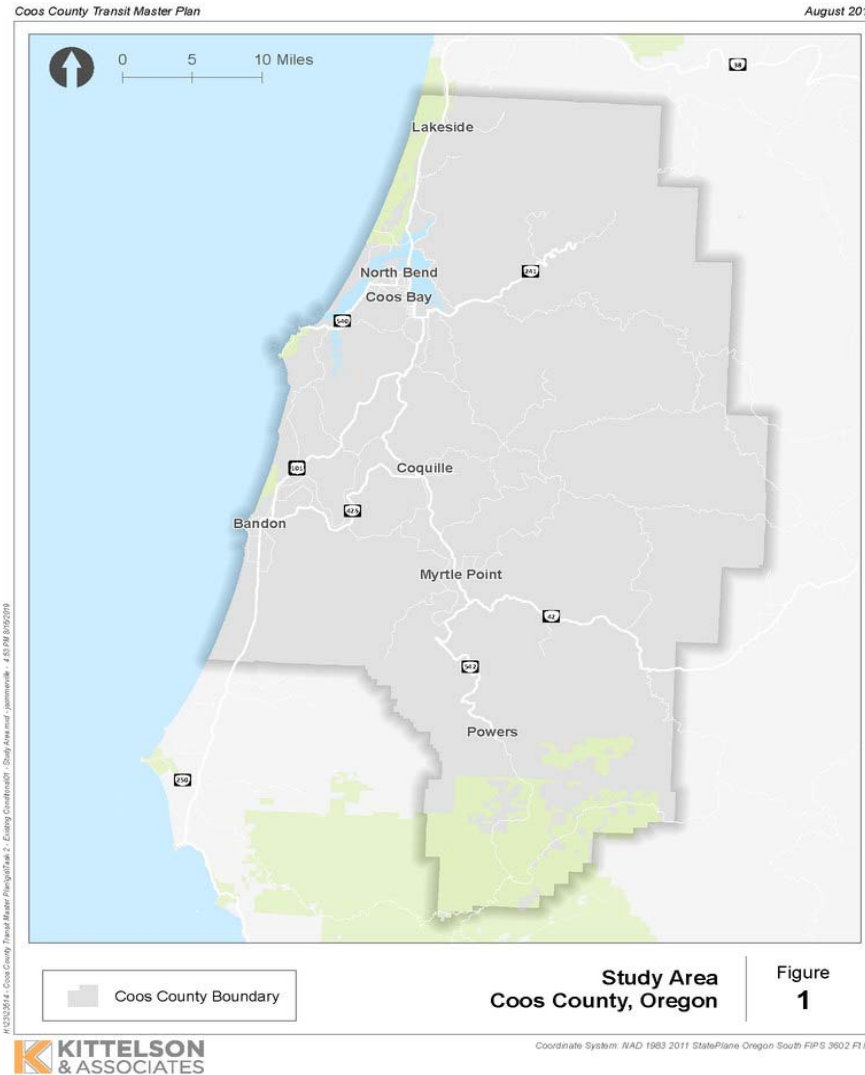
6. Transit Master Plan

- Vision, Service Plan, Capital Plan, Implementation Plan, Financial Plan, Management Plan, Performance Monitoring Plan, Policy and Code Amendments

7. TMP Update Schedule and Next Steps

8. References

1. Introduction

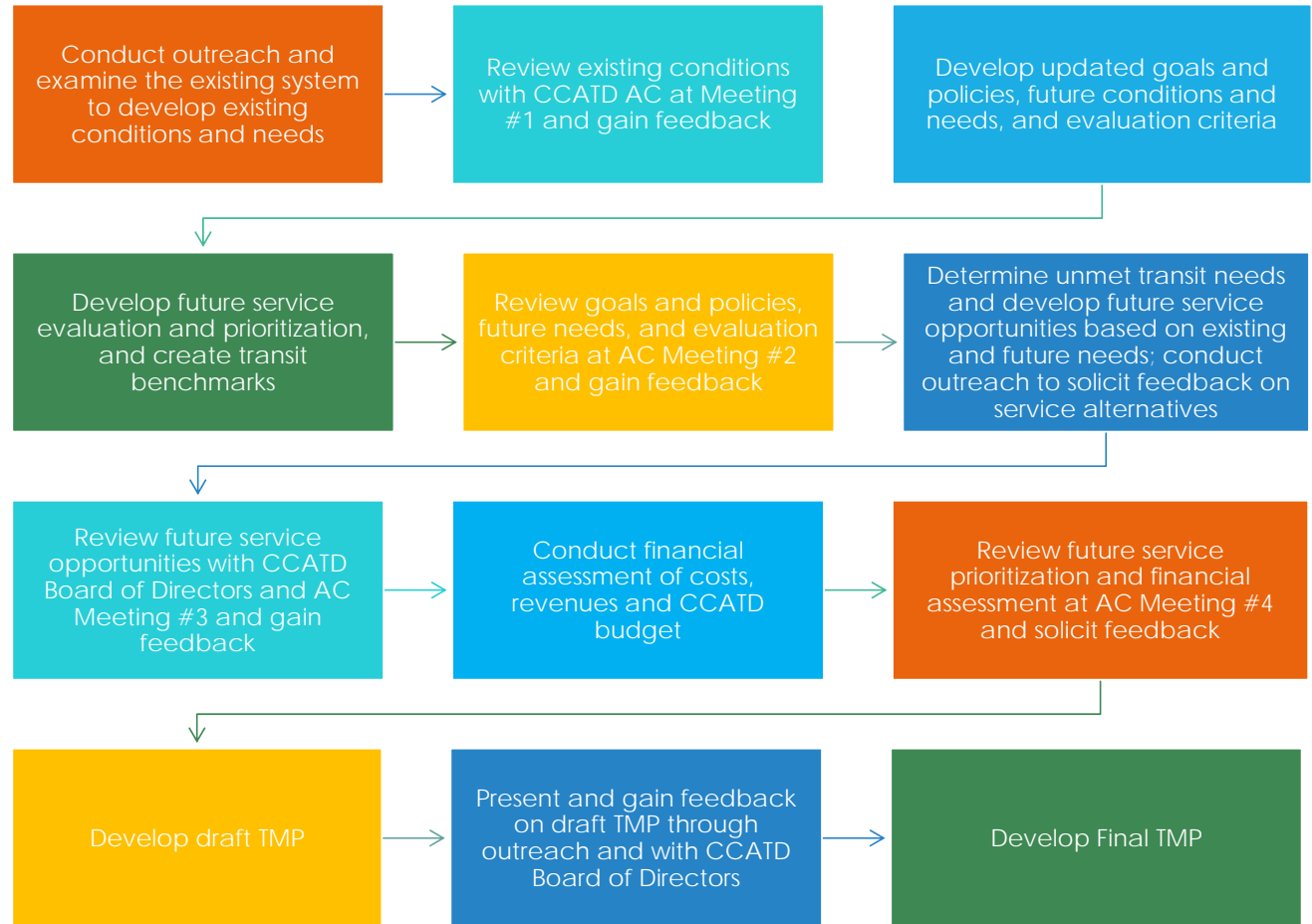


History

- In 2019, the Coos County Commissioners approved an order initiating the formation of a transportation district, after all seven cities within the county declared their interest in joining. As a result, CCATD formed its own governing body and became a non-taxing transportation district.

1. Introduction

Project Process



1. Introduction

Public Involvement Process

- Project Website
- Online Survey
- Onboard Survey
- Outreach Events
- Operator Survey
- Focus Group Meetings

CUSTOMER SATISFACTION

46% of riders indicated that their experience with CCAT services is very positive
39% of riders indicated that their experience with CCAT is neutral

Majority of the participants who do not ride CCAT indicated that CCAT bus service has a very positive or positive impact on the community

CONVENIENCE

Participants indicated that these tools would make riding CCAT more convenient for them in the following order:

- 1. Online/mobile trip planning tool; Providing real-time bus arrival information**
- 2. Different payment option**

UNDERSTANDING OF CCAT SERVICES

28% of participants expressed that their understanding of CCAT services are poor while 48% of participants indicated that their understanding of services is very well or fair

SERVICE NEEDS

Priorities of participants are as follows in the following order:

- 1. Increased Frequency**
- 2. Weekend Service**
- 3. Extended Hours**
- 4. Customer Service**
- 5. Information & Technology**

In ranking six options from low priority (6) to high priority (1), 'Increase Frequency' received the highest number of number 1 ratings and 'Information & Technology' received the highest number of number 5 ratings. 'New Service' had the highest average ranking and 'Customer Service' had the lowest average ranking.

2. Vision and Goals

- **Goal 1:** Customer-Focused Services – Provide services that are safe, comfortable, and convenient for all riders.
- **Goal 2:** Accessibility and Connectivity – Improve access and connections within and between communities in the CCATD service area.
- **Goal 3:** Coordination – Collaborate with public and private partners to maximize services.
- **Goal 4:** Health and Sustainability – Foster public, environmental, and fiscal health through transit investments.

3. Baseline Conditions

Coos County Transit System Overview

Local Public Transportation

- CCAT Loop
- CCAT Intercity Connector
- CCAT Lakeside - Hauser & Loop Express
- CCAT Dial-A-Ride
- Powers Stage

Regional Transportation

- Amtrak
- Coast Express
- Greyhound
- TransLink

Client-Based Transportation

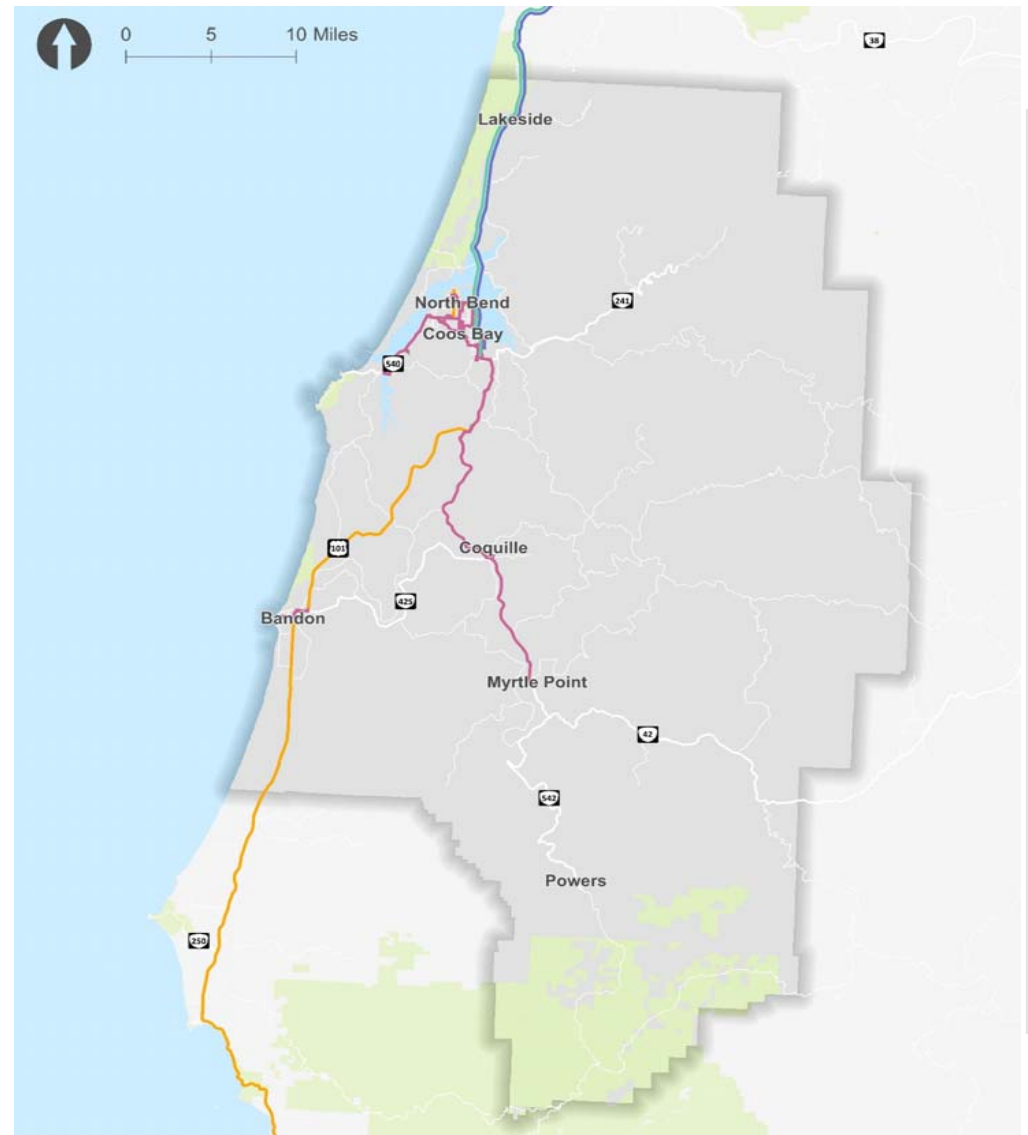
- Baycrest Village
- Pacific View Senior Living Community
- Inland Point
- Ocean Ridge
- South Coast Head Start
- Star of Hope Sheltered Workshops

Other Transportation

- Bay Cities Ambulance
- Disabled American Veterans
- Millennium Transportation
- South Coast Taxi
- Yellow Cab

3. Baseline Conditions

CCATD Transit Routes (as of July 2019)



3. Baseline Conditions

- In 2018, the population of Coos County was 64,389. The largest cities were Coos Bay with a population of 16,415 and North Bend with a population of 9,765

Proportion of Population Served and Jobs Covered by CCATD Routes

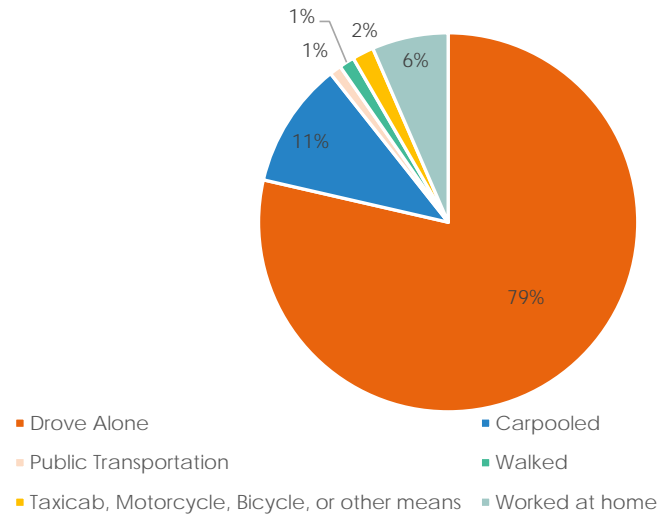
Name		Every	Distance	Within 0.25 miles of Stops:		Within 0.5 miles of Stops:	
				Population	Jobs	Population	Jobs
Coos Bay Loop	Pirate Express	60 min	15.77 miles	5,221	567	11,013	1,466
North Bend Loop	Bulldog Express	60 min	10.14 miles	5,673	1,319	11,593	2,799
Coquille-Myrtle Point Intercity Connector	Timber Express	360 min	62.72 miles	1,671	236	6,064	807
Charleston Intercity Connector	Charleston	360 min	17.03 miles	4,465	622	9,865	1,605
Bandon Loop	Cranberry Express	40 min	10.10 mi	870	16	2,031	44
Weekend Express	Weekend Express	32 min	8.71 mi	2,173	612	5,768	1,454

3. Baseline Conditions

Work Location by City – Coos County Jobs

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

Means of Transportation to Work



4. Needs Assessment



BASED ON GOALS AND OBJECTIVES AND DESIRED SYSTEM PERFORMANCE



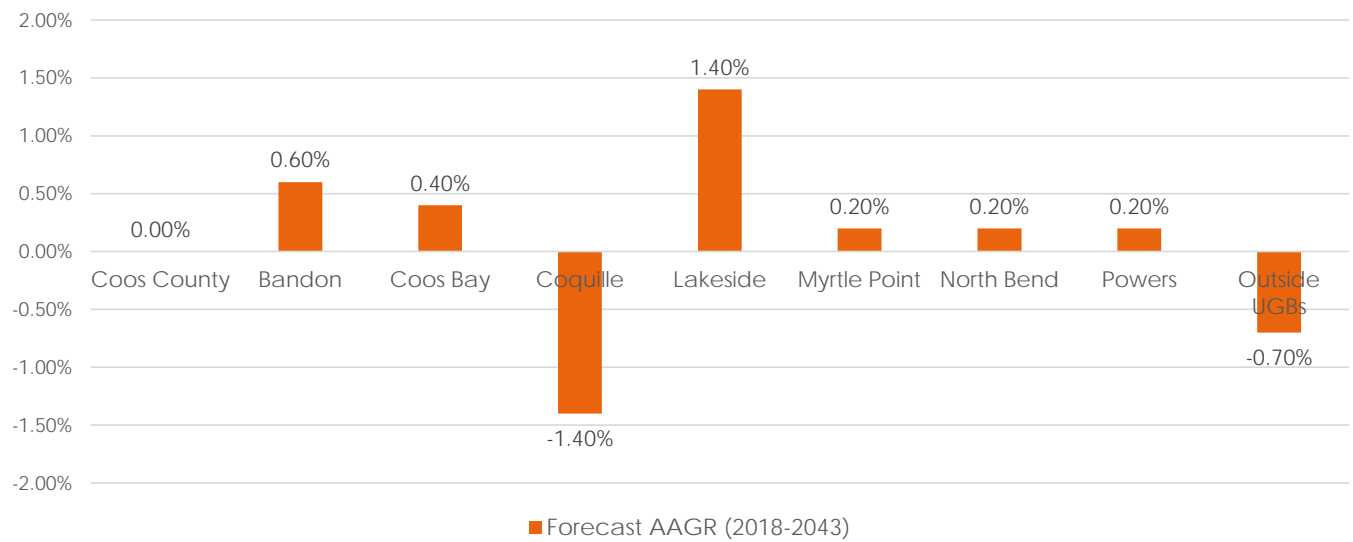
BASED ON POPULATION, DEMOGRAPHIC, AND LAND USE FORECASTS



STAKEHOLDER AND COMMUNITY INPUT

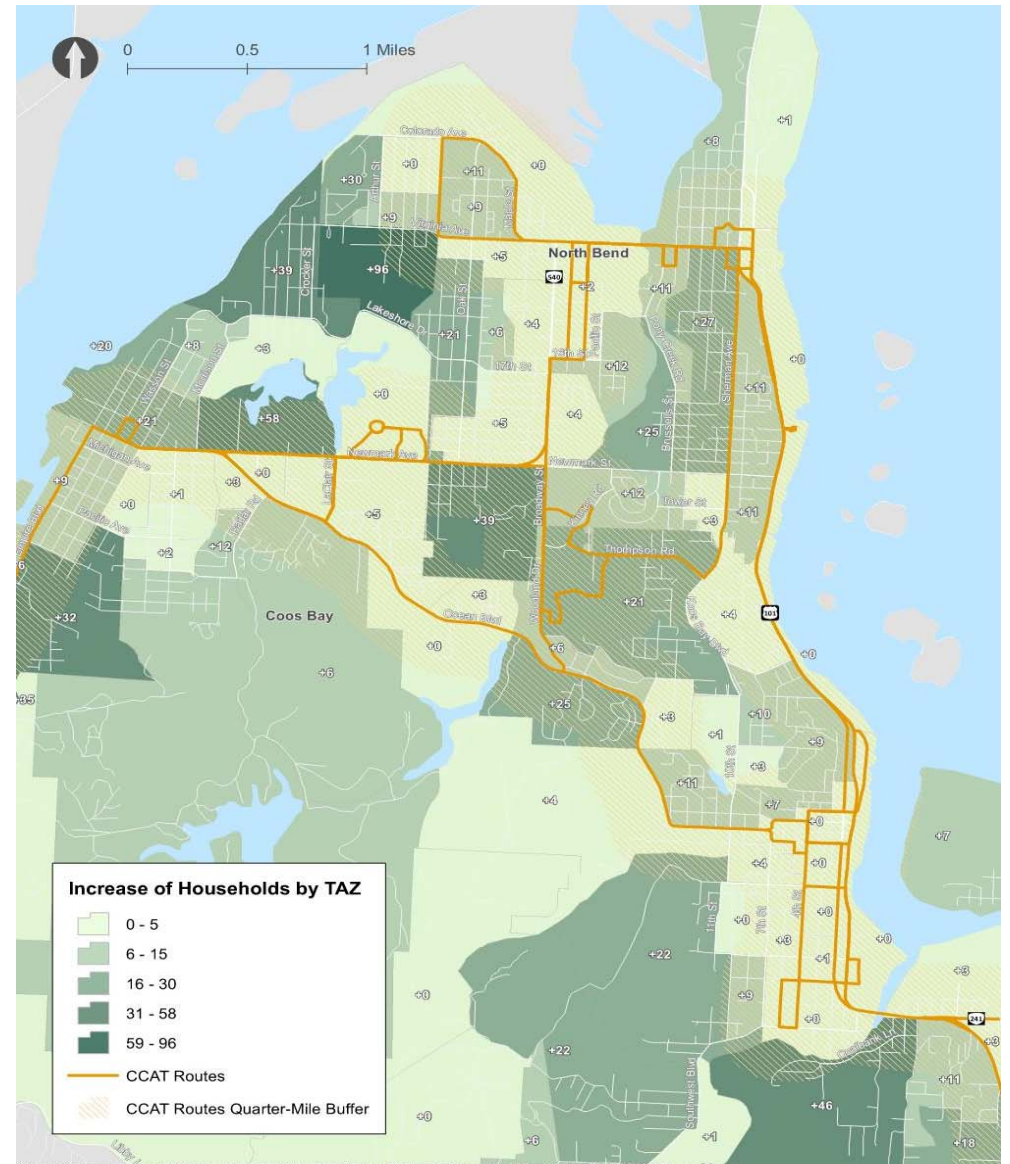
4. Needs Assessment

Population Growth: Forecasted Average Annual Growth Rates in Coos County (2018 – 2043)



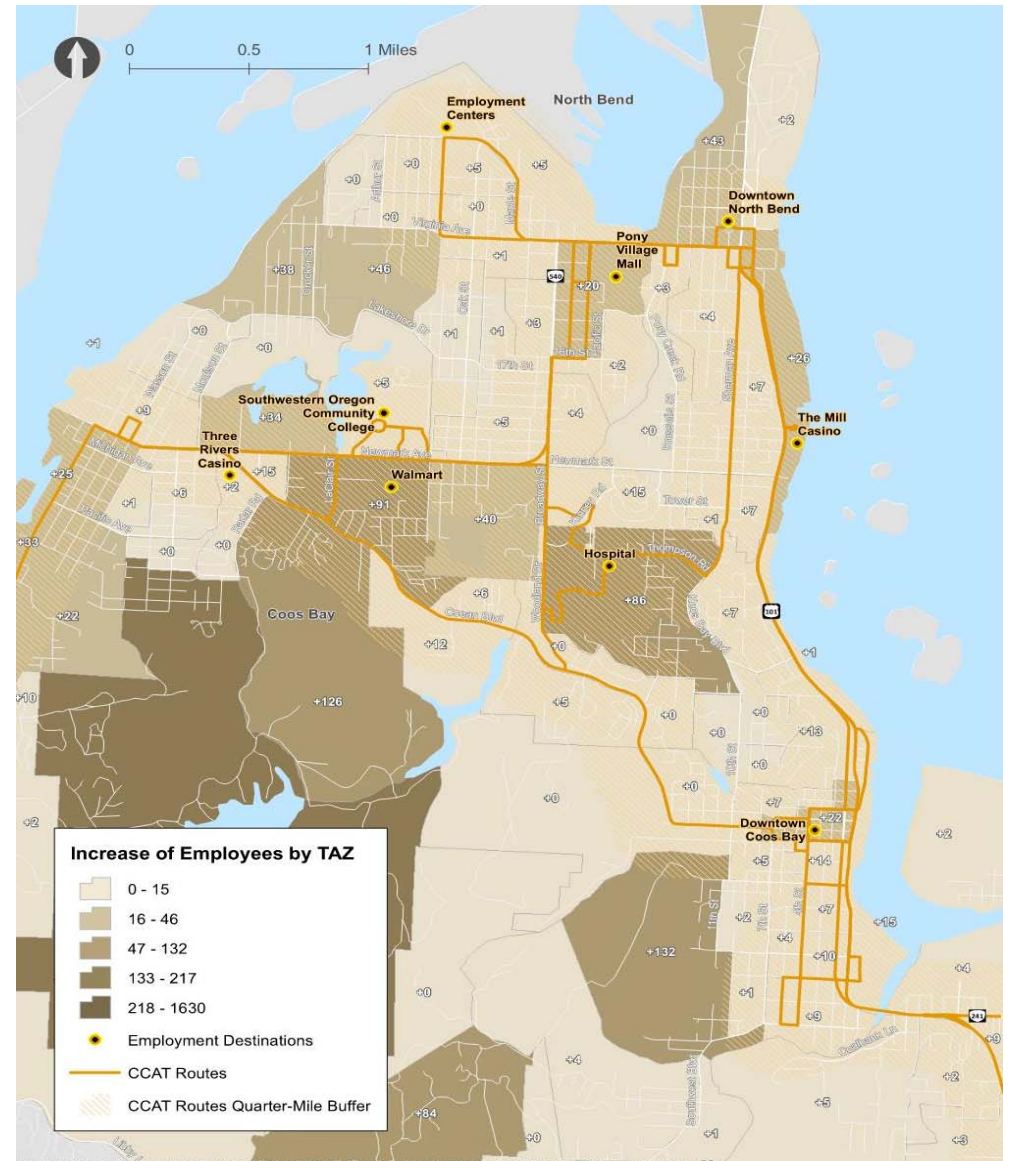
4. Needs Assessment

Forecasted Increase of Households per Acre by TAZ from 2013 to 2035

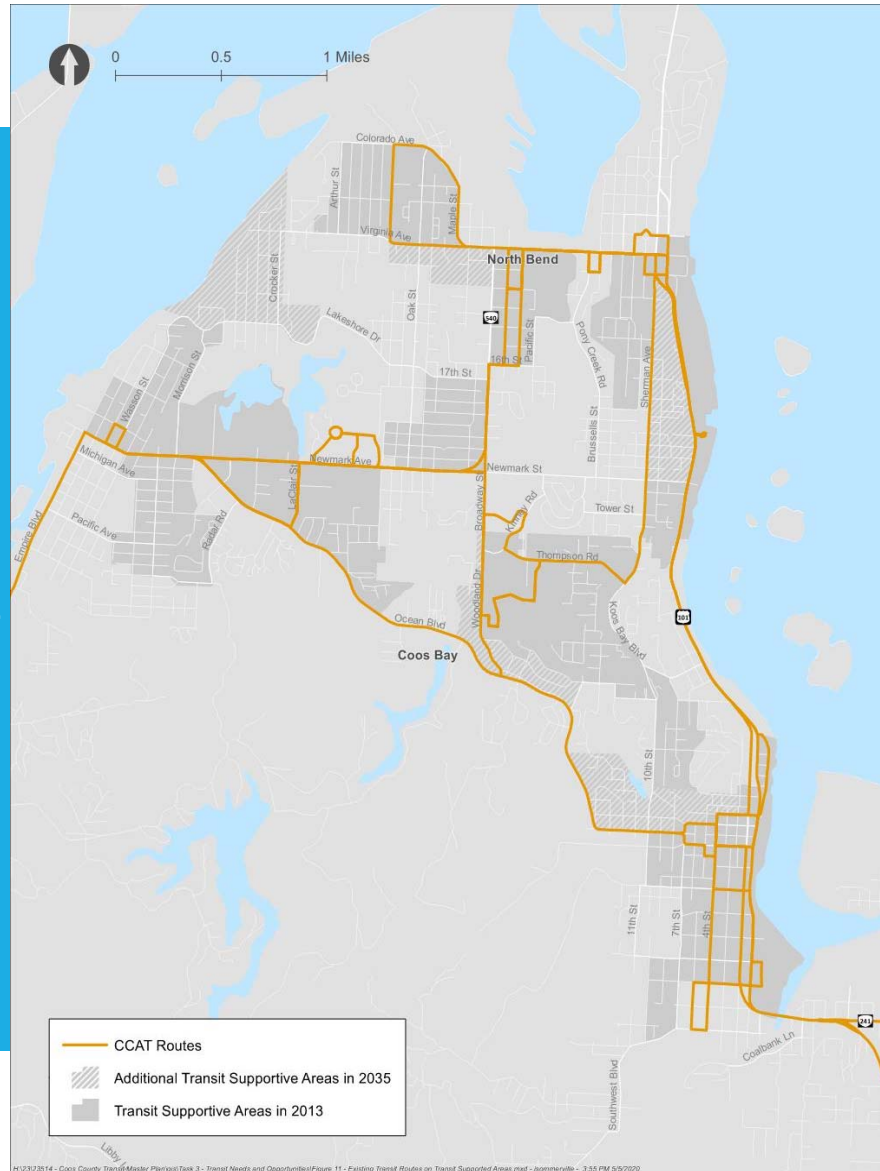


4. Needs Assessment

Forecasted Increase of Employment per Acre by TAZ from 2013 to 2035



4. Needs Assessment



Transit-supportive area: Larger areas (e.g., census block groups) with population density, job density, or both capable of generating sufficient ridership to support at least hourly fixed-route transit service during the day on weekdays. Transit-supportive areas can also include specific destinations for transit passengers that may not otherwise meet the density criteria (e.g., a recreation center, an employment office).

5. Alternatives Development and Evaluation

Evaluation Criteria	Notes
Goal 1: Customer-Focused Services	
Ridership Potential	Total ridership potential from Transit Cooperative Research Program (TCRP) methodologies, existing ridership compared to population/employment near stops, etc.
Service Hours	Change in number of service hours
Rides per Hour	Cost-efficiency measure comparing potential ridership to service hours provided
Service Frequency	Change in service frequency (can be further distinguished by frequency during peak periods vs. off-peak)
Service Span	Change in number of hours per weekday and weekend day service is provided
Travel Time	Evaluates travel time impacts to existing service and travel time for new services
Stakeholder Support	Considers support and priorities of riders, community members, and other stakeholders
Goal 2: Accessibility and Connectivity	
Population within ¼ Mile of Transit Route or Service	Measures accessibility to transit for the general population and serves as a proxy for ridership
Employees within ¼ Mile of Transit Route or Service	Measures transit accessibility to jobs and serves as a proxy for ridership
Transportation-Disadvantaged Populations within ¼ Mile of Transit Route or Service	Measures transit accessibility for transportation-disadvantaged populations
Goal 3: Coordination	
Connections to Other Routes/Providers	Evaluates how well an alternative is integrated with other routes and mobility services or if the alternative represents a change in connectivity to other transit options
Goal 4: Health and Sustainability	
Access to Health-Supporting Destinations	Evaluates access or change in access to grocery stores, parks, community spaces, health care, and social services
Cost per Ride	Evaluates cost-efficiency of system or alternative
Total Capital Costs	Provides capital costs needed to start service alternative
Total Annual Operating Costs	Provides change in operating costs to maintain service alternative

6. Transit Master Plan

Vision

- Link people, jobs, and communities conveniently, consistently, and safely to meet the needs of everyone in Coos County.

Service Plan

CCATD proposes to continue to operate deviated-route service following the pandemic, with the following characteristics:

- Everyone will be eligible to request a deviation of the fixed-route service.
- Maximum deviation distance: $\frac{1}{4}$ mile from the fixed route.
- Trip purpose priorities for deviations, in descending order: medical, employment, education, nutrition, shopping, recreation, other, same-day medical, same-day non-medical.
- Maximum deviations per trip: To be determined. Each route's schedule will build in time to accommodate the identified maximum number of deviations without affecting schedule reliability.

6. Transit Master Plan

Planned Service Changes (Short-Term)

Proposed Route Changes: The Pirate, Bulldog, and Charleston routes in the Bay Area are proposed to operate as deviated routes and have changes in their routing. The Weekend Express will not be funded in 2021 but remains part of the short-term plan (2020-2024).

Eliminated Routes: The Timber Express (Coquille/Myrtle Point) and Cranberry Express (Bandon) routes will be eliminated. Service to Coquille and Myrtle Point will be provided by a combination of a new intercity route to Roseburg, a new South County route, and the Powers Stage route. Bandon is served by Curry Public Transit.

New Routes: Three new routes, the South County Route (replacing Timber Express) and new intercity routes to Roseburg and Florence, are proposed. The Roseburg and Florence routes already have funding for the first year.

6. Transit Master Plan

Mid-Term Service Plan

Mid-term service enhancements (2025–2030) include:

- providing weekend service,
- adding a new Bay Area route to increase coverage area, and
- increasing service span and frequencies.

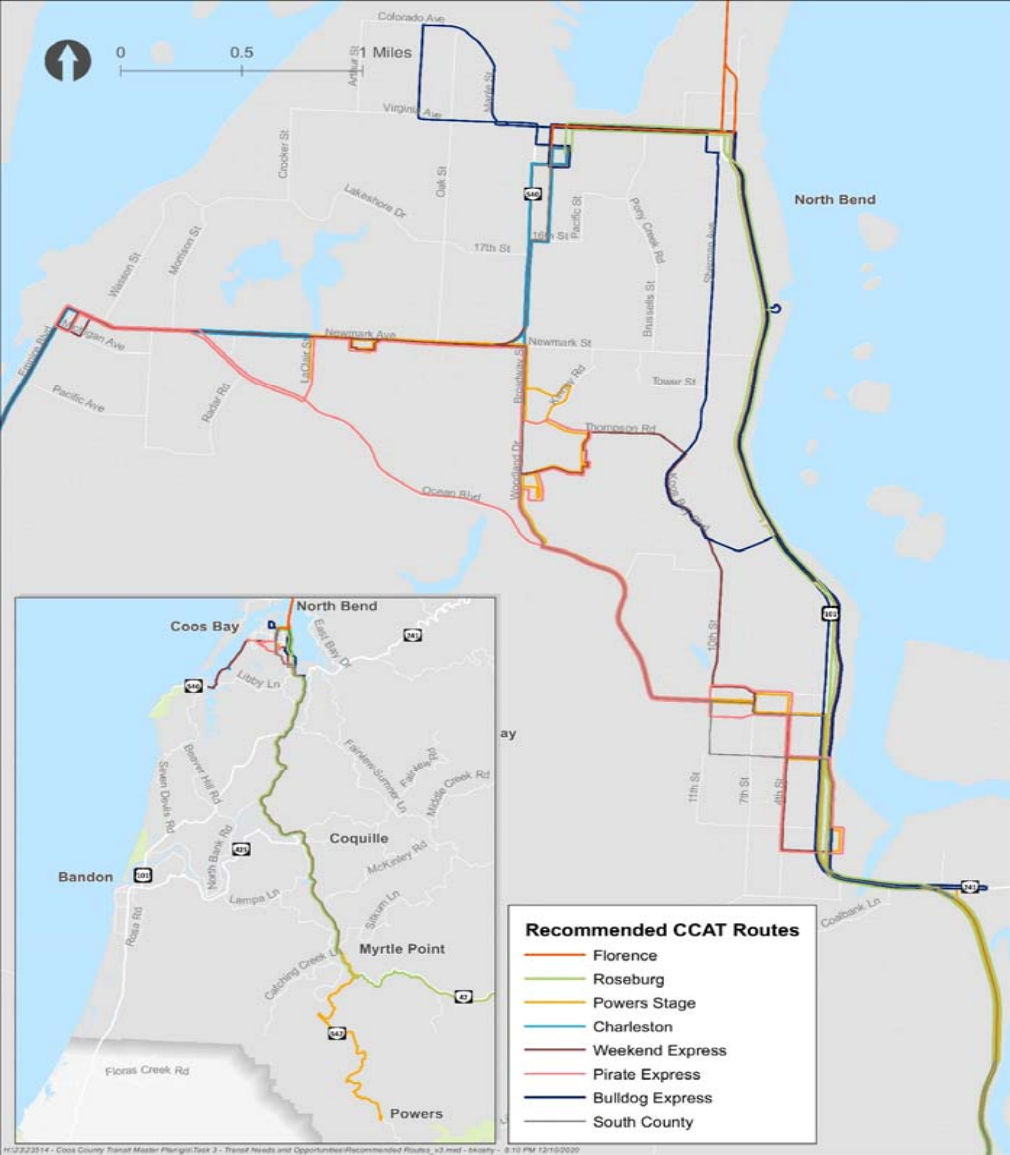
Long-Term Service Plan

Long-term service enhancements (2031–2040) include:

- increased frequency
- increased dial-a-ride service, and
- continuation of short-, and mid-term improvements.

Recommended Short-Term Routes

6. Transit Master Plan




6. Transit Master Plan

Capital Plan

- CCAT has a fleet of 21 vehicles
- 3 vehicles were acquired in 2019 and have logged approximately 5,500 miles or fewer
- 13 buses have exceeded their Expected Useful Life (EUL) and are eligible for replacement in FY 20/21; 2 are eligible for replacement in FY 24/25
- Capital costs are expected to be \$125,000 per 22-foot bus, based on the American Public Transportation Association (APTA)'s *2020 Public Transportation Vehicle Database*.

Total = \$1,875,000

Vehicles to be replaced = 15

Local match = 3  / year,
\$50,000 – \$75,000/ year

Recommendation:

- Medium-sized buses (20-25 foot)
- Accessible vans for dial-a-ride service
- Maintain an average fleet age that is less than half the vehicles' average life span of the vehicles
- 20 percent spare ratio is recommended for fleet size, but this could be higher (e.g., 25%) based on the types of services CCAT offers
- Consider purchasing lower-emission vehicles such as hybrid-electric propulsion, all-electric buses or compressed natural gas (CNG) buses
- Low-floor buses for all deviated and fixed routes that are able to accommodate low-floor buses



6. Transit Master Plan

Implementation Plan

Short-Term Actions (2020-24)

- Service Changes
- Passenger Counters: CCATD currently has grant funding available for implementation of Ecolane to count number of passengers by stop locations.
- Rider Tools and Information via Website and Mobile App
- Bus Stop Improvements
- Low-Floor Vehicles

2024 (SHORT-TERM) 0 TO 5 YEARS

-  DEVIATED FIXED ROUTE MODEL
INTRODUCTION OF MODEL
-  ELIMINATION OF ROUTES
ELIMINATES TIMBER EXPRESS AND CRANBERRY EXPRESS
-  NEW ROUTES
ADDS 3 NEW ROUTES - SOUTH COUNTY, ROSEBURG, AND FLORENCE
-  2 DIAL-A-RIDE VEHICLES

2029 (MID-TERM) 5 TO 10 YEARS

-  INCREASED SERVICE SPAN FOR BAY AREA ROUTES
PIRATE EXPRESS, BULLDOG EXPRESS AND WEEKEND EXPRESS -
ADDS 620 SERVICE HOURS
-  SATURDAYS
ADDS 1650 SATURDAY HOURS
-  HEADWAYS
REDUCES HEADWAYS TO 30 MINUTES ON CRAB EXPRESS
-  NEW ROUTES
ADDS 1 NEW BAY AREA ROUTE
-  ADDITIONAL TRIPS/DAY
INCREASES TRIPS FROM 2 TRIPS (SHORT-TERM) TO 4 TRIPS (MID-TERM)
ON SOUTH COUNTY ROUTE
-  ADDITIONAL WEEKDAYS
ROSEBURG AND FLORENCE ROUTES - ADDS 660 SERVICE HOURS

2034 (LONG-TERM) 10 TO 20 YEARS

-  INCREASED SERVICE SPAN FOR BAY AREA ROUTES
PIRATE EXPRESS, BULLDOG EXPRESS AND WEEKEND EXPRESS -
ADDS 2775 SERVICE HOURS
-  INCREASED FREQUENCY
PIRATE EXPRESS AND BULLDOG EXPRESS
-  3 DIAL-A-RIDE VEHICLES
ADDS 1 VEHICLE
-  SUNDAYS
ADDS 660 SUNDAY HOURS
-  SATURDAYS
ADDS SATURDAY HOURS
-  ADDITIONAL WEEKDAYS
ROSEBURG AND FLORENCE ROUTES - ADDS 660 SERVICE HOURS

6. Transit Master Plan

Implementation Plan

Mid-Term Actions (2025-30)

- Service Changes
- Real-time Vehicle Arrival Information
- Rider Tools and Information via Website and Mobile App
- Continued Bus Stop Improvements
- Continued Fleet Replacement

Long-Term Actions (2031-40)

- Service Changes
- Continued Bus Stop Improvements
- Continued Fleet Replacement

2024 (SHORT-TERM) 0 TO 5 YEARS

- DEVIATED FIXED ROUTE MODEL
INTRODUCTION OF MODEL
- ELIMINATION OF ROUTES
ELIMINATES TIMBER EXPRESS AND CRANBERRY EXPRESS
- NEW ROUTES
ADDS 3 NEW ROUTES - SOUTH COUNTY, ROSEBURG, AND FLORENCE
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ROSEBURG AND FLORENCE ROUTES - ADDS 660 SERVICE HOURS

Implementation Plan

6. Transit Master Plan

Route	Short-Term Actions	Mid-Term Actions	Long-Term Actions
Bay Area Local (Pirate, Bulldog, Charleston, Weekend)	<ul style="list-style-type: none"> Deviated fixed-route model 	<ul style="list-style-type: none"> Increase service span for Pirate Express, Bulldog Express, and Weekend Express More Saturday service Increase frequency for Charleston route 	<ul style="list-style-type: none"> Increase service span for all Bay Area routes Increase service frequency for Pirate Express, Bulldog Express, and Charleston route
Timber Express	<ul style="list-style-type: none"> Replaced with combination of Roseburg, South County, and Powers routes 	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> —
Cranberry Express	<ul style="list-style-type: none"> Replaced with South County route 	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> —
Powers Stage	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> No change
South County	<ul style="list-style-type: none"> Two trips/day 	<ul style="list-style-type: none"> Four trips/day 	<ul style="list-style-type: none"> Four trips/day
ADA Paratransit (Bay Area)	<ul style="list-style-type: none"> Replaced with dial-a-ride and route deviations) 	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> —
Dial-a-Ride	<ul style="list-style-type: none"> 2 vehicles 	<ul style="list-style-type: none"> 2 vehicles 	<ul style="list-style-type: none"> 3 vehicles)
Roseburg	<ul style="list-style-type: none"> Service on Tuesday and Wednesday 	<ul style="list-style-type: none"> Add service on Thursday and Saturday 	<ul style="list-style-type: none"> Service every day
Florence	<ul style="list-style-type: none"> Service on Monday, Tuesday, Thursday and Friday 	<ul style="list-style-type: none"> Add service on Wednesday 	<ul style="list-style-type: none"> Service every day
Other Services	<ul style="list-style-type: none"> — 	<ul style="list-style-type: none"> 1 additional Bay Area local route 	<ul style="list-style-type: none"> —
Information, Technology, and Facilities	<ul style="list-style-type: none"> Passenger counters (Ecolane) Rider tools and information via website and mobile app Bus stop Improvements Purchase low-floor vehicles as fleet replaced 	<ul style="list-style-type: none"> Real-time vehicle arrival information Continued bus stop improvements Continued fleet replacement; fleet expansion as needed to support additional service 	<ul style="list-style-type: none"> Continued bus stop improvements Continued fleet replacement; fleet expansion as needed to support additional service

6. Transit Master Plan

Local TMP Adoption

Policies (Comprehensive Plan): Policies in locally adopted plans can play an important role in supporting TMP recommendations

- Jurisdictions should adopt the service planning, capital planning, and policy recommendations from the TMP as part of the transportation element of their comprehensive plan.
- This can be accomplished as an amendment to the adopted comprehensive plan, either as modified policy language in this document or through an update of the local transportation system plan (TSP), which is the transportation element of the local comprehensive plan.

Development Code: Transit-supportive development requirements can help further regional and local transit policy objectives and implement TMP recommendations

- A local jurisdiction could adopt amendments as part of a targeted TSP amendment (along with the policy amendments discussed above); bundle modifications with other development code amendments that the jurisdiction is considering or has planned; or as a standalone set of development code amendments.

Short-Term, Mid-Term and Long-Term Costs

Route	Annual Vehicle Hours				Annual Cost (\$1,000, in Today's Dollars)			
	Existing	Short-term	Mid-term	Long-term	Existing	Short-term	Mid-term	Long-term
Bay Area Local								
Pirate, Bulldog, Crab, Weekend**	5,338	8,295*	15,335	27,360	\$320	\$498	\$920	\$1,642
Timber Express	917	N/A	N/A	N/A	\$55	N/A	N/A	N/A
Cranberry Express	975	N/A	N/A	N/A	\$59	N/A	N/A	N/A
Powers Stage	536	536	536	536	\$32	\$32	\$32	\$32
South County	N/A	1,275	4,335	4,335	N/A	\$77	\$260	\$260
ADA Paratransit (Bay Area)	4,547	N/A	N/A	N/A	\$273	N/A	N/A	N/A
Dial-a-Ride (Bandon)	975				\$59			
Dial-a-Ride (Other)	4,300	4,080	4,080	6,120	\$258	\$245	\$245	\$367
Roseburg	N/A	660	1,320	2,310	N/A	\$40	\$79	\$139
Florence	N/A	2,640	3,300	4,620	N/A	\$158	\$198	\$277
Total	17,588	17,486	28,906	45,281	\$1,055	\$1,049	\$1,734	\$2,717

*This increase is offset by reductions in paratransit | ** Weekend Express does not have funding in 2021

Cost/hour = \$60/hour
Service Cost Increase = 6%/year

Short-term = 2020 - 2024
Mid-term = 2025 - 2030
Long-term = 2031 - 2040

Capital Plan Cost Summary

Capital and Fleet Local Match Costs

6%  annually

Costs	Sample Fiscal Year				
	2020	2025	2030	2035	2040
Fleet Replacement Costs	\$75,000	\$106,000	\$142,000	\$191,000	\$255,000

CCATD Existing and Potential Funding Sources

Existing Funding Sources

Federal Grants

- Section 5303/5304/5305 - Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning Grant
- Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities Formula Grant
- Section 5311 – Rural Area Formula Grant
- Section 5339 – Bus and Bus Facilities
- Surface Transportation Block Grant (STBG)
- Other Federal Funding

State Funding

- Special Transportation Fund (STF)
- Statewide Transportation Improvement Fund (STIF)

Local Funding

- Charges for Services (Fares)
- Other Transit Provider Revenue

CCATD
Existing and
Potential
Funding
Sources

Projections for Existing Funding Sources

Steady

Grant
Revenue

4% ↑ annually

STIF
Formula

2% ↑ annually

Fare
Revenue

Contracts

2% ↑ annually

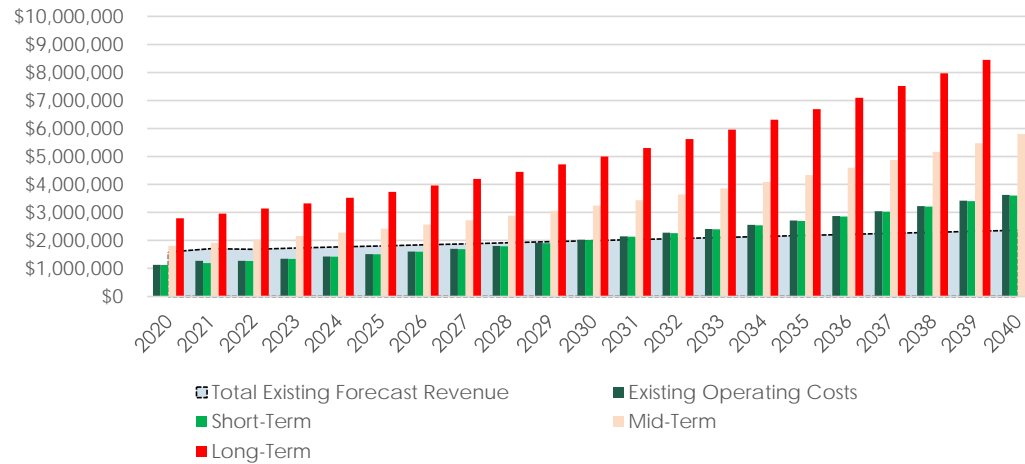
Local
Funding

Stagnant



Service Plan Compared to Funding Projections

Projections of Total Existing Revenue Sources Compared to Short-Term, Mid-Term and Long-Term Service Alternatives Costs



Existing revenues are sufficient to cover short-term service alternative costs until 2030. Additional funding is needed to implement mid-term and long-term recommendations

CCATD Existing and Potential Funding Sources

Potential Additional Local Funding Sources

Local Taxes and Fees

- Property Taxes
- Business Taxes
- Payroll Taxes
- Tax Increment Financing
- Tax Incentive Zones
- Multimodal Impact Fees
- Parking Fees/Fines

Potential Future Local Funding Sources for Consideration

Property Tax

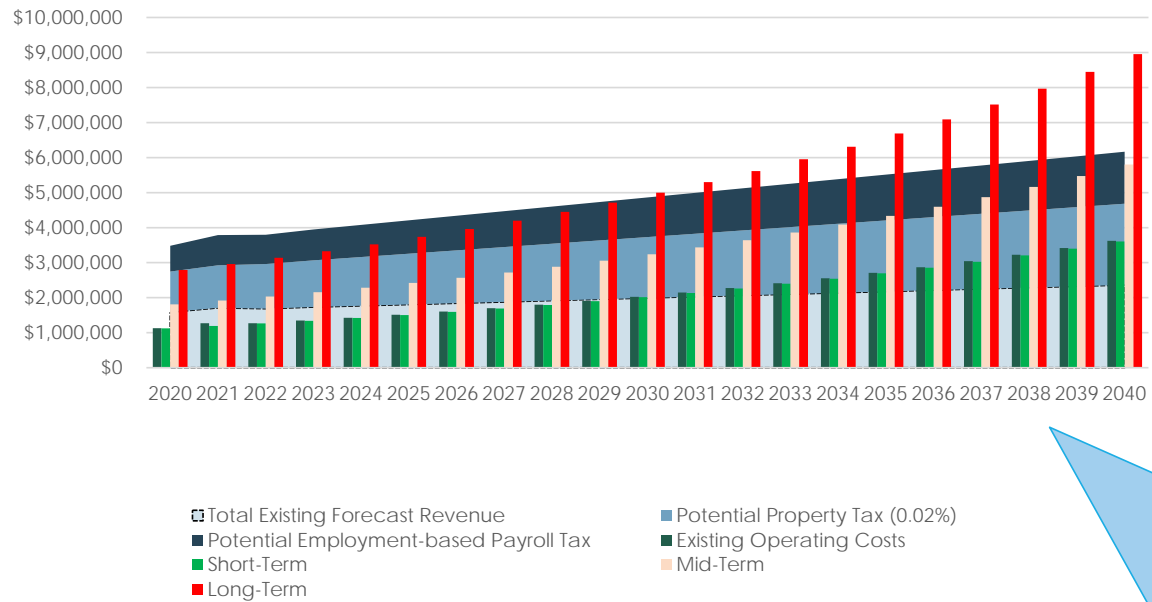
- A property tax would provide a determined percentage per \$1,000 of assessed property value, such as twenty cents per thousand dollars (\$0.20/\$1,000) or 0.02%.
- Other transit providers in the state that use property tax: Lincoln County Transportation District, the Rogue Valley Transportation District, and many others

Employer-Based Payroll Tax

- A tax equivalent to the existing employee-borne tax funding the STIF would be 0.1% but could be set any desired level.

	Potential Future Funding Source	Variation	Fiscal Year				
			2020	2025	2030	2035	2040
5% ↑ annually	Property Tax	0.05% within Coos County	\$2,900,000	\$3,625,000	\$4,350,000	\$5,075,000	\$5,801,000
		0.03% within Coos County	\$1,740,000	\$2,175,000	\$2,610,000	\$3,045,000	\$3,480,000
		0.02% within Coos County	\$1,160,000	\$1,450,000	\$1,740,000	\$2,030,000	\$2,320,000
4% ↑ annually (similar to STIF)	Employer-based Payroll Tax	0.1% (equivalent to employee-based payroll tax used for the STIF)	\$737,000	\$955,000	\$1,132,000	\$1,308,000	\$1,485,000

Scenario 3 – Inclusion of Property Tax (0.02%) and Employer-Based Payroll Tax



All short-term improvements and mid-term improvements can be covered throughout the plan horizon.

Mid-term improvements could be funded through appx. 2030 with one additional funding source.

Long-term improvements would not be sustainable throughout 2040

Potential Future Funding Scenarios

6. Transit Master Plan

Management and Marketing Plan

Management Strategies:

- Continue to Enhance Coordination between CCATD, Local and Regional Partners, and other Transit Providers
- Involvement with Outside Organizations to Gain Further Community Support
- Create Measurable Outcomes for Services to Promote Effective Monitoring

Customer Service and Information Strategies:

- Consolidate Existing Schedule Brochures into a Single User-Friendly Brochure
- Support Mobile Application Technologies
- Invest in Training Programs

Framework for Performance Monitoring

Focus Area	Goal Area	Performance Measure	Current Performance (FY17-18)	Performance Target	Benchmark Type
Perceived Service Quality	1,2,3	# of missed connections with coordinated transit systems	TBD	Reduce	Trend Analysis
Safety and Security	1,4	Total Reportable Incidents	TBD	Reduce	Trend Analysis
		Vehicle Miles between Incidents	TBD	Increase	Trend Analysis
		Total Crashes (Fatalities + Injuries)	TBD	Reduce	Trend Analysis
		Vehicle Miles between Crashes	TBD	Increase	Trend Analysis
Service Utilization	1,2,4	Total Passenger Trips	59,661	Increase	Trend Analysis and/or Peer Comparison
		Annual Vehicle Revenue Miles	239,123	Increase	Trend Analysis and/or Peer Comparison
		Annual Vehicle Revenue Hours	17,222	Increase / Outperform Peers	Trend Analysis and/or Peer Comparison
Resource Utilization	4	Vehicle Miles per Vehicle	14,438 ²	Increase	Trend Analysis and/or Peer Comparison
		Vehicle Hours per Vehicle	1,157 ²	Increase	Trend Analysis and/or Peer Comparison
Maintenance Administration	1	Vehicle Miles between Failures	TBD	Increase	Trend Analysis
		Maintenance cost as a percentage of operating costs	N/A	Reduce	Trend Analysis
Cost Efficiency	4	Cost per Vehicle Mile	\$2.84	Reduce	Trend Analysis and/or Peer Comparison
		Cost per Vehicle Hour	\$60 ³	Outperform Change in Peer Costs	Trend Analysis and/or Peer Comparison
Cost Effectiveness	4	Farebox Recovery (%)	7.8% ²	Increase	Trend Analysis and/or Peer Comparison
		Cost per Passenger Trip	\$11.40	Reduce	Trend Analysis and/or Peer Comparison

Policy and Code Amendments

Development Code

- Local jurisdictions should consider updating development-related requirements to ensure future development will support transit — particularly coordination with the service provider and 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:** The periods during which an applicant is preparing a development application and when that application is under review by the jurisdiction present key opportunities for this coordination.
 - **Access to Transit and Supportive Improvements:** 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.

Policy and Code Amendments

Model Code - Appendix K -

http://www.cooscountytmp.com/system/images/3598/original/23514_Draft_Transit_Master_Plan_12112020_Appendix_Kpdf.pdf

Development Code Cont.

- **Parking:** 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:** 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 do not allow parking between the building and street.
- **Definitions:** Development code should include transit-related definitions in order to clarify and support transit-supportive development code provisions.

Refer to Draft Transit Master Plan Table 6.13 for Development Regulation Consistency Assessment

Consistency Assessment

Policy and Code Amendments

Policy		Coos County	Coos Bay	North Bend	Coquille	Bandon
GENERAL						
1.	The [City/County] will facilitate provision of transit service to its community members, with particular attention to members who may be "transit-dependent" due to factors such as age, abilities, and/or income.	Partial	Yes	Yes	Yes	Partial
2.	The [City/County] will work to improve safety for transit customers through measures such as providing, requiring development to provide, or coordinating with the roadway authority to provide enhanced roadway crossings, and coordinating with the transit service provider regarding the location of transit stops and driveways near transit stops.	Partial	Yes	Yes	No	No
3.	The [City/County] will support transit services as a way to promote economic development and tourism.	Partial	Yes	Yes	No	No
ACCESSIBILITY & CONNECTIVITY						
4.	The [City/County] will provide, will require development to provide, or will coordinate with the roadway authority to provide transportation system-related improvements such as pedestrian and bicycle connections to transit stops, including ADA-accessible improvements.	No	Yes	Yes	Partial	Partial
5.	The [City/County] will collaborate with the transit service provider to improve access to employment, education, employment, and health services.	No	Partial	Partial	Partial	No
6.	The [City/County] will coordinate with the transit service provider on potential park-and-ride and "mobility hub" sites, where multiple modes could connect.	No	Partial	Partial	No	No
COORDINATION						
7.	The [City/County] will invite transit service providers to participate in the review of land use proposals that may have implications for transit service.	Partial	Yes	Yes	Partial	No
8.	The [City/County] will require development or will facilitate coordination between development and the transit service provider to provide transit-related improvements such as shelters and lighting to complement transit service and encourage higher levels of transit use. Transit stop improvements will be coordinated with the transit service provider and must be consistent with adopted transportation and transit plans.	No	Partial	Partial	No	No
9.	The [City/County] will help facilitate connections between transit and other transportation services and technologies.	No	Partial	Partial	No	Partial
10.	The [City/County] will seek opportunities to coordinate emergency response and recovery following natural disasters and other emergencies, including transit's potential role in response and recovery.	No	Partial	Partial	No	No
SUSTAINABILITY						
11.	The [City/County] will support improved access to active transportation options and health-supporting destinations.	No	Yes	Yes	Partial	Partial
12.	1 The [City/County] will support strategies to reduce single-occupancy vehicle trips and greenhouse gas emissions.	No	Yes	Yes	No	No

7. TMP Update Schedule and Next Steps

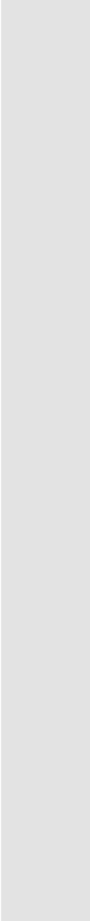
- The TMP should be updated every **five** to **ten** years to allow CCATD to prioritize the future, monitor progress in implementing identified projects, update the future financial outlook and planning, and to verify and update the population, land use, and growth trends used to determine and prioritize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

8. Attachments

- A. Existing Conditions Memorandum #1
- B. 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. Online Survey Summary
- H. Onboard Survey Summary
- I. Public Outreach Events Summary
- J. Operator Survey Summary
- K. Model Development Regulation Language



Next Steps

- Public Outreach (January)
 - Board Briefing (January 11th)
 - Board Adoption (February 8th)
- 



Questions?
