

Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)

At the MWVCOG, we are taking extra precautions to protect against the COVID-19 by implementing additional cleaning protocols and social distancing practices. In addition, no outside guests, members, or visitors are permitted inside the COG office without a pre-arranged appointment. For meetings at the COG, **we are requesting all MWACT members, local staff, and the public to participate by teleconferencing rather than attending in person**. If participating by phone is not an option, please contact our offices (at 503-588-6177) **24 hours before the meeting begins**.

For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.

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Mike Jaffe at 503-540-1606

Date: Thursday, January 7, 2021
Time: 3:30 p.m.
Place: Online meeting of MWACT

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

3:30 p.m. Item 1. Call MWACT Meeting To Order Chair Ken Woods, Jr.
Welcome and Introductions
Introduction of New Representatives
Approval of November 5, 2020 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:40 p.m. Item 2. Election of Officers, Steering CommitteeKen Woods

MWACT's Operating Agreement includes the following: *"The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year."* MWACT may (or may not) meet in February. The ACT can choose to waive the rules and elect officers at this meeting or wait until their next meeting.

- Action:**
1. Decide whether to waive the rules for electing the Chair and Vice-Chair at the second meeting of the calendar year.
 2. If the rules are waived, elect a Chair and a Vice Chair for the 2021 calendar year.
 3. Select members of the Steering Committee. The Steering Committee consists of the officers, the immediate past chair, ODOT member, and others as selected by the membership.

3:50 p.m. Item 3. STIF Discretionary, STN Applications and ACT Review...Mark Bernard (ODOT Region 2 Transit Coordinator), Dan Fricke

ODOT has funds available from two public transit programs:

- STIF Discretionary Fund (\$9.5 million)
- Statewide Transit Network (STN) Program (\$9.5 million)

There are six grant applications for projects within the MWACT area. Enclosed is a 3-page summary plus the full applications.

1. *City of Woodburn - Volunteer Out-of-Town Medical Transportation Program*
2. *SAMTD – Small buses for Cherriots Local Service*
3. *SAMTD 2 – South Salem Transit Center*
4. *Yamhill County – Hwy. 99W Transit Corridor Pilot (McMinnville to Junction City) – [Note: Benton County is partnering with Yamhill on this pilot service – see application below]*
5. *Benton County - Hwy. 99W Transit Corridor Pilot*
6. *Tillamook County Transit – Route 60X (Lincoln City - Grand Ronde - Salem)*

Please review the applications and be prepared as an ACT to discuss whether to support or not support each application. ODOT staff will submit the ACT's comments to the online forms used for these grant programs.

Awards are expected to be announced in the Spring of 2021.

Action: MWACT to determine which projects to “support” or “not-support”

4:30 p.m. Item 4. Marion County letter to OTC John Huestis, Mike Jaffe

Marion County has prepared a letter to the Oregon Transportation Commission (OTC) with a request to add over \$26 million to the 2021-24 STIP in order **to combine and construct both Phases 1 and 2 of the I-5 @ Aurora/Donald interchange**. Combining both phases will save \$5 million in costs as well as reduce impacts to the interchange area by not interrupting traffic as a result of multiple construction phases. (*See attached letter for more details.*)

Shall MWACT provide a letter of support for the county's request?

Action: If approved, ask the MWACT chair to sign a letter of support for Marion County's request to the OTC.

4:45 p.m. Item 5. OTC Decision on Funding Amounts for the 2024-27 STIP Mike Jaffe, Dan Fricke

Over the last several months, the OTC have reviewed different scenarios of funding amounts for major category of projects (Fix-It, Enhance, Safety, Non-Highway) that are used in initial development of the 2024-2027 STIP. The OTC met on December 15th and -- after extensive public input and commission discussion of different scenarios -- settled on the following funding amounts:

Funding Category	Amount (millions)
Fix-It	\$800
Non-Highway	\$255
Safety	\$147
Enhance	\$ 65
Total	\$1,267

The above amounts are on top of \$846 million that is programmed for Enhance Highway HB2017 projects, Local

Programs (Local bridge, MPO funds, allocation to cities and counties, TGM, CMAQ, etc.), ADA Curb Ramps, and ODOT “Other Functions”.

Action: Informational

5:00 p.m. Item 6. Resetting OTC/ACT Engagement.....Dan Fricke, Mike Jaffe

At the December 7th OTC meeting, ODOT staff reviewed potential ideas and actions to better engage the ACTs in their role for advising the OTC and ODOT staff. This includes:

- **A Focus on Equity** – That both OTC and ACTs look beyond merely improving the system to improving the quality of life of every Oregonian, with a focus on equity.
- **Strategic Action Plan** -ACT engagement and understanding of the Commission’s recently approved Strategic Action Plan.
 - an overview of the SAP can be found at <https://www.oregon.gov/odot/Pages/SAP.aspx>
- **Increased Communication** – look for opportunities for increased and improved communications between ACTs and Commissioners.

To prompt this conversation, ODOT staff suggests the following questions/topics be discussed by the ACTs:

1. Do you know the **experiences/demographics of the population within your ACT** area firsthand? If yes, how do we describe it? If no, how might we need to augment membership and or engagement?
2. Having looked at the **Strategic Action Plan** and the work currently underway, are there specific ones where ACTs can support and provide input? What other information/communication do you need regarding the Strategic Action Plan?
3. **Communication:** The virtual framework (use of Zoom, etc.) may make it easier for the OTC or a Commissioner to engage with individual ACTs. We will discuss ideas being brought forward and any additional ideas you might have.

ODOT staff developed a paper that gives historical background of how ACTs have provided input to the OTC and – looking forward –

what new or modified roles/inputs might be asked of ACTs. This 11-page white paper can be found on ODOT's website using this shortcut:

<https://bit.ly/38L1qYD>

Staff suggests that we introduce this topic at the January MWACT meeting and schedule a longer discussion of this topic for the next MWACT meeting (either in February or March).

ACT Reset Calendar *(from ODOT's white paper)*

Resetting the OTC/ACT relationship should be done in the context of socializing the OTC/ODOT 2021-2023 Strategic Action Plan. In light of the equity focus of the plan, the commission may wish to direct the ACTs to review their membership to ensure the groups reflect a comprehensive range of regional voices, both in terms of social equity and in terms of multi-modal stakeholders.

Month	Activity
Dec 20	Commission discuss ACT "reset" as part of OTC meeting
Jan-Mar 21	Receive ACT input on "reset" focus areas through ODOT staff
Mar 21	OTC finalize updated ACT activities and annual OTC/ODOT/ACT engagement calendar
Mar-Jun 21	OTC provide guidance on ACT membership (aligned to equity considerations and modal stakeholders)
Jun-Dec 21	ACTs to review membership and make appropriate changes
Dec 21	OTC will review and approve memberships for all ACTs

Action: Information item. Discussion and feedback to the OTC to occur at the next MWACT meeting.

5:20 p.m. Item 7. Other Business.....MWACT Chair, ODOT Staff

- Next MWACT Meetings – February 4th, 2021 and/or March 4th, 2021

5:30 p.m. Item 8. Adjournment MWACT Chair

Draft Summary Draft

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Conference Room
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, November 5, 2020

**This meeting was a call-in meeting with the people attending via Zoom.
Attendance is listed as follows:**

MWACT Members Present

Sam Brentano, Marion County Board of Commissioners
Cathy Clark, 2020 Vice Chair, Keizer Mayor
Ian Davidson, SAMTD Board of Directors
Scott Hill, 99W/18/47 Corridor, McMinnville Mayor
John Huestis, ODOT Area 3 Manager
Jim Lewis, Salem City Council
Lyle Mordhorst, Polk County Board of Commissioners
Walt Perry, I-5 Corridor, Jefferson City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Cynthia Thompson, YCTA
Ken Woods, Jr., 2020 Chair, Dallas City Council

MWACT Members Absent

Kathy Hadley, Polk County Private Sector
Michael Langley, Confederated Tribes of the Grand Ronde
Rick Olson, Yamhill County Board of Commissioners
Stan Primozech, Yamhill County Private Sector
Jim Sears, 99E/213 Corridor, Silverton City Council
Mitch Teal, Marion County Private Sector

Others Present

Mark Bernard, ODOT
Travis Brouwer, ODOT
Colleen Busch, SAMTD Board of Directors
Steve Dickey, SAMTD
Kristine Evertz, Summit Strategies
Dan Fricke, ODOT Region 2
Michelle Giguere, Summit Strategies
Tiffany Hassler, ODOT
Mike Jaffe, MWVCOG-MWACT/SKATS Staff

Laura Johnston, ODOT
Lori Moore, MWVCOG-MWACT/SKATS Staff
David Morrissey, ODOT
Karen Odenthal, MWVCOG/SKATS Staff
Ken Stoneman
Melissa Sutkowski, ODOT
Julie Warncke, Salem Public Works
Susan White, ODOT
Timothy Wilson, ODOT

Agenda Item 1. Call to Order – 3:30 p.m. – Introductions

Chair Ken Woods, Jr., called the meeting to order at 3:30 p.m. He welcomed everyone and congratulated those elected officials that were re-elected.

Summary of October 1, 2020: The summary of the October 1, 2020, meeting was approved as submitted by consensus of the members present online.

Public Comment: There were no comments from the public.

Comments from the Legislative Delegation: There were no comments from the legislative delegation.

OTC Comments: There were no comments from the Oregon Transportation Commission (OTC) members.

Commission Discussion/Area Updates: John Huestis made note that he has been officially confirmed in his position as ODOT Area 3 Manager.

Agenda Item 2. 2024-2027 STIP Development

Travis Brouwer, ODOT Deputy Director, reported that ODOT staff and the members of the Oregon Transportation Commission (OTC) have initiated development of the 2024-2027 State Transportation Improvement Program (STIP). He provided an overview of the steps taken to date including development of future revenue assumptions and the creation of various funding scenarios based on those assumptions. ODOT staff analyzed the scenarios and presented the OTC with their analyses in late October.

Public input is being sought regarding the funding scenarios. An online webinar and comment session was conducted on November 2, 2020. Approximately 100 people

attended the event. ODOT staff continue to encourage stakeholders to provide feedback regarding their funding priorities for the next STIP cycle to the OTC.

Five funding scenarios are currently being considered: adjusted baseline, enhance, Non-highway, Non-Highway/Safety, and Fix-it. Funding program emphasis is modified for each scenario. A tradeoff evaluation framework was developed based on strategic action plan goals and priorities. The framework included seven analysis areas: Climate-GHG Mitigation, Climate-Adaptation/Resilience, Congestion Relief, Social Equity, Multimodal Mobility, Safety, and State of Good Repair. An illustrated table of the tradeoffs was included in the agenda package. Each scenario was compared against the tradeoffs to determine the likely consequences of each one.

MWACT members expressed concern about having enough funding allocated to Fix-it projects to maintain the transportation system. Mr. Brouwer explained that the OTC is likely to select a preferred funding option in December. Program allocations will be made in January along with OTC members deciding on how to allocate any additional federal funds that the state may receive.

MWACT members discussed funding priorities. Mayor Scott Hill commented that MWACT members had previously met with the OTC to discuss the role of the Area Commissions on Transportation (ACTS) as well as the Newberg-Dundee Bypass project. The OTC expressed appreciation for ACT input. Mayor Hill suggested that serious consideration be given to the Enhance Scenario with emphasis on completing current projects.

Polk County Commissioner Lyle Mordhorst asked if any of the funding scenarios is based on the results of the survey in which MWACT members recently participated. Mr. Brouwer responded that the scenarios were based in general, but not specifically, on the survey results. Public comment appeared to favor the Enhance and Non-Highway Scenarios.

Marion County Commissioner Sam Brentano commented that Safety, Fix-it, and Congestion Relief are, and have been, his main priorities. He supports the Newberg-Dundee Bypass project along with the Aurora-Donald Interchange project. Chair Ken Woods, Jr., indicated support for those projects along with the Hwy. 51/22 Interchange.

Discussion continued related to the projected future operations funding shortfall of approximately \$720 million. The impacts of this shortfall will create numerous funding challenges.

Ian Davidson, SAMTD Board of Directors, asked if the OTC has indicated any preferences regarding the proposed scenarios. Mr. Brouwer responded that OTC members have not made any decisions, as yet. They want to evaluate public input along with the proposed scenarios. Director Davidson indicated his preferred scenarios: Non-Highway or Safety.

Cynthia Thompson, YCAT, commented that some of the categories could conceivably find additional funding and funding through dedicated Fix-it bond measures. She recognizes the need for additional funding across the board, but she suggested that public support for fixing bridges is higher than it might be for alternative modes. It might be possible to gain public support for alternative funding streams for Fix-It projects. She added that Scenario 3, Safety/Non-Highway is an acceptable option in her opinion.

Agenda Item 3. Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

Mark Benard, ODOT, reported that the projected funding amounts available for two transit projects is: STIF - \$9.5 million and STN - \$9.5 million. Applications for these funding streams were due on November 2, 2020. Assistance with the development of applications was available including a training online webinar in October.

Feedback from the ACTs and other advisory groups is likely to occur in late December/early January. The OTC is anticipated to make project award announcements in Spring of 2021.

Chair Ken Woods asked about the deadline for ACT response and comments. Mr. Bernard replied that MWACT recommendations should be submitted around the third week of January to allow for OTC consideration of their comments/priorities. Referencing slide 5 of the presentation included in the agenda package, Walt Perry requested clarification of the terms “vulnerable populations.” Mr. Bernard responded that consideration of social equity (including low-income populations) is a direct dictate from the Oregon Legislature.

Agenda Item 4. ODOT Americans with Disability Act (ADA) Program Update.

Tiffany Hassler, ODOT, provided an update related to the implementation of ODOT’s ADA Transition Plan which mainly focuses on curb ramps. She gave an overview of lessons learned to date, current projects throughout 2022, and new community engagement efforts.

It is anticipated that the more than 25,000 curb ramps in Oregon will be ADA compliant by 2032. Members of the public are encouraged to report accessibility issues adjacent to state highways. One means of reporting is submission of an ODOT Office of Civil Rights Concern, Question, Comment, or Request form.

Agenda Item 5. ODOT Transportation Safety Action Plan Update

Mike Jaffe explained that the update of ODOT’s 2016 Transportation Safety Action Plan (TSAP) has begun. ODOT staff are seeking wide-ranging public, jurisdiction, private employers, safety advocates, and agency input. Mr. Jaffe informed the group that the TSAP provides statewide long-term goals and strategies along with near-term actions designed to eliminate deaths and life-changing injuries on Oregon roads and highways. Mr. Jaffe

provided an overview of the objectives of the update along with a proposed schedule for the update with adoption of the plan anticipated for September 2021.

Agenda Item 6. Other Business

Referencing a topic included on the agenda cover sheet, Mike Jaffe reminded MWACT members that terms of service are for a 2-year period with recruitment of approximately half the commission members occurring annually. He reported that of the elected positions up for recruitment, notice has been received from the current representative of their intent to continue serving for another term at the discretion of their people in their transportation corridors. Recruitment letters will go out soon.

The next MWACT meeting is likely to occur in January. While January MWACT meetings are uncommon, the group will need to meet to review STIF and STN applications and provide the OTC with comments.

Chair Woods commended Marion Commissioner Sam Brentano for his years of service on MWACT. Commissioner Brentano is retiring in early January. He expressed the hope that his service has been productive and that MWACT members continue with their cooperation and coordination to prioritize regional concerns/issues, not just local needs.

Chair Woods adjourned the meeting adjourn at 4:50 p.m.

Agenda Item 3.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

January 7, 2021

**Statewide Transportation Improvement Fund
Discretionary and Statewide Transit Network Program
Guidance for Area Commissions on Transportation
Comment on Applications**



The Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program solicitation process provides Area Commissions on Transportation (ACT) the opportunity to review and comment on applications relevant to their areas of responsibility.

Submit comments

Do you have any feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

In answering this question, an ACT may consider the project selection criteria found on page 2 of this document as well as local knowledge of transportation planning and investment opportunities. An ACT may also include funding recommendations for specific projects and/or prioritize projects.

Schedule

December 1 Applications made available for ACT review and comment

January 31 ACT comments on applications due to ODOT

See other side of this sheet for the

2020 Discretionary Solicitation Selection Criteria Framework

2020 Discretionary Solicitation Selection Criteria Framework

Focus Areas	Selection Criteria	Score Weighting	
		STIF Disc.	STN
Equity and Public Transportation Service to Low-income Households <i>OPTP goal:</i> <ul style="list-style-type: none"> Equity 	<ul style="list-style-type: none"> Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. OAR 732-044-0030(1)(a) Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g., seniors and people with disabilities). OAR 732-044-0030(1)(c) 	20%	10%
Coordination of Public Transportation Services <i>OPTP goals:</i> <ul style="list-style-type: none"> Communication, Collaboration, and Coordination Mobility and Public Transportation User Experience 	<ul style="list-style-type: none"> Improves coordination between public transportation providers. OAR 732-044-0030(1)(b) Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A) Implements technological innovations that improve efficiencies and support a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B) 	10%	30%
Safety, Security, and Community Livability <i>OPTP goals:</i> <ul style="list-style-type: none"> Safety and Security Community Livability and Economic Vitality 	<ul style="list-style-type: none"> Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c) Results in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c) 	25%	10%
Environmental and Public Health <i>OPTP goals:</i> <ul style="list-style-type: none"> Environmental Sustainability Health 	<ul style="list-style-type: none"> Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C) Supports positive health outcomes. OAR 732-044-0030(1)(c) 	15%	10%
Statewide Transit Network Connections <i>OPTP goal:</i> <ul style="list-style-type: none"> Accessibility and Connectivity 	<ul style="list-style-type: none"> Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D) Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c) 	10%	30%
Sustainable Funding <i>OPTP goal:</i> <ul style="list-style-type: none"> Funding and Strategic Investment 	<ul style="list-style-type: none"> Does not substantially rely on discretionary state funding beyond a pilot phase (i.e., project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended). OAR 732-044-0030(1)(d) 	20%	10%

STIF Disc.: STIF Discretionary Fund

STN: Statewide Transit Network Program

Summary of STN/STIF FY 2021-23 Applications in the MWACT Area

(Please see attached applications for complete descriptions of the proposals.)

1-WOODBURN VOLUNTEER MEDICAL TRANSPORTATION PROGRAM

Agency: City of Woodburn

Title: **Woodburn Volunteer Out-of-Town Medical Transportation Program (WVMT)**

Total Task Cost (Grant + Match, q. 33): \$143,700

Minimum Grant Request (from q.19): \$128,700

Summary: The goal of this project is to support Woodburn Transit's paratransit out-of-town medical trip requests over the next two years (FY22-23), while providing the City with time to put into place longer term, sustainable program financing and related activities. WVMT has a project goal of providing 1,350 trips annually, transporting Woodburn residents from their homes to medical appointments between Portland in the north and Salem in the south. During this time, City staff will develop passenger fare options that can more adequately support program costs and present them to City Council.

2-SALEM TRANSIT – SMALL BUSES

Agency: Salem Area Mass Transit District

Title: **Small Buses for Cherriots Local Service**

Total Task Cost (Grant + Match, q. 33): \$655,956

Minimum Grant Request (from q.19): \$524,765

Summary: This project is to add 4 low floor cutaway buses to be operated within the urban growth boundary of the Cherriots service area. These buses will help with right-sizing vehicle size to some of the areas that we serve. The buses would start by serving our neighborhood circulator routes in Salem and Keizer with the option of using them as we explore options for micro-transit in the future. They also serve as expansion vehicles to allow the use of our larger buses to add frequency or new routes. In order to add additional weekday service during the peaks, SAMTD need additional vehicles.

(See next page)

3-SALEM TRANSIT – SOUTH SALEM TRANSIT CENTER

Agency: Salem Area Mass Transit District

Title: **South Salem Transit Center - Land, Design/Engineering, Environmental**

Total Task Cost (Grant + Match, q. 33): \$750,000

Minimum Grant Request (from q.19): \$450,738

Summary: Salem Area Mass Transit District (SAMTD) has hired a consultant to complete a site selection process for the South Salem Transit Center (SSTC). This process will be evaluating a set of criteria to identify a preferred site, with possible supporting super-stops in south Salem. The next steps in this project once the site selection process is complete will be the acquisition of property, NEPA evaluation, and the design and engineering of the facilities. Federal Transit Administration grants have been identified to pay for the majority of the cost of these activities, with the STIF Discretionary grant providing the local match for the project. (Note: The funds from this grant will be used to match at least \$1,802,953 in FTA Section 5339 funds. This allows for a significant leveraging of federal dollars with these STIF funds.)

4-YAMHILL COUNTY TRANSIT – HIGHWAY 99W CORRIDOR PILOT

Agency: Yamhill County (Yamhill County Transit) – in partnership with Benton County

Title: **Hwy 99W Transit Corridor Pilot – bus purchase (2 vehicles), signs/shelters, planning, operating costs, and project administration**

Total Task Cost (Grant + Match, q. 33): \$780,400

Minimum Grant Request (from q.19): \$527,360

Summary: This project proposes to meet a need for public transit along the 99W corridor from McMinnville to Junction City. Yamhill County and Benton County have agreed to a partnership to operate the pilot transit service. Benton County, which has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. Yamhill County currently operates service between McMinnville and Amity. The project partners plan to coordinate the four buses used for the proposed route, with each operating half of the service through independent purchased service contracts.

It's estimated that vehicle acquisition would take 9-12 months. This would allow the service to start in the summer 2022 while Yamhill County and Benton County assess and implement a sustainable funding strategy, which likely would initially have to rely on STIF Formula funding from the respective Qualified Entities.

The initial pilot transit service will involve four round trips per day (two by each partner), five days a week. The project partners would each have to acquire a primary and a backup bus (four total) to implement the pilot transit service. The scope of the proposal covers almost all of the rural communities on Hwy 99W, including the communities of Monroe, Corvallis, and Adair Village, Monmouth, Rickreal and Amity. The proposed pilot transit service would connect with Lane Transit District in Junction City, with four transit services in Corvallis, with Cherriots in Monmouth, with Tillamook County Transportation Service District in Rickreal and with Yamhill County Transit in Amity and McMinnville.

5-BENTON COUNTY TRANSIT – HIGHWAY 99W CORRIDOR PILOT

Agency: Benton County – in partnership with Yamhill County Transit

Title: **Hwy 99W Transit Corridor Pilot – bus purchase (2 vehicles), signs/shelters, planning, operating costs, and project administration**

Total Task Cost (Grant + Match, q. 33): \$667,600

Minimum Grant Request (from q.19): \$304,520

Summary: See description used for Yamhill County Transit's Hwy 99W Transit Corridor Pilot.

Note: Benton's and Yamhill's submitted applications are almost identical in describing the service they are jointly proposing. Therefore, only the full Yamhill County application is included in the packet. There are some differences in the requested funding as shown in the table below. In addition, for question 22 Benton added "The project can scaled down by \$175,000 by not funding one of the requested buses."

Item	Benton County	Yamhill County
Buses	\$350,000	\$350,000
Signs/shelters	\$100,000	\$50,000
Planning	\$20,000	\$20,000
Administration	\$40,000	\$90,000
Operations	\$145,600	\$270,400
Prevent Maintenance	\$12,000	\$0
Total	\$667,600	\$780,400

6- TILLAMOOK COUNTY TRANSIT – ROUTE-60X

Agency: Tillamook County Transportation District

Title: TCTD Route 60X: Coastal Connector - Lincoln City-Grand Ronde-Salem

Total Task Cost (Grant + Match, q. 33): \$793,000

Minimum Grant Request (from q.19): \$486,500

Summary: The Coastal Connector funding request is to operate 3 daily roundtrips 7-days per week between Lincoln City, Grand Ronde, and Salem. The Coastal Connector's schedule includes stops at Rose Lodge, Grand Ronde Community Center, Spirit Mountain, Salem Amtrak/Greyhound Station and the Downtown Salem Transit Mall. The Route 60X will provide approximately 6,600 revenue hours and travel 226,000 revenue miles throughout the FY 2021-23 Biennium and will be closed on the Thanksgiving, Christmas and New Year's holidays. This funding request right-sizes the District's fleet by purchasing an expansion bus to increase the Route 60X's dedicated fleet to 3 Category B buses.

Agenda Item 3.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

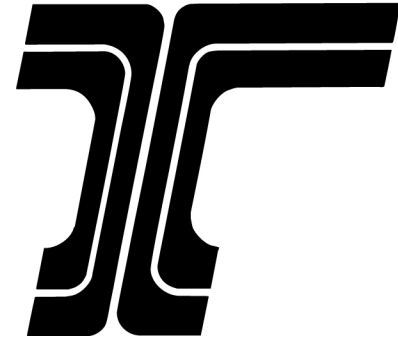
1. *City of Woodburn*

*Volunteer Out-of-Town Medical
Transportation Program*

Mid-Willamette Valley Area Commission on Transportation (MWACT)

January 7, 2021

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

City of Woodburn

Agency Legal Address

270 Montgomery St, Woodburn, Oregon 97071

Application Contact Name

Kathleen McClaskey

Application Contact Title

Transit Manager

Application Contact Email Address

kathleen.mcclaskey@ci.woodburn.or.us

Application Contact Phone Number

(503) 982-5245

Name of Person Signing Agreement

Scott Derickson

Title of Person Signing Agreement

City Administrator

Email Address of Person Signing Agreement

Scott.Derickson@ci.woodburn.or.us

Phone Number of Person Signing Agreement

(503)982-5230

Agency Information

1. Transit Agency Type

City

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Demand Response

3. Would this award support ongoing operations of an existing service?

Yes

3.A Operations costs of

previous quarter

\$17,000.00

3.B Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

Woodburn Transit started the Woodburn Volunteer Out-of-Town Medical Transportation Program (WVMT) in 1975, providing Woodburn's disabled and elderly residents with rides to and from out-of-town medical appointments. WVMT continues to serve as a lifeline for residents who have few transportation options and are in need of medical care. Last year, WVMT made 1,355 trips and covered 40,000 miles, transporting Woodburn residents north to Portland (73 miles rt) and south to Salem (40 miles rt). Approximately 17% of program passengers are non-ambulatory, while 83% are ambulatory. Volunteers donate their time as drivers. The City administers WVMT and provides operational support transporting riders with large mobility devices and driving passengers when volunteers are unavailable. The proposed project does not differ significantly from existing services.

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

Yes

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

The City of Woodburn's full time staff will be able to provide all necessary grant administration and fulfill the scope of the grant agreement. Staff involved in grant oversight will include the Woodburn Transit Manager and the Special Program Manager, within input by the Assistant City Administrator. These staff are successfully managing a STIF FY19-21 grant award, overseeing implementation of three new service routes, and providing ODOT and Salem Area Mass Transit District with quarterly progress reports and reimbursement requests. These staff also have experience completing a FY20 STIF Discretionary grant. The City has adequate legal and financial capacity to support program staff and complete the grant's

scope of work.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Predominantly serves or provides access to and from rural communities

15. Will federal funds be used to complete this project?

Yes

Project Information

16.A Project Title

Woodburn Volunteer Out-of-Town Medical Transportation Program (WVMT)

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

The Woodburn Volunteer Out-of-Town Medical Transportation program has grown over the years; however, program revenue is not currently keeping pace with costs (FY20 internal assessment). Program costs in FY20 totaled approximately \$68,000. City general funds and passenger donations are providing the two main sources of WVMT program revenue, along with some 5311 and 5310 federal funding for volunteer mileage reimbursements and vehicle maintenance. Average annual program donations are \$9,000. The goal of this project is to support Woodburn Transit's paratransit out-of-town medical trip requests over the next two years (FY22-23), while providing the City with time to put into place longer term, sustainable program financing and related activities. Annual project costs include two part time City employees who drive non-ambulatory and ambulatory riders to appointments (\$31,000), fuel (\$3,000), and some vehicle maintenance for the three Transit vehicles used for the project (\$11,000). Two to four volunteers typically participate in the program as drivers and use their own vehicles to transport ambulatory passengers to medical appointments. WVMT program costs include these volunteer reimbursements at 57.5 cents per mile, the current rate set by the Internal Revenue Service (\$23,000). Five percent of total costs are also included for project administration and grant management (\$3,400). WVMT has a project goal of providing 1,350 trips annually, transporting Woodburn residents from their homes to medical appointments between Portland in the north and Salem in the south. During this time, City staff will develop passenger fare options that can more adequately support program costs and present them to City Council. City staff will also research the feasibility of working with regional businesses or non-profit agencies to coordinate Medicaid-eligible rides for Woodburn residents. City staff will assess program costs and see where modifications can be made for greater program efficiencies.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

1 - Woodburn Application

The City of Woodburn's current Transit Plan, updated in 2010, developed a vision statement to guide Woodburn's public transportation services. The vision was to provide clean, safe, reliable, efficient, sustainable, and affordable public transportation for people traveling within Woodburn with a focus on those who do not have other transportation options; and to strive to provide residents, visitors, and workers traveling to and from Woodburn with efficient and convenient regional connections. The Woodburn Volunteer Out-of-Town Medical Transportation Program (WVMT) fulfills the vision of this plan by focusing on vulnerable residents who have few other transportation options. WVMT also contributes to this vision by providing transportation that is efficient and convenient. At this time, the process for booking an out-of-town medical ride is straight forward and easy, with residents calling Woodburn Transit to schedule medical trips. Service is door-to-door. The rides are also affordable.

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

page 11

19. What is the minimum grant amount that will still allow your project to proceed?

\$128,700.00

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary

No Preference

STIF Intercommunity Discretionary

No Preference

FTA Section 5311(f) Intercity

No Preference

22. Why is this an important project? What are the consequences of this project not receiving funding?

It is critical that Woodburn residents are able to access medical services, particularly during the pandemic. WVMT program passengers regularly express satisfaction and relief that the City of Woodburn provides them with a means to receive their dialysis treatment, dental care, eye exams, mental health counseling, and other medical services. WVMT program revenue, however, has not kept pace with costs (FY20 internal assessment). The Woodburn City Council understands the program provides crucial support to less mobile and vulnerable community members and is considering ways to keep the program running at full capacity. However, it is a priority to keep passenger fees low at this time in consideration of pandemic-related job losses. External funding is vital to meet the need for medical transportation. A potential consequence of not receiving project funding will be to scale back on services, reduce staffing, and accommodate fewer ride requests.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment

Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

This project supports access for many vulnerable populations. There are numerous assisted living facilities and senior housing areas in Woodburn, where the 65+ demographic is about 17% of the population. Elderly residents who no longer drive depend on the WVMT service. Woodburn is also home to over 1,300 veterans (2018, ACS), and many disabled veterans rely on this medical transportation service to take them from Woodburn to VA hospitals and clinics in Portland, Salem, and West Linn. In the past two years, WVMT provided rides for 242 doctors' visits to VA medical centers. Additionally, approximately 17% of WVMT passengers are non-ambulatory, and program mini-vans with lift gates move passengers safely in and out of the vehicles.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The WVMT project improves the passenger experience by allowing for a wider paratransit experience beyond city limits, as well as access to more medical providers and services. The project also allows residents an affordable, reliable transportation experience. Coordination and resource sharing between the City and other transportation agencies is not a strong component of this project.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

The WVMT project will make every effort to combine rides when passengers go to the same cities for medical appointments, reducing pollution and greenhouse gas emissions.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

The WVMT project is not focused on active transportation.

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Woodburn Transit works to implement the City's vision of safe and reliable public transportation service. The WVMT program helps provide seniors and disabled persons with options to get to and from medical appointments when safely driving themselves is not possible. Many riders have limited eyesight and mobility limitations. WVMT also supports the safety of other drivers on the roads. WVMT staff go through extensive drivers safety training and are trained to drive in a variety of weather conditions. They are also certified in CPR and First Aid.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the

Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This project makes a unique contribution to the Statewide Transit Network, fulfilling a need for a vulnerable population where limited transportation options exist. It serves as one of the few local, semi-rural programs that focus on medical care and paratransit transportation outside of city limits.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

Matching funds for the WVMT project will come from City general funds allocated annually to Woodburn Transit. Federal 5311 & 5310 PM funds for volunteer mileage and vehicle maintenance reimbursements received by the City during the FY21-23 biennium may also contribute to this match. Investing in this paratransit program is vital because of the community's struggle, like most communities across the United States, with the current public health emergency and economic insecurity.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

Prior to the end of 2023, the City of Woodburn will consider new program funding options, including partnering with an outside agency that can provide medical transportation for passengers with Medicaid insurance. This could allow the City to focus limited resources on non-Medicaid passengers. The City also recently initiated discussions with a local social services non-profit regarding their ability to support the operation of the program in the future, and those discussions will continue. The City will also consider transitioning from a donation-based model to a fare-based model after the pandemic, charging fares based on the location of medical appointments. The City will focus more efforts on volunteer driver recruitment, keeping up with ride requests while reducing labor expenditures. It is likely this important service will be able to continue after FY23 with some changes WVMT's financial structure.

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

The median annual household income in Woodburn is \$54,000 and 55% of residents have low-to-moderate incomes. Since the pandemic began, the City of Woodburn implemented a fareless ride policy to acknowledge residents' economic hardships and to encourage physical distancing between passengers and drivers. In October, the City of Woodburn applied for CARES needs-based funds to waive passenger fares and provide lost fare revenue to the City. This application is currently under review. If awarded, the CARES funds will overlap with this grant for six months (July 1 - December 31, 2021). While WVMT services will not depend on CARES funding, receiving these funds during the pandemic and waiving WVMT donations or fees will help lessen residents' economic burden and potentially keep ridership rates steady.

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

N/A

Project Details

Task Category

Operating

Operating

Total Task Cost (Grant Amount + Match Amount)
\$143,000.00

Are matching funds available if the project is awarded?
Yes

What percent of funds will be used for demand response transportation?
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity (80% State Share)
\$114,400.00

Match Amount - STIF Discretionary/STIF Intercommunity (20% Local Share)
\$28,600.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$128,700.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$14,300.00

Application Totals

Match Sources

Match Sources	Amount
Local	\$14,300.00

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

20% Match Rate Calculations

Grant Amount
\$114,400.00

Match Amount
\$28,600.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount

Match Amount

1 - Woodburn Application

\$128,700.00

\$14,300.00

Agenda Item 3.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

2. *SAMTD*

Small buses for Cherriots Local Service

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

January 7, 2021

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Salem Area Mass Transit District

Agency Legal Address

555 Court St NE, Suite 5230, Salem, Oregon 97301

Application Contact Name

Peggy Greene

Application Contact Title

Grants Administrator

Application Contact Email Address

peggy.greene@cherriots.org

Application Contact Phone Number

(503) 999-4643

Name of Person Signing Agreement

Allan Pollock

Title of Person Signing Agreement

General Manager

Email Address of Person Signing Agreement

allan.pollock@cherriots.org

Phone Number of Person Signing Agreement

(503) 588-2424

Agency Information

1. Transit Agency Type

Mass Transit District

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Operations costs of

2 - SAMTD (Small Busses for Cherriots Local Service)

previous quarter

\$281,683.00

3.B Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

The small bus project is being proposed to better meet the needs of the community and provide the tools to reach farther into the neighborhoods with a less intrusive sized vehicle. The small buses would be initially used on routes like 26 Glen Creek /Orchard Heights, 27 Glen Creek / Eola and 14 Windsor Island Road. These are coverage routes that smaller buses would be able to handle ridership and be a better fit for the neighborhood streets that they serve.

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

Yes

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

SAMTD has the legal authority, capacity, and ability to implement the project. There are no outstanding legal issues that would, individually or in the aggregate, impair the ability of SAMTD to implement the project. SAMTD has dedicated procurement, grants, project management, and operations staff who coordinate projects from planning to closeout. With this grant application, staff have time and budgetary authority to allocate resources to accomplish the project. They will also report on the project progress on a quarterly basis as is required by the ODOT Public Transportation Division for all of the grants issued to qualified entities and public transportation service providers.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and

2 - SAMTD (Small Busses for Cherriots Local Service)

ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

Yes

Project Information

16.A Project Title

Small Buses for Cherriots Local Service

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

This project is to add 4 low floor cutaway buses to be operated within the urban growth boundary of the Cherriots service area. These buses will help with right-sizing vehicle size to some of the areas that we serve. The buses would start by serving our neighborhood circulator routes in Salem and Keizer with the option of using them as we explore options for micro-transit in the future. They also serve as expansion vehicles to allow the use of our larger buses to add frequency or new routes. In order to add additional weekday service during the peaks, we need additional vehicles.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

The 2017 Needs Assessment Report, p. 58. "Add more frequency on current routes." and:

"Add more coverage

o D Street

o Turner road

o College Drive NW

o Woodburn to Keizer Transit Center

o Service between Marion County Correctional Facility and South Commercial"

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

p. 58

19. What is the minimum grant amount that will still allow your project to proceed?

\$524,764.80

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last

2 - SAMTD (Small Busses for Cherriots Local Service)

choice.

STIF Discretionary

1

STIF Intercommunity Discretionary

No Preference

FTA Section 5311(f) Intercity

No Preference

22. Why is this an important project? What are the consequences of this project not receiving funding?

This project will allow Cherriots to meet the desires of the community to not run 35' to 40' buses on small neighborhood streets with small passenger loads. Additionally this would let us reach farther into neighborhoods where larger vehicles can not provide more access to transit in the community. This will also make adding frequency or routes to our system feasible. During peak pullout there is no room for expansion because all buses are currently deployed and there is not any more capacity for expanding service. If not awarded the funds to add to our fleet, it would limit how we can meet the needs of the community and operate deeper into the service area providing reduced walking for vulnerable populations.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The project would allow Cherriots to reach deeper into our community and explore operating service as we do today as well as micro transit or more dynamic service. Data from the U.S. Census American Community Survey (2014-2018) shows that 35.6% of the population within the Salem-Keizer urban growth boundary (UGB) are low-income households living below 200% of the Federal Poverty Level. This is slightly less than the average for Marion and Polk counties, which is 36.9%. The minority population is 21% of the total for the Salem-Keizer UGB, which is slightly lower than the average for Marion and Polk counties, which is 31.8%.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The project will add more coverage and more frequency for current routes. With smaller buses Cherriots would be able to explore traveling down streets into neighborhoods that we cannot at this time, due to vehicle size constraints. This would provide better access for people who currently have a long walk to reach transit service.

Environmental and Public Health

2 - SAMTD (Small Busses for Cherriots Local Service)

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

As more people access public transportation services, the number of vehicles on the roads will decrease and thereby decrease/reduce greenhouse gas emissions and pollution. In many locations throughout the Cherriots transit network the walking distance is more than a half mile, which is prohibitive for many individuals. Reducing walking distance and improving access in neighborhoods will increase ridership of vulnerable populations and the general public.

The project also promotes positive health outcomes by providing individuals with accessible, low-cost transportation. Seniors, individuals with disabilities, individuals living below the poverty line, refugees, veterans, as well as general populations will have better access to jobs, education, healthcare appointments, food and non-food shopping, and recreational opportunities that they may not have been able to afford without public transportation.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

With better coverage of the Cherriots service area, transit becomes a viable option for more people. The project reduces walking distances and lowers barriers to accessing public transportation for people with limited mobility or other health concerns as well as improving safety during inclement weather.

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

The project expands services and decreases walking distances, keeping passengers from walking on unsafe streets without sidewalks to reach bus stops. Increasing public transit ridership gets people out of cars and onto buses which has the potential to decrease traffic and increase safety for all roadway users.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This project would enable Cherriots to provide higher frequency connections to the Cherriots Regional bus network as well as other regional providers, therefore improving the utility of the statewide transit network.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The Transit District will match the grant at the 20% rate using SAMTD's general fund, non-federal, local funds. The project can be completed within the grant biennium time frame. Once a bus is purchased, the bus is maintained by SAMTD maintenance staff which is an annual budgeted expense. Investing in buses ensures the ability of the District to provide transportation.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

2 - SAMTD (Small Busses for Cherriots Local Service)

N/A

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

The proposed capital purchases for this grant are:

Four 12 to 16 passenger low floor cutaway buses. They would all be 20 to 25 feet in length, with wheelchair lifts.

Project Details

Task Category

Vehicle Purchase

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Expansion

Vehicle Expansion

Will you use the Oregon state price agreement contract?

Yes

Will this grant award support purchase of a used vehicle?

No

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. D elivery Date
11.12.04 Bus < 30 FT	Glavel	4	\$163,989.0 0	\$655,956.0 0	15	11	Gas (G)	9/30/20 21	8/31/2 022

Total:
4

Grand
Total:
\$655,956.0
0

Total Project Cost (Grant Amount + Match
Amount)

\$655,956.00

Are matching funds available if the project is
awarded?

Yes

Percent of funds to be used for fixed route
transportation

100%

Project Task and Match Amounts

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)**
\$524,764.80

**Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)**
\$131,191.20

Application Totals

Match Sources

Match Sources	Amount
Local	\$131,191.20

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

20% Match Rate Calculations

Grant Amount
\$524,764.80

Match Amount
\$131,191.20

Agenda Item 3.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

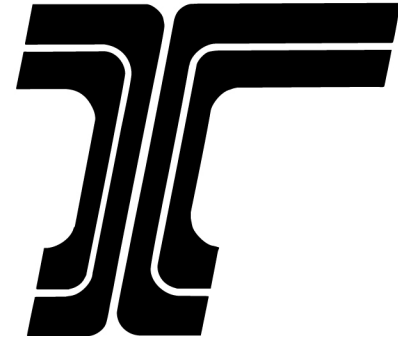
3. *SAMTD*

South Salem Transit Center

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

January 7, 2021

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Salem Area Mass Transit District

Agency Legal Address

555 Court Street NE, Suite 5230, Salem, Oregon 97301

Application Contact Name

Peggy Greene

Application Contact Title

Grants Administrator

Application Contact Email Address

peggy.greene@cherriots.org

Application Contact Phone Number

(503) 999-4643

Name of Person Signing Agreement

Allan Pollock

Title of Person Signing Agreement

General Manager

Email Address of Person Signing Agreement

allan.pollock@cherriots.org

Phone Number of Person Signing Agreement

(503) 588-2424

Agency Information

1. Transit Agency Type

Mass Transit District

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

Yes

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

SAMTD has the legal authority, capacity, and ability to implement the project. There are no outstanding legal issues that would, individually or in the aggregate, impair the ability of SAMTD to implement the project. SAMTD has dedicated procurement, grants, project management, and operations staff who coordinate projects from planning to closeout. With this grant application, staff have time and budgetary authority to allocate resources to accomplish the project. They will also report on the project progress on a quarterly basis as is required by the ODOT Public Transportation Division for all of the grants issued to qualified entities and public transportation service providers.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

Yes

13.A If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

3 - South Salem Transit Center (Cherriots)

The project is for the acquisition of property, design and engineering, and NEPA process for the development of the South Salem Transit Center. These functions will be completed through consultants and contracted services that will be procured through an appropriate solicitation process for the type of services to be provided.

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

Yes

Project Information

16.A Project Title

South Salem Transit Center - Land, Design/Engineering, Environmental

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

Salem Area Mass Transit District (SAMTD) has hired a consultant to complete a site selection process for the South Salem Transit Center (SSTC). This process will be evaluating a set of criteria to identify a preferred site, with possible supporting super-stops in south Salem. The next steps in this project once the site selection process is complete will be the acquisition of property, NEPA evaluation, and the design and engineering of the facilities. Federal Transit Administration grants have been identified to pay for the majority of the cost of these activities, with the STIF Discretionary grant providing the local match for the project.

The current site selection process is anticipated to be complete by mid 2022.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

SKATS 2011-2035 RTSP

SKATS 2017 - 2023 TIP

Cherriots 2017 Needs Assessment Report on p. 68 and 71

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

SKATS 2011 - 2035 RTSP Project List p. 2, SKATS 2017 - 2023 TIP FY18, FY19, FY20 FTA Section 5339 funding allocated to the SSTC, Cherriots 2017 Needs Assessment Report on p. 68 and 71

19. What is the minimum grant amount that will still allow your project to proceed?

\$450,738.00

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary

3 - South Salem Transit Center (Cherriots)

1

STIF Intercommunity Discretionary

2

FTA Section 5311(f) Intercity

No Preference

22. Why is this an important project? What are the consequences of this project not receiving funding?

As south Salem has continued to grow, both with residential and commercial development, the delivery of efficient customer friendly transit services are becoming more and more challenging to provide. Additionally, regional travel from people commuting from the Albany/Corvallis area has been increasing and with the possibility of commuter service being provided between the two areas, there is no convenient location to connect to the service in south Salem at this time. This project would create a transit center with possible supporting transfer locations to allow for the integration of micro-mobility, micro-transit, commuter service, TNC's, and other services to have a customer friendly and efficient location to connect to a variety of options. This would also provide a convenient location for inter-city connections to the south without having to continue for another 15 - 20 minutes into downtown. This improvement could allow for more frequency on the commuter route. The other factor is the need for a customer friendly location to transfer between services to routes that will connect the Mill Creek Corporate Center to the residential areas in the Commercial, Sunnyside, and Liberty corridors. This is an important connection to hundreds of jobs in the local area.

Without this infrastructure in place, it is hard to establish circulator routes that do not go to downtown Salem because operator layover and recovery locations are necessary for normal operations practices. A facility such as this is also necessary to provide a transfer point between routes and/or other modes. It is very difficult to do this effectively without dedicated facility infrastructure.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The lower levels of coverage service provided by mainline fixed route bus service allows for gaps to exist for vulnerable or historically marginalized communities from using public transportation as a viable alternative to owning and operating a car. In order for solutions such as micro-transit or micro-mobility to function well, a facility needs to exist to accommodate the integration of traditional fixed route bus service with more efficient alternatives that can provide more efficient coverage service to neighborhoods, and to connect to jobs in business park environments.

Using remix to pull demographic data from the Census block groups in the study area, approximately 33% of the population are ethnic minorities and 45% are considered low-income (with household incomes at 200% of the federal poverty level or below). Therefore, a transit facility in this area would benefit historically

3 - South Salem Transit Center (Cherriots)

underprivileged groups and those who may have to rely on public transportation more often than others.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

For the same reasons expressed in the answer to question 24, the improvement of access will benefit everyone who lives or works within a convenient distance of newly developed service options that enhance the customer's experience with public transportation. The south Salem Transit Center will allow for the coordination of these services. This center would also accommodate other service not provided by SAMTD to drop off and pick up customers needing to conveniently transfer from one service to another.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

SAMTD is committed to being as inclusive as possible of energy efficient, environmentally friendly construction practices, and that the design of the facility includes energy saving elements that minimize any negative impact on the environment. This was demonstrated in the construction of the Keizer Transit Center. It includes the following elements: extensive use of solar production in shelter, awning, and half of the building roof, green roof on the other half of the roof to minimize storm-water runoff, rain gardens and bio-swales to treat all storm-water runoff prior to leaving the site, native drought tolerant plantings, LED and CFL lighting, ground-source heat-pump, solar interior lighting, smart-building technology, and electric vehicle charging stations. This same commitment would be required in the South Salem Transit Center project.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

In addition to motorized transportation options, the facility will be designed to be fully supportive of active transportation such as bicycling, walking, scooters, etc. The facility design will allow for the accommodation of bikeshare / scooter share options, as well as having ample bicycle parking available. Pedestrian access to the facility will be a very high priority as well in order to encourage walking to the location if the origin or destination is within a reasonable walking distance.

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Safety and security are essential elements of any facility project with SAMTD. The design of the project must incorporate a Crime Prevention through Environmental Design (CPTED). This approach incorporates facility design elements that create an environment with natural surveillance (open visible with natural presence of people in open spaces), natural access control (using design to safely direct and route customers through the site while minimizing points of conflict or hazard), and natural territorial reinforcement (design that through design clearly delineates the boundaries of the facility and creates natural barriers to intrusion in undesired locations). In addition to these design elements, extensive security cameras, access control to buildings, ample lighting, and the use of district contracted security services.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

3 - South Salem Transit Center (Cherriots)

The site selection process currently underway includes the need to connect conveniently with inter-city services. This is especially important for services coming from locations to the south of the Salem/Keizer area. It is intended that this facility would accommodate the connection of inter-city service to frequent core network service. This connection could be with more than one service.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The funds in from this grant will be used to match at least \$1,802,953 in FTA Section 5339 funds. This allows for a significant leveraging of federal dollars with these STIF funds.

The budget section in this form does not provide a place to properly show overmatch, so the amount in the budget section is only showing the FTA Section 5339 needed to match the requested amount of STIF Discretionary or STN funds. The full budget including the overmatch is as follows:

STIF Discretionary / STN - \$600,000
FTA Section 5339 match - \$150,000
FTA Section 5339 overmatch - \$1,652,953
Total Project Including all 3 parts - \$2,402,953

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

The previously identified FTA Section 5339 funds will be available to complete this phase of the project for any portion that would continue beyond the 2021-2023 biennium.

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

No, the FTA Section 5339 funds are from FY18, FY19, and FY20 and have been allocated by SAMTD to this project.

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

The project in this application includes the purchase of property for the construction of the South Salem Transit Center. All other expenditures will be for the completion of the design and engineering of the facility, as well as the NEPA process.

Project Details

Task Category

Facility Purchase

Facility Purchase

Facility Request

Facility Description (Major activities, Siting and Right-of-Way, Planning, Architecture, Engineering, Project	Quantity	Cost Each (Project Cost)	Total Cost	Est. Order Date	Est. Delivery Date
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3 - South Salem Transit Center (Cherriots)

Management, Construction Contracting, Inspecting and Permitting, Interior Surfaces and Furnishings)

Purchase Land	1	\$500,000.00	500,000.00	11/17/2022	1/27/2023
Design and engineering	1	\$200,000.00	200,000.00	6/29/2023	1/15/2024
Completion of the required NEPA process	1	\$50,000.00	50,000.00	11/15/2023	3/22/2024

**Grand
Total:
750,000.00**

Total Task Cost (Grant Amount + Match Amount)
\$750,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$600,000.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$150,000.00

Application Totals

Match Sources

Match Sources	Amount
Federal FTA Section 5339	\$1,082,953.00

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

20% Match Rate Calculations

Grant Amount

Match Amount

3 - South Salem Transit Center (Cherriots)

\$600,000.00

\$150,000.00

Agenda Item 3.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

4. Yamhill County

Hwy. 99W Transit Corridor

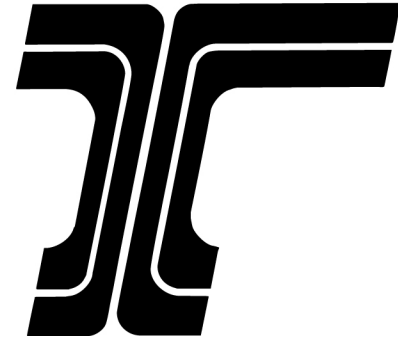
Pilot (McMinnville to Junction City) –

*[Note: Benton County is partnering with
Yamhill County on this Pilot.]*

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

January 7, 2021

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Yamhill County

Agency Legal Address

535 NE 5th Street, McMinnville, Oregon 97128

Application Contact Name

Cynthia Thompson

Application Contact Title

Transit Manager

Application Contact Email Address

thompsonc@co.yamhill.or.us

Application Contact Phone Number

(503) 995-7965

Name of Person Signing Agreement

Ken Huffer

Title of Person Signing Agreement

Chief Administrative Officer

Email Address of Person Signing Agreement

hufferk@co.yamhill.or.us

Phone Number of Person Signing Agreement

(503) 474-6270

Agency Information

1. Transit Agency Type

County

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

No

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

Yamhill County is an administrative department of the state with full legal authority to conduct its affairs. Transit in Yamhill County is run by a Transit Manager who relies on a vendor to provide all aspects of transit operations and maintenance. The same vendor would operate the proposed Hwy 99W pilot. Operating expenses include dispatch, demand response services, local and commuter route services throughout Yamhill County and maintenance for 30+ vehicles.

Yamhill County Transit operates Intercity routes on four corridors providing limited stops with focus on connecting cities and their residents to transit hubs in Hillsboro, Tigard, Salem, and Grand Ronde; Local fixed routes provide circulation within McMinnville and Newberg. Demand response service provides shared rides without a set schedule and includes ADA paratransit door to door service in Newberg and McMinnville and general public Dial-A-Ride curb to curb service within Yamhill County, primarily in McMinnville and Newberg.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

4a - Yamhill Hwy 99 transit corridor

Yes

13.A If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

The contracted service provider for the proposed Hwy 99W pilot transit service would be First Group. They are the same contracted service provider that Yamhill County Transit uses to cover its entire service area. The relationship between First Group with Yamhill County has been constructive, which has assisted with contractor oversight. Contractor oversight has also been maintained by Yamhill County Transit by participating in periodic reviews by ODOT PTD.

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Predominantly serves or provides access to and from rural communities

Serves an area outside of the applicant's geographic jurisdiction

Fills a significant gap in the Statewide Transit Network

Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

Hwy 99W Transit Corridor Pilot

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

This project proposes to meet a need for public transit along the 99W corridor from McMinnville to Junction City that has been assessed as part of an ongoing Hwy 99W Transit Corridor Study managed by Oregon Cascades West Council of Governments with funding from the STIF Discretionary program. The consensus among participants in the the study, which includes representatives from Lane Transit District, Lane Council of Governments, Benton Area Transit, Salem Area Mass Transit and Yamhill County, thought that sufficient demand for transit exists on the corridor to launch pilot transit service. Two of the participants in the study, Yamhill County and Benton County, have agreed to a partnership to operate the pilot transit service.

For background, the City of Monroe is completely unserved by transit, and many areas along Hwy 99W are only accessible by private automobile. An overview map is included in Attachment 2, and additional information on the project scope and schedule are included in Attachment 3.

Currently, Lane Transit District operates service from Eugene to Junction City; Benton County serves the segment between Corvallis and Adair Village; Cherriots serves from Monmouth to Salem; and, Yamhill County Transit serves from Salem to McMinnville, and north to the Tigard Transit Center.

The project has been broken into three phases; Demand Analysis, Implementation Plan, and Operations. The Demand Analysis phase is nearly complete, with transit provider interviews, stakeholder surveys of existing and potential riders, and input from connecting transit service providers informing the decision to proceed with the next phases of the project. The second phase will refine route details , determine vehicle

4a - Yamhill Hwy 99 transit corridor

type, and create a brand and marketing strategy. The final phase will involve operating the service for up to two years from the initial start date.

It's estimate that vehicle acquisition would take 9-12 months. This would allow the service to start in the summer 2022 while Yamhill County and Benton County assess and implement a sustainable funding strategy, which likely would initially have to rely on STIF Formula funding from the repsective Qualified Entities. Traditional metrics for evaluating transit, including per revenue hour of operation, passenger boardings, and route on time percentage. The project phases have been further outlined in Attachment 3.

Yamhill County Transit and Benton Area Transit are well positioned to implement and manage the proposed tansit service on Hwy 99W. Benton County extends south to the City of Monroe, which is approximately seven miles from Junction City and McMinnville is where Yamhill County Transit is located. The geographic location of the project partners will allow them to either split the service into northern and southern segments, or run the entire 70 plus mile route length while keeping dead heads to a minimum via scheduling.

The initial pilot transit service will involve four round trips per day (two by each partner), five days a week. The project partners would each have to acquire a primary and a backup bus (four total) to implement the pilot transit service. The scope of the proposal covers almost all of the rural communities on Hwy 99W, including the communities of Monroe, Corvallis, and Adair Village, Monmouth, Rickreal and Amity. The proposed pilot transit service would connect with Lane Transit District in Junction City, with four transit services in Corvallis, with Cherriots in Monmouth, with Tillamook County Transportation Service District in Rickreal and with Yamhill County Transit in Amity and McMinnville.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

This project is either directly supported or mentioned in five local, regional or state plans including:

Oregon Public Transportation Plan, Salem-Keizer Long Range Regional Transit Plan, Central Willamette Valley Regional Coordinated Care Plan, Benton County Transportation System Plan, and Corvallis Transportation System Plan.

While identification of the project in local plans is not required if it fills a gap in the STN, the integration of it in local plans further emphasizes the need for pilot transit service along Hwy 99W.

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

A summary of each plan, the location, and appropriate page numbers is included in Attachment 4. Furthermore, the project fills a gap in the Statewide Transit Network, as identified in Attachment 2, and Attachment 5.

19. What is the minimum grant amount that will still allow your project to proceed?

\$527,360.00

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary

2

4a - Yamhill Hwy 99 transit corridor

STIF Intercommunity Discretionary

1

FTA Section 5311(f) Intercity

No Preference

22. Why is this an important project? What are the consequences of this project not receiving funding?

If the project is not funded, small cities along Highway 99W, such as Monroe, Adair Villiage, Monmouth, Rickreal and Amity, will continue to be unserved or underserved by transit; this will likely require travelers to use the only transportation option available to them, automobiles.

The need for the proposed pilot transit service has been validated by a transit corridor study in which over half of ~500 survey respondents strongly supported it and by enthusiastic support from staff participants from transit partners like LTD, Cherriots and Lane in a recent Hwy 99W transit corridor study Technical Advisory Committee meeting.

The Hwy 99W transit service pilot will not only provide a valuable transportation option to low income households in communities like Junction City, Monroe, Monmouth, Rickreal and Amity, it will serve as an important north/south connection for existitng transit services operating between the Oregon Coast and the Willamette Valley. Pilot transit service along Hwy 99W would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus. The momentum gained by conducting a transit corridor study for Hwy 99W would be lost if a transit service pilot is delayed.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

Attachment 6 is a map of the communities along the 99W Corridor this project would connect with larger metropolitan areas. All cities have a higher or nearly equal percentage of low income residents compared with the State of Oregon. Additionally, Monroe, which is currently unserved by any transit, has over twice the state average for people with disabilities. Collectively, the small communities along Hwy 99W represent 75,000 additional riders that would have access to transit and amenities located in the three largest metropolitan areas in the state.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The proposed Hwy 99W transit service pilot touches four Oregon counties, where seven public transit

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providers currently operate. The Hwy 99W corridor study is a regional collaboration. Indeed, the minutes of a recent Hwy 99W transit corridor study Technical Advisory Committee meeting demonstrates widespread support among western Willamette Valley transit providers. That meeting also yielded the partnership between Benton Area Transit and Yamhill County Transit, which is an important collaboration for future contributions to the STN.

Benton County, which has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. Yamhill County currently operates service between McMinnville and Amity. The project partners plan to coordinate the four buses used for the proposed route, with each operating half of the service through independent purchased service contracts.

The proposed pilot transit service along Hwy 99W will serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. The new north/south connection would alleviate the need to travel all the way to the I-5 corridor to go north or south by bus through the Willamette Valley. This could significantly improve the rider experience for people wishing to transfer from connecting transit services coming from the Oregon Coast, as it eliminates out of direction travel. The proposed pilot would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

Rural communities along Highway 99W, such as Monroe, Adair Village, Monmouth, Rickreall and Amity, have limited, or no access to public transit, which requires most travelers along the corridor to use the only transportation option available to them, automobiles.

Through the expansion of transit service to communities previously unserved or underserved, the proposed transit service pilot will provide a method of travel other than single passenger vehicles to more of the Oregon population. By improving transit access, positive health outcomes are supported by offering active transportation options.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

As mentioned earlier, this project would indirectly connect nearly 75,000 people to the three largest metropolitan areas in the state. Providing access to these residents would encourage the use of public transportation for commuting, trips to the store, and potentially recreational trips on the weekend.

The proposed pilot transit service along Hwy 99W will also serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. The new north/south connection would alleviate the need to travel all the way to the I-5 corridor to travel north or south by bus through the Willamette Valley. This will greatly improve the rider experience for riders wishing to transfer from connecting transit services coming from the Oregon Coast, as it eliminates out of direction travel. Furthermore, the proposed pilot would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus.

Attachment 7 demonstrates the critical regional link this service would provide.

28. Describe how the project would support and improve safety of passengers in transit vehicles

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and safety of other roadway users.

The 99W corridor, outside of city centers, is perceptibly safe for public transportation and the addition of a route through the rural areas provides for risk reduction across all travel modes. While this route serves some of the larger cities along the 99W corridor, it covers a primarily rural geography. Public transportation options are generally limited in rural communities, leaving people to take other modes of transportation for work, recreation, and personal use.

By providing pilot transit service that serves job centers, public and private recreation options along Hwy 99W, and shopping and medical providers, passengers will be able to access their needs without opting for a single-occupancy vehicle trip, or biking or walking in a potentially unsafe environment (45 mph +, with sporadic sidewalks and bike lanes).

Other roadway users may benefit from this service by increased ridership lessening traffic and limiting the number of other users on the road and thereby reducing possible accidents at conflicts points.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

If the project is fully funded, four Category C buses (two each for Yamhill County Transit and Benton Area Transit) will be required to serve anticipated demand along the 99W corridor. A procurement will be necessary to acquire the buses, so exact numbers aren't currently available on the cost of the buses. However, Category C buses typically cost about \$175,000 each and \$700,000 has therefore been budgeted for bus acquisitions.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The anticipated match requirement for the Hwy 99W transit service pilot will be satisfied through Yamhill County's and Benton County's STIF Formula funds (the project is identified in the Yamhill County TDP and the Benton County TSP), since the pilot will predominantly serve rural areas; the match would therefore be 10%. If the STIF Formula funding requests are unsuccessful, partner transit agencies in the region will be approached to share the cost of match. Long term funding strategies will be explored by the project partners in collaboration with other transit providers, and state and federal agencies.

The proposed pilot transit service along Hwy 99W will also serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. The new north/south connection would alleviate the need to travel all the way to the I-5 corridor to travel north or south by bus through the Willamette Valley. This will greatly improve the rider experience for riders wishing to transfer from connecting transit services coming from the Oregon Coast, as it eliminates out of direction travel. Furthermore, the proposed pilot would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

Long term funding for the Hwy 99W transit service pilot, should it prove useful, will come from Yamhill County's and Benton County's STIF Formula funds. The project partners have agreed to include transit service along Hwy 99W in their respective STIF Plans for the '23 - '25 biennium should the pilot prove that transit service along the corridor can be productive. Matching funds are not required for projects listed in a

4a - Yamhill Hwy 99 transit corridor

local QE's STIF Plan.

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

The anticipated 10% match for the Hwy 99W transit service pilot will come from Yamhill County's and Benton County's STIF Formula funds for the '21 - '23 biennium.

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

Two Category C buses at \$175,000 each.

Two sets of signs and shelters for stops in Rickreal and Monmouth.

Project Details

Task Category

Vehicle Purchase

Signs/Shelters Purchase

Planning

Project Administration

Operating

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Expansion

Vehicle Expansion

Will you use the Oregon state price agreement contract?

Yes

Will this grant award support purchase of a used vehicle?

No

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. Delivery Date
11.12.04 Bus < 30 FT	E450	2	\$175,000.00	\$350,000.00	1,602	18	Gas (G)	7/15/2021	5/16/2022
Total:			2	Grand Total:	\$350,000.00				

4a - Yamhill Hwy 99 transit corridor

Total Project Cost (Grant Amount + Match Amount)
\$350,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds to be used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$280,000.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$70,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$315,000.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$35,000.00

Signs/Shelters Purchase

Signs/Shelters Request

Item Description	Quantity	Cost Each (Project Cost)	Total Cost	Est. Order Date	Est. Delivery Date
Shelters/Signs/Schedule Graphics	2	\$25,000.00	50,000.00	9/15/2021	3/15/2022
Total: 2			Grand Total: 50,000.00		

Total Task Cost (Grant Amount + Match Amount)
\$50,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)**
\$40,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)**
\$10,000.00

10% Match Rate Calculations (For Qualified Applicants)

**Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)**
\$45,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)**
\$5,000.00

Planning

Total Task Cost (Grant Amount + Match Amount)
\$20,000.00

**Are matching funds available if the project is
awarded?**
Yes

**Percent of funds used for fixed route
transportation**
100%

Project Task and Match Amounts

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)**
\$16,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)**
\$4,000.00

10% Match Rate Calculations (For Qualified Applicants)

**Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)**
\$18,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)**
\$2,000.00

Project Administration

Total Task Cost (Grant Amount + Match Amount)
\$90,000.00

Are matching funds if the project is awarded?
Yes

**Percent of funds used for fixed route
transportation**
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)
\$72,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)
\$18,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$81,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$9,000.00

Operating

Total Task Cost (Grant Amount + Match Amount)
\$270,400.00

Are matching funds available if the project is
awarded?
Yes

Percent of funds used for fixed route
transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity (80% State Share)
\$216,320.00

Match Amount - STIF Discretionary/STIF
Intercommunity (20% Local Share)
\$54,080.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$243,360.00

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$27,040.00

Application Totals

Match Sources

Match Sources	Amount
State	\$78,040.00

4a - Yamhill Hwy 99 transit corridor

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

20% Match Rate Calculations

Grant Amount
\$624,320.00

Match Amount
\$156,080.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount
\$702,360.00

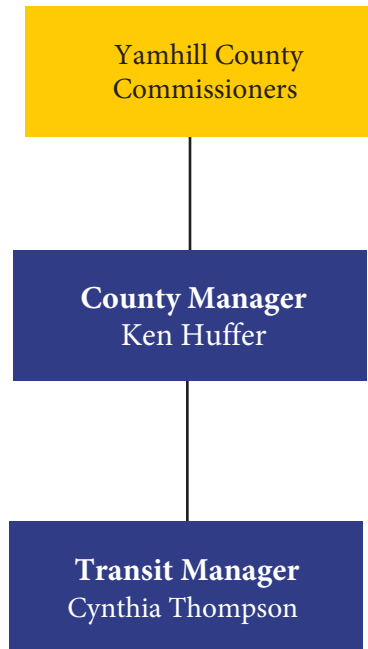
Match Amount
\$78,040.00

Document Upload (Optional)

YamhillCounty_Hwy99W_Pilot_ApplicationAttachments_final.pdf

Yamhill County Transit

99W Transit Corridor Pilot

**Ken Huffer**

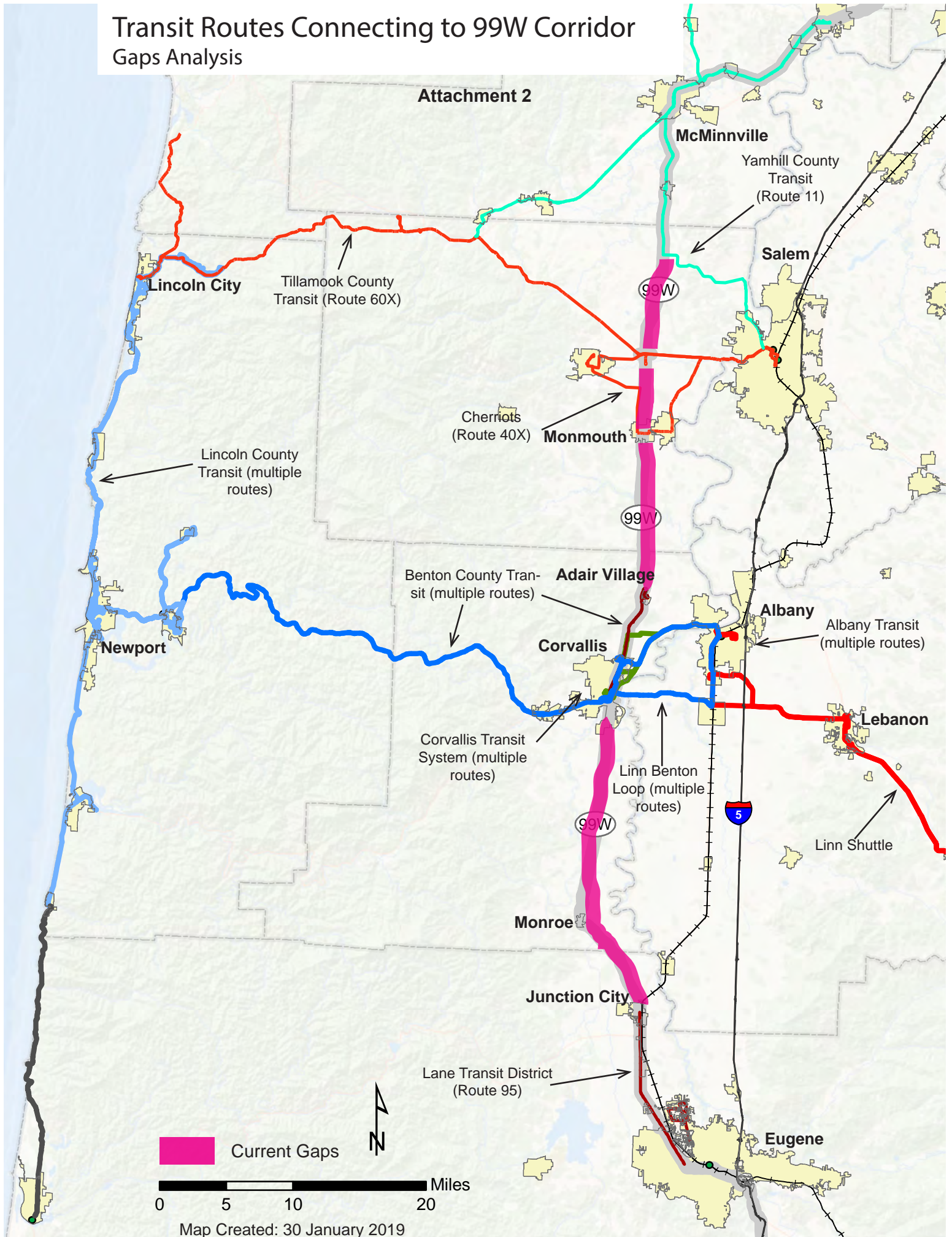
County Administrator, Ken Huffer, is the Chief Administrative Officer of the county. He is responsible for the administration and management of the county and its service districts (if delegated) and works under the direction of the Board of County Commissioners. Justin Hogue is the Business Services Director, and works under the direction of the County Administrator and assists in all areas of administration as assigned. Mr. Hogue serves as Acting County Administrator in Mr. Huffer's absence.

Cynthia Thompson

Cynthia Thompson is the Transit Manager for Yamhill County Transit, which operates four intercity routes on set schedules and alignments connecting Yamhill County cities along OR 99W, OR 18, and OR 47 and providing connections to Tigard, Salem, Grand Ronde, and Hillsboro. Connections to other locations in the Portland region are available in Tigard and Hillsboro with a transfer to TriMet bus and rail services. Yamhill County Transit's routes run on weekdays only, with the exception of two routes serving the OR 18 and OR 99W corridors connecting Grand Ronde, McMinnville, Newberg, and Tigard, which also run on Saturdays. Its intercity routes make limited stops within cities. Local fixed-route service provides circulation within McMinnville and Newberg, along with demand-response service that provides shared rides with advance reservations during the same days and hours as local fixed-route service. There is limited local service in the smaller cities in Yamhill County.

Transit Routes Connecting to 99W Corridor

Gaps Analysis



STIF 99W Transit Feasibility Study: Tasks & Schedule

Attachment 3

PURPOSE: This project seeks to fill in the gaps in transit service along the 99W corridor from Junction City to McMinnville. Phase 1 explores existing transit options the demand for the service, while Phases 2 & 3 work towards implementation and operation.



Task 1

Branding & Marketing Outreach

Create a pamphlet with route map, schedule, and contract information. Develop a name and brand for the service to be used in operation.

Deliverable: Pamphlet, Logo, Name

Task 2

Determine Fare Structure

Review existing fare schedules along the corridor and determine the appropriate costs for each fare zone as necessary.

Deliverable: Fare Schedule

Task 3

Vehicle Analysis & Purchase

Based on a rough estimate of demand, identify the best vehicle for 99W service, ranging from a traditional vanpool vehicle to full sized bus.

Deliverable: Vehicle type, cost, and purchase

12 MONTHS TO TWO YEARS (YEAR 2)



Task 4

Operation

Operate service for between 12 and 24 months.

Deliverable: Annual Service Operation Report

NEXT STEPS

Service Evaluation

Continue to monitor service along the 99W corridor and evaluate need and implementation after the initial two years of service. Of particular interest will be: ridership, service schedule, fare assessment, and on-going costs.

Plan Review: 99W Transit Corridor

2020 STIF APPLICATION
YAMHILL COUNTY TRANSIT

Attachment 4

Local Plan Name:	Oregon Public Transportation Plan
Governing Body that Adopted Plan:	Oregon Department of Transportation
Plan Adoption Date:	September, 2018
Local Plan Web Address:	https://www.oregon.gov/ODOT/Planning/Documents/OPTP_FINALDRAFT.pdf
Relevant Page Numbers:	40
Website URL where plan is located:	https://www.oregon.gov/ODOT/Planning/Pages/optp.aspx

Goal 2: Accessibility and Connectivity

Getting from Here to There

Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.

Policies and Strategies

Policy 2.1: Enhance existing and identify new public transportation connections and services.

Strategy 2.1A: Assess feasibility of providing frequent and/or high capacity public transportation connecting key destinations where population and land use characteristics support such services.

Strategy 2.1B: Provide new or more frequent regional and intercity connections. Work with ODOT to identify possible strategies to provide the new connections.

Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.

Strategy 2.2A: Seek to eliminate first and last mile barriers by improving public transportation links to other facilities and services. These may include accessible facilities, sidewalks, trails, bicycle parking, bikeways, carshare, TNCs and taxis, rideshare, and bikeshare services.

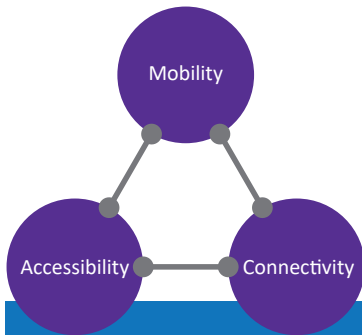
Strategy 2.2B: Provide public transportation services for persons with disabilities that enable convenient access to work, school, shopping, recreational, and medical destinations in the community.

Strategy 2.2C: Coordinate between public transportation providers, developers, private property owners, and road or rail authorities to prioritize pedestrian facility investments at existing or planned transit stops and stations. These may include crosswalks, sidewalks, curb ramps, and other pedestrian improvements.

Strategy 2.2D: Coordinate among public transportation providers, developers, private property owners, and road and rail authorities to develop bicycling facilities, including bike lanes or paths and secure bike parking.

Strategy 2.2E: Ensure that public transportation vehicles can carry multiple bicycles.

Strategy 2.2F: Provide park and ride and bike and ride facilities where appropriate, or seek partnerships to allow riders' use of existing lots where space is available. Seek to link park and rides to related services such as carshare or bikeshare facilities.



What are mobility, accessibility and connectivity?

- **MOBILITY** The ability or ease with which people can use the transportation system to travel between destinations.
- **ACCESSIBILITY** The ability or ease with which people can reach or access destinations including employment, education, activities, and services and return to their origin.
- **CONNECTIVITY** Presence of useful, integrated links people can use to move between places, transportation system modes, or segments of the same mode. For example, do transit routes intersect usefully in both place and time, are fares interchangeable, and is information about the trip readily available?



Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.

Strategy 2.3A: Coordinate efficient and easy to use regional, long distance and urban connections between neighboring public transportation systems and services with reasonable wait times and comfortable waiting locations.

Strategy 2.3B: Continue to support regional and intercity public transportation by connecting and coordinating intercity services among providers, and helping regional and intercity services efficiently connect with one another and to urban systems.

Strategy 2.3C: Link public transportation routes at mobility hubs where there are easy transfers between routes, modes, and neighboring systems. Such facilities include transit stations or centers where multiple routes meet, bus and rail modes meet, or there are park and ride facilities. Expand existing mobility hubs, as needed, to accommodate better connections.

Strategy 2.3D: Coordinate among state agencies, jurisdictions, railroads, and other partners to enhance passenger rail's role in providing regional, intercity, and interstate service.

Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

Strategy 2.4A: Encourage employers to provide a comprehensive package of incentives to use public transportation or other transportation options. These include pre-tax benefits, discounted passes, group passes, priority parking for shared vehicles, etc. Provide assistance and incentives for employers to implement such programs.

Strategy 2.4B: Encourage major employers, medical and educational institutions, and other regional destinations to provide shuttle service between their campuses and nearby public transportation facilities when necessary to enable access by transit.

Strategy 2.4C: Encourage employers and major institutions to avoid policies that discourage public transportation use, such as providing free parking.



Gilliam County Transportation operates a general demand response service for older adults, people with disabilities, and the general public. The service is provided by volunteer drivers who often drive hundreds of miles in a given day to serve the diverse needs of the rural community in Gilliam County. *(Photograph credit: City of Condon)*

Public Transportation Incentives and Disincentives

Employers and major institutions often provide perks that are deliberate or unintended incentives for employees, students, or visitors to use particular travel means. Incentives that support public transportation include allowing for flexible work schedules, providing free or discounted transit passes, developing “guaranteed ride home” policies that provide for a taxi ride home in case of an emergency, as well as many others.

Other perks can act as a disincentive to use public transportation, even though that may not be the intended purpose. A common example of such a policy is to provide free parking.

Through a thoughtful combination of policies, employers and major institutions can increase the use of public transportation significantly, while helping to manage parking and traffic, support commute trip reduction and sustainability goals, and attract and retain employees.

Attachment 4

Local Plan Name:	Salem-Keizer Transit Long Range Regional Transit Plan
Governing Body that Adopted Plan:	Cherriots
Plan Adoption Date:	October, 2013
Local Plan Web Address:	https://www.oregon.gov/LCD/TGM/TGMProducts/2C-10.pdf
Relevant Page Numbers:	156, 236-237
Website URL where plan is located:	https://www.oregon.gov/LCD/TGM/pages/index.aspx

Attachment 4

- Albany, west of Interstate 5, south of the Willamette River and east of 99E (roughly corresponding to downtown Albany)
- Corvallis, west of 99W, north of Highway 20, south of Circle Boulevard (roughly corresponding to downtown Corvallis and the Oregon State University campus).

Travel Demand

Salem-Keizer generates the majority of automobile trips in the study area (well over 600,000 daily auto trips), and the cities are major destinations for other nearby jurisdictions. 4,000 to 8,000 daily automobile trips originating in Salem/Keizer are made to each of the cities of Dallas, Independence/Monmouth, Stayton/Sublimity, Silverton, and Woodburn. Based on the SWIM model, few trips are made to McMinnville and Wilsonville; however the model is less reliable for cities at this distance apart. A moderate number of trips originating in Salem/Keizer are made to Albany. Overall, travel demand between Salem and its immediate neighbor cities is relatively high.

The smaller cities of Dallas, Independence-Monmouth, Stayton-Sublimity, and Silverton also generate significant demand for travel between each respective city and Salem. Travel demand between Woodburn and Salem is relatively high, but demand between Wilsonville (just to the north) and Salem is very low, according to ODOT trip generation data. A moderate number of daily vehicle trips are modeled between Wilsonville and Woodburn, with similar trip volumes generated between Woodburn and Silverton, and Silverton and Stayton-Sublimity. Trip data indicates very low travel demand between Salem and McMinnville and between McMinnville and every other city analyzed. Again, as ODOT's SWIM model is less reliable for cities that are distant from each other, travel demand between McMinnville and other cities may be underestimated.

Transit Inclination, Demographic and Origin-Destination Maps

The following section contains maps displaying the composite transit inclination score, all demographic variables and employment information. All data is displayed by Transportation Analysis Zone (TAZ). Another set of maps displaying demographic data by Urban Growth Boundaries (UGB) within the study area are included. These maps display the same data that is shown in the TAZ maps, but those portions of the TAZ outside a UGB have been removed, resulting in maps that only show demographic variables for urbanized areas.

Origin-Destination maps display trip generation information for ten cities or regions within the project study area. TAZs comprising each city or region were aggregated to yield the total number of trips originating in that city or region and correlating destinations. "Other trips" labeled on all maps indicates the number of trips originating in that city or region with destinations other than the other 9 cities shown (to disbursed locations throughout the project study area).

These maps were used to generate the figures in the first section of this memo.

Given the low travel demand and moderate level of transit inclination and jobs, this Plan does not recommend transit service within this corridor. In the future, route deviation or dial-a-ride service could be explored if enough customers ask for service.

2.3 West Side Corridors (Polk, Yamhill, and Benton Counties)

The major communities in Polk County include Dallas, Monmouth, Independence, and West Salem. These communities are currently within the Salem-Keizer Transit service area and are served by three CARTS routes. Yamhill County Transit Area (YCTA) currently operates **Route 11** between McMinnville and Salem that provides five inbound and five outbound trips per day on weekdays.

Input from the project Advisory Committee and from members of the public indicated two additional destinations of key importance for transit service: Corvallis and McMinnville, located outside the Salem-Keizer Transit service area in Benton and Yamhill Counties, respectively. There is no current transit service between Corvallis and Salem.

2.3.1 Summary of Recommendations

Table 2.3-1 summarizes each corridor and its priority, the results of the travel market assessment, the primary and secondary purpose of the routes, and recommended service enhancements for each corridor. Figure 2.3 that follows depicts the recommended service enhancements graphically.

Table 2.3-1: Proposed Service Enhancements in Polk, Yamhill, and Benton Counties

Corridor and Priority	Summary of Travel Market Assessment*	Primary/secondary purposes of the routes	Recommended service enhancements
Salem- Dallas PRIORITY 1	<ul style="list-style-type: none"> Travel demand: high Transit inclination: medium Employment: medium Existing ridership: high 	<p>Primary: Commuters traveling from Dallas to Salem</p> <p>Secondary: Transit-dependent travelers needing to access services in Salem</p>	<ul style="list-style-type: none"> Continue operating fixed-route express service between Dallas and Salem, with the following enhancements: <ul style="list-style-type: none"> Increase frequencies during the peak hours of 6-9 AM and 3-6 PM to 30 minute headways on weekdays Increase frequencies between 9 AM and 3 PM and 6 PM to 10 PM to 60 minute headways on weekdays Remove some existing stops in Dallas to improve trip time Add a regularly-scheduled stop in Rickreall Limit stops on the Dallas-Salem express service, but evaluate potential to add a stop(s) in Dallas Provide five trip cycles on weekends, spread throughout the day
Salem – Monmouth/ Independence PRIORITY 1	<ul style="list-style-type: none"> Travel demand: high Transit inclination: medium Employment: medium Existing ridership: high 	<p>Primary: Students and faculty traveling from WOU to Salem</p> <p>Secondary: Transit-dependent travelers needing to access services in Salem</p>	<ul style="list-style-type: none"> Develop fixed-route express service connecting Monmouth and Salem, with the following characteristics: <ul style="list-style-type: none"> 30 minute frequencies between 12 PM and 10 PM on weekdays 60 minute frequencies between 6 AM and 12 PM on weekdays Route should travel north along OR-99W with a scheduled stop in Rickreall Provide five trip cycles on weekends, spread throughout the day Consider adding a regularly-scheduled stop in Independence
Dallas – Monmouth/ Independence	<ul style="list-style-type: none"> Travel demand: medium 	<p>Primary: transit-dependent persons living in all three</p>	<ul style="list-style-type: none"> Develop a fixed-route circulator system to connect Dallas, Monmouth, and Independence

Attachment 4

FUTURE SERVICE OPPORTUNITIES

Corridor and Priority	Summary of Travel Market Assessment*	Primary/secondary purposes of the routes	Recommended service enhancements
Independence PRIORITY 2	<ul style="list-style-type: none"> Transit inclination: medium Employment: medium 	communities needing to access services in each	<ul style="list-style-type: none"> Provide 60 minute frequencies throughout the day from 6 AM – 10 PM on weekdays Provide three trip cycles on weekends, spread throughout the day
Salem – McMinnville PRIORITY 3	<ul style="list-style-type: none"> Travel demand: low Transit inclination: medium Employment: high 	<p>Primary: commuters from McMinnville to Salem</p> <p>Secondary: transit-dependent persons needing to access services in either community</p>	<ul style="list-style-type: none"> Increase frequency on YCTA Route 11, and consider cost-sharing arrangement with Cherriots <ul style="list-style-type: none"> Increase frequencies during the peak hours of 6-9 AM and 3-6 PM to 30 minute headways on weekdays Increase frequencies between 9 AM and 3 PM and 6 PM to 10 PM to 60 minute headways on weekdays Provide five trip cycles on weekends, spread throughout the day Extend Route 11 into the downtown Salem transit mall
Salem- Grand Ronde PRIORITY 2	<ul style="list-style-type: none"> Travel demand: (data not available) Transit inclination: medium Employment: medium 	<p>Primary: commuters from the Salem area who work at Spirit Mountain Casino</p> <p>Secondary: commuters from the Grand Ronde community to Salem</p>	<ul style="list-style-type: none"> Continue operating Cherriots 2X with approximately the same frequencies as existing service Continually evaluate trip times to coordinate with the Spirit Mountain Casino shifts Coordinate a timed transfer with future service from Lincoln City to Grand Ronde
Corvallis – Monmouth/ Independence PRIORITY 4	<ul style="list-style-type: none"> Travel demand: low Transit inclination: medium Employment: medium 	<p>Primary: students and faculty at Western Oregon University and Oregon State University</p>	<ul style="list-style-type: none"> Develop vanpools to serve students/faculty or commuters between OSU and WOU
Corvallis – Salem PRIORITY 4	<ul style="list-style-type: none"> Travel demand: low Transit inclination: high Employment: high 	<p>Primary: Transit-dependent persons in Corvallis wishing to access services in Salem and/or connect to transit that reaches the Portland area</p> <p>Secondary: Commuters between Corvallis and Salem</p>	<ul style="list-style-type: none"> Provide service through a connection in Albany. Develop timed transfer that connects in Albany with the Linn-Benton Loop Bus.

*Information summarized from Memo 2: Travel Market Assessment. Details on methodology and data sources are available in Memo 2.

Attachment 4

Local Plan Name:	Central Willamette Valley Regional Coordinated Care Plan
Governing Body that Adopted Plan:	Linn County, Lincoln County, Benton County, Confederated Tribes of Siletz Indians
Plan Adoption Date:	October, 2018
Local Plan Web Address:	Not online-see attached.
Relevant Page Numbers:	20, 34, 37
Website URL where plan is located:	Not online-see attached.

A. COORDINATED PLAN CHARACTERISTICS

Common Organization/Scope

The four Coordinated Plans have been prepared in a common format, which is expected to facilitate future updates and foster coordination among the implementing entities. Other organizational characteristics include:

- In addition to typical plan elements, all the plans contain sections specific to coordination with emergency management, human and health services community engagement, funding challenges and general strategies to address them, and progress made in addressing strategies identified in the last round (2009) of plan development.
- The scope of groups considered as special needs populations is expanded to include veterans, limited-English proficiency populations, and minority populations.
- To better match unmet needs to strategies and actions, these elements are combined into a single chapter, rather than being identified in separate chapters as is a common practice. Also, rather than identifying a long list of needs, the plans focus on a limited set of priority needs, each accompanied by a range of potential actions.
- While the scope of public transportation services is broader than transit, other than inventorying these other services, there is little consideration of how they fit into the overall public transportation program.

Common Needs

Service delivery issues and needs have not dramatically changed since the last round of plan updates in 2009. Identified in all current Coordinated Plans are:

- Sustainable funding, including for vehicle replacement and technology improvements.
- Increasing demand for services associated with steady population growth, an increasing older adult population, a growing low-income population, and increases in all other special needs populations.
- Overtaxed demand response programs.
- Smaller communities/rural areas either underserved or unserved.
- Lack of efficient connections between systems and to medical and other services in Portland, Salem and Eugene.
- Expanded service – frequency, hours of operation, weekend service, access to employment for those working outside normal working hours.
- Lack of awareness of/limited available information on available services.
- Improved coordination with the human and health service communities.

PAGE 34 GROUP 3: How should the region take advantage of new funding to improve connectivity and service to underserved/unserved areas?

- Explore a regional clearinghouse.
 - Conduct a regionwide assessment of outreach/information needs.
 - Information clearinghouse to help people get the transit services they need.
 - Safety net regional service. Keep track of calls that are not able to serve.
 - Data, coordination is where the greatest need is.
 - Better data collection.
- Market existing programs to the community.
- Regional travel training.
- Collaborate with ADRC, CAP agencies.
- Provide service from Harrisburg that connects to LanE County Transit in Junction City.
- Connections are needed from Scio, Brownsville, Halsey, and other communities to regional transportation and other services.
- Accessible van program to underserved and unserved areas that provides access to human services programs.
- Increase frequency of commuter bus; of all routes.
- Intermingle transportation planning and affordable housing. Joint planning by city-county-state-transit providers-health and human services-housing authorities-planning bodies.
- Support connectivity, including passenger rail (Amtrak).
- Connector services to transit.
- Access and availability – assess cost, capacity, etc.
- Include veterans in planning service expansions/improvements.

ACTIONS AND NEXT STEPS

The convening ended with a brief discussion on next steps. There was general consensus among participants to continue meeting to better define and implement “next step” actions. Jean Palmateer indicated that ODOT is intending to contract with AOC and the COG to conduct a strategic assessment of regional transportation planning opportunities, with an emphasis on improving underserved/unserved rural areas and on connectivity. She suggested convening a small group to review the proposed approach to the assessment, with a larger group convening to review the assessment results. It was also suggested that the assessment could help identify regional grant opportunities, e.g. travel training and trip planning/resource coordination. It was further suggested that, in the short term, a pilot regional transit information system funded through a Section 5310 discretionary grant should be explored. Jim Owens indicated that a summary report from convening session and the PowerPoint presentation will be distributed to all invitees. A draft regional chapter for the Coordinated Plan will be distributed sometime in December.

PAGE 37 In discussing regional transportation planning, the concept of a transit district was raised by several interviewees, noting that Benton County is considering a countywide transit district. However, no support was expressed for a regional transit district. Several interviewees noted: “Mid-Willamette Valley communities are distinctly different; a regional transit district is not needed and would not work.”

Rather than general regional planning, a number of interviewees support focused planning to ensure that services are matched to both current and future needs.

- The need is to better understand what people want and will use in terms of transit services.
- The focus should be not on whether there is a need but rather how to address it.
- Targeted planning is needed to determine the best chances of success in undertaking projects, e.g. in terms of extending 99W service north or south first, where’s the greatest demand?
- Planning should focus on how to best succeed in addressing specific needs in specific areas.
- Planning for future services should be a priority.
- Longer-term planning should focus on how best to serve growth areas.

A. Providing Expanded Transit Service, Including to Underserved/Unserved Areas

A common theme is that the priority focus should be on productivity (beefing up existing services), before considering expanding existing services. Increased frequency of service is the common highest priority for service improvements.

- Strong caution is expressed about reinventing the wheel. The focus should be to invest in existing programs versus creating new ones that may not have a guarantee of long-term funding.
- Address the increased use of transit by persons with disabilities, especially by those who use wheelchairs.

Before expanding service to rural areas, several interviewees feel that the question of demand needs to be addressed.

- Engage rural communities as to their demand/interest before trying to provide service that may not be used. Many rural area residents are intentionally not reliant upon public transportation.

In considering expansion of services, continuing to build on the existing trunk system is suggested. “Expand to underserved areas through spoke and hub extensions off the trunk system.”

Where services/connectivity are lacking, all types of service should be explored, e.g. fixed routes, deviated routes, general public access to dial-a-ride services, volunteer drivers -- whatever works best for the particular community.

- Services should be prioritized to areas of concentrations of special needs populations. For example, ADA improvements, e.g. curb cuts, in communities without transit are high priorities for ODOT funding.
- West Salem feeder service is a model of using smaller buses to bring riders to a centralized point from which to access multiple services.
- Provide collector service on rural highways.
- Service those communities with no or limited service, e.g. Jefferson, through deviated service that connects outlying communities to the hub system.

Attachment 4

Local Plan Name:	Benton County Transportation System Plan
Governing Body that Adopted Plan:	Benton County
Plan Adoption Date:	October, 2018
Local Plan Web Address:	https://www.co.benton.or.us/sites/default/files/fileattachments/transportation_system_plan/page/4987/benton_county_tsp_11_19_18_low_res.pdf
Relevant Page Numbers:	24, 25
Website URL where plan is located:	https://www.co.benton.or.us/tsp

TRANSIT

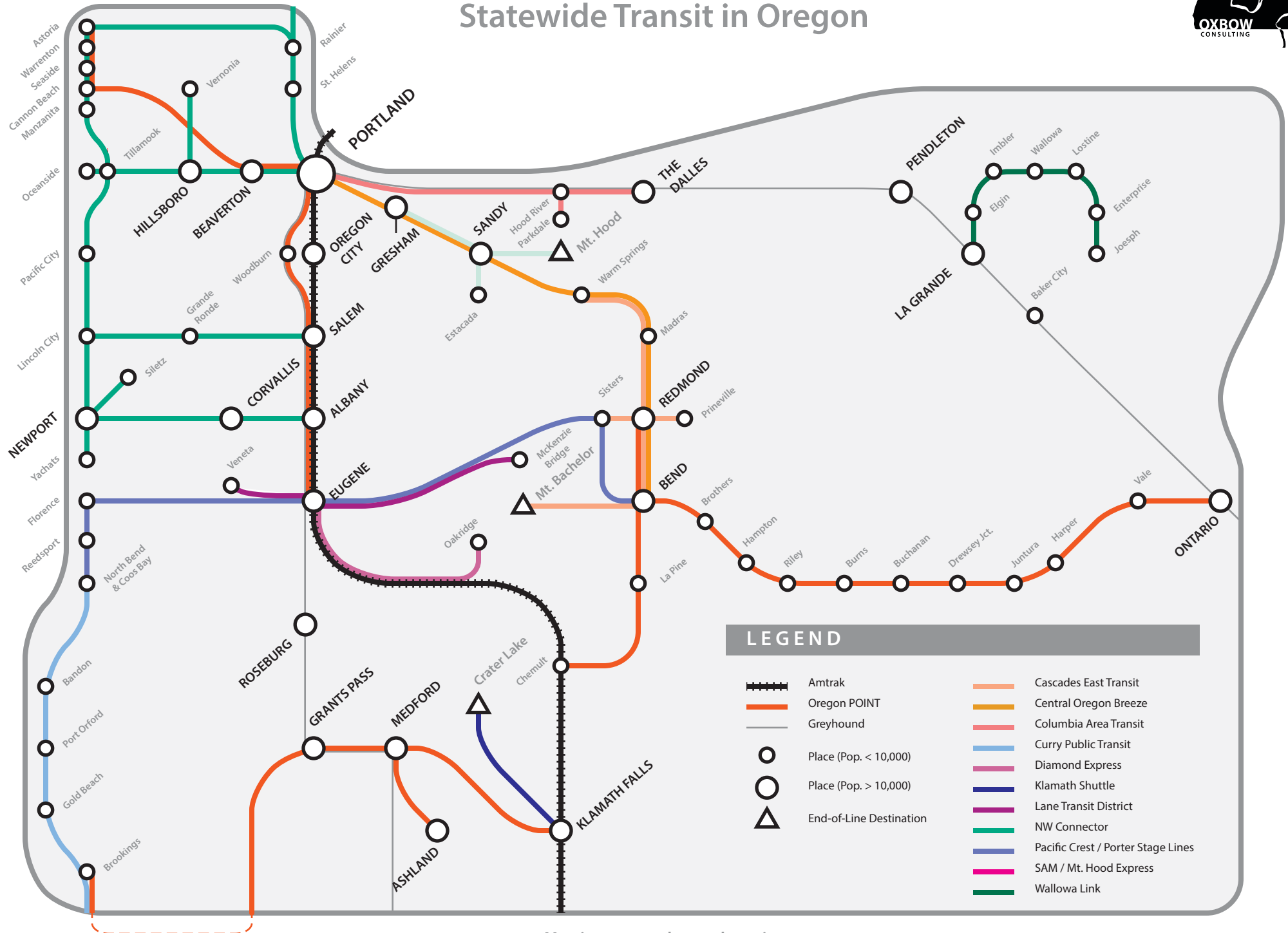
Transit provides mobility to Benton County residents without access to a car or who do not drive. For other residents, transit provides an option to avoid some of nuisances of driving such as congestion and parking. It can play a role in reducing the volume of traffic on the road and improving environmental quality. Fixed-route transit service is provided to residents of Adair Village, Corvallis, Philomath and North Albany. The rural communities of Wren and Alpine are somewhat connected via the Coast to Valley Express route but this service is not priced for daily commuting from those communities and is of limited frequency (4 trips daily in each direction). Residents of the City of Monroe and the unincorporated communities of Bellfountain, Greenberry, Kings Valley, Hoskins and Alsea have no fixed-route transit options or demand responsive options that are open to all demographic groups.

Existing transit services provide mobility and economic opportunity for some of the County's most vulnerable residents but they do not provide a comprehensive and open network for all residents or visitors. To improve mobility for all, transit in Benton County needs to expand service to accommodate the county's growth. The Benton County Coordinated Human Services – Public Transportation Plan describes strategies for efficiently prioritizing resources and identifies unmet needs and service gaps. Other transit plans, such as the Corvallis Transit System Transit Development Plan and the Albany Area MPO/City of Albany Transit Development Plan, guide the improvement of transit service in the urbanized areas of Benton County.

Other specific transit needs to be addressed include:

- Service along OR 99W south and north of Corvallis:** The area of southeast Benton County surrounding the City of Monroe does not have any fixed-route transit available since a pilot program of a southern 99 Express connecting Monroe with Corvallis was discontinued due to lack of demand. A new route extending to Lane County with stops in Junction City and Eugene may result in increased demand for riders from the metropolitan areas interested in the through trip. Coordination with Lane County Transit would be required to develop this route. Additionally, there is also no service along OR 99W north of Adair Village to Monmouth and other communities in Polk County. Further study is needed for this potential route.
- Expansion of Regional Linn-Benton Loop Service:** The Linn-Benton Loop is the existing regional transit system, connecting the two regional colleges (OSU and LBCC) and the two inter-connected metropolitan areas of Corvallis and Albany. The existing Loop route and schedule have remained unchanged for the past two decades, even while significant growth has changed the face of both counties. Planning for potential expansion of the Loop network with future transit funding under HB 2017 includes studying the routes and schedules, to better serve commuters as well as the evolving needs of the two colleges.

Statewide Transit in Oregon



Map is not to scale or exhaustive

99W Corridor Connecting Cities

Underserved Populations

Attachment 6

State of Oregon

Population: 4,025,1127
Low Income: 33%
Disability: 15%

Monmouth

Population: 9,983
Low Income: 46%
Disability: 10%

Adair Village

Population: 1,040
Low Income: 32%
Disability: 10%

Corvallis

Population: 56,224
Low Income: 40%
Disability: 9%

Monroe

Population: 559
Low Income: 32%
Disability: 39%

Junction City

Population: 5,819
Low Income: 41%
Disability: 16%

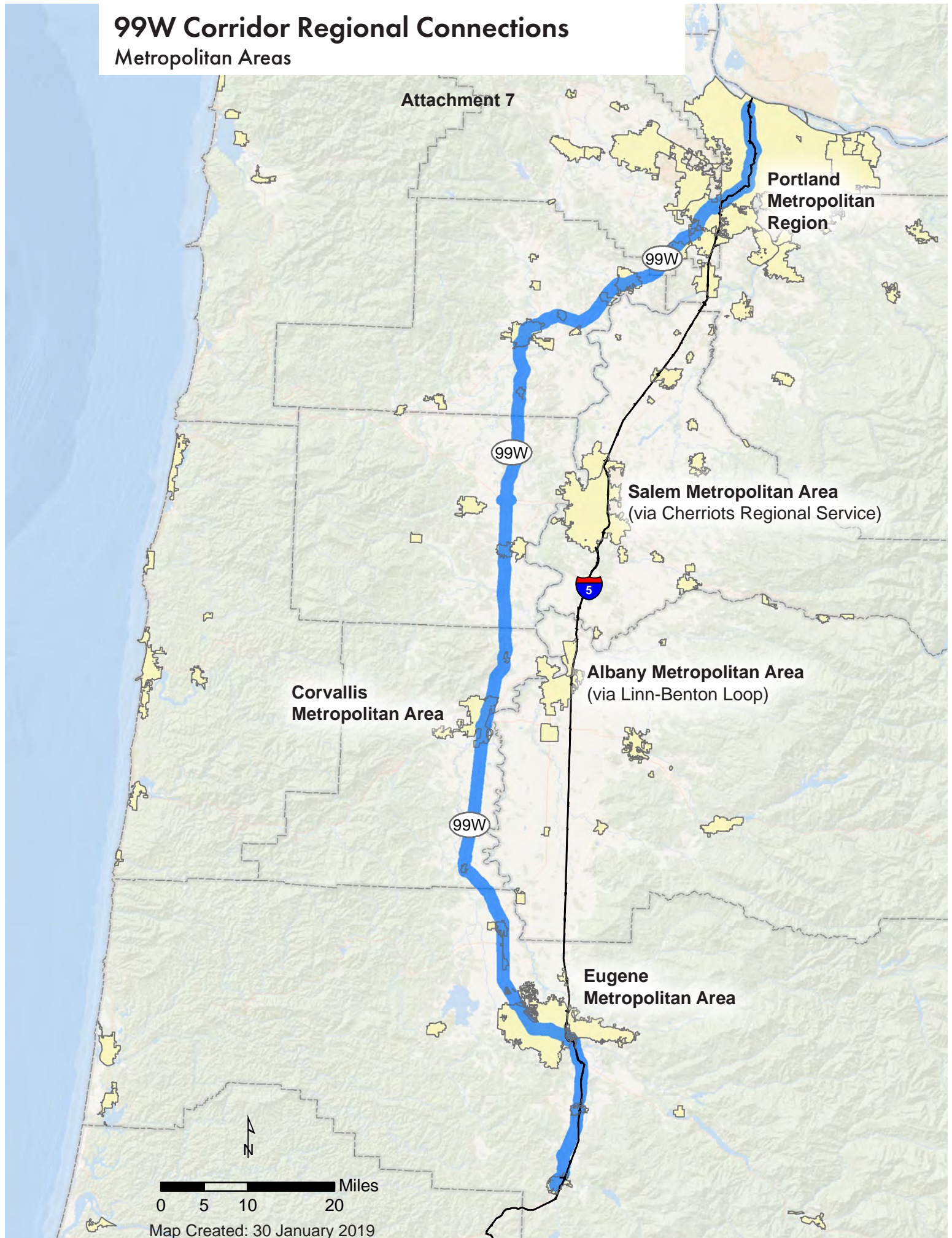
0 5 10 20 Miles

Map Created: 30 January 2019

All data from 2017 ACS Estimates, US Census

99W Corridor Regional Connections

Metropolitan Areas



YAMHILL COUNTY BOARD OF COMMISSIONERS

A G E N D A - ACTION LIST

November 5, 2020 10:00 a.m. Formal/Informal Session Room 32, Courthouse
Call to order; flag salute. 535 NE Fifth St.

***Welcome!** Due to COVID-19 and physical distancing requirements, attending the meeting is discouraged. The public can view the meeting via the YouTube link on the Yamhill County Meetings page. <https://www.co.yamhill.or.us/meetings>. See below for instructions regarding submitting general public comment or comments on agenda items.*

A. CALL TO ORDER

B. FLAG SALUTE

C. CALENDAR SESSION: This time is reserved for the review of the commissioner's joint schedule (if needed).

D. PUBLIC COMMENT: *Due to COVID-19 and physical distancing requirements, anyone wishing to submit general public comment or comments related to a specific agenda item may do so in written format via email at bocinfo@co.yamhill.or.us or by mail at 535 NE Fifth St., McMinnville, OR 97128. Any comments received prior to the meeting will be shared with the Board of Commissioners and submitted to the record.*

E. WORK SESSION: This time is reserved for topics of discussion scheduled for the Commissioners in advance. If a work session is not needed, the balance of the meeting will begin at 10:00 a.m.

1. Work Session –
- a. City of Newberg Vertical Housing Development Zone presentation.
 - b. End of work session

F. DEPARTMENT UPDATES:

- a. District Attorney – Brad Berry

G. CONSENT AGENDA: None.

H. OLD BUSINESS:

1. **B.O. 20-387** - Consideration and second reading of Ordinance 911 in the matter of amending Ordinance 626 regarding changing the membership rights and certain members of the Solid Waste Advisory Committee and modifying certain duties and responsibilities of the Solid Waste Advisory Committee and its members. *[Continued from October 22, 2020].*

I. OTHER BUSINESS (Add-ons and non-consent items):

1. **B.O. 20-388** - Consideration of accepting the quote and approving the purchase of twenty-seven (27) Juniper switches from TechHeads for the perimeter switch replacement project in the amount of \$94,819.
2. **B.O. 20-389** - Consideration of approval of an agreement between Yamhill County Health and Human Services and the Newberg School District to provide behavioral health counseling services for the 2020-21 school year, not-to-exceed amount of \$60,305, effective December 1, 2020 through November 30, 2021.
3. **B.O. 20-390** - Consideration of approval of position authority adding 1.0 FTE Human Services Associate (QMHA) in the Health and Human Services Family & Youth Division related to the Newberg School District agreement.
4. **B.O. 20-391** - Consideration of approval to reappoint Catherine Jones to the Yamhill County Housing Authority Board (HAYC) for a five-year term to expire December 31, 2025.
5. **B.O. 20-392** - Consideration of the appointment of the following members to the 2020-2021 Grant Review and Recommendation Committee for the Yamhill County Economic Development Community Grant Program as recommended by SEDCOR and the Economic Development Advisory Council (EDAC):
 - a. Gioia Goodrum, Tkeisha Wydro, Carr Biggerstaff, Alvin Elbert, Barb Bond, Kevin Perkins and Kenna West; Alternates: Scott Cooper, Josh Duder and Rob Daykin.
6. **B.O. 20-393** - Consideration of appointing Parrish Van Wert to fill the current vacancy on the Sheridan Fire District Board, per ORS 198.320(1) “if a majority of the membership of the governing body is vacant or if a majority cannot agree, the vacancies shall be filled promptly by the court of the county in which the administrative office of the district is located”.
7. **B.O. 20-394** - Consideration of approval for Yamhill County Transit to submit a grant application to Oregon Dept. of Transportation (ODOT) for STIF Discretionary and Statewide Network Application for FY 2021-23 for a pilot project with transit service between McMinnville and Junction City as an outcome of the Hwy 99W feasibility study.
8. **B.O. 20-395** - Consideration of declaring six buses as surplus to be disposed of according to county and state disposal policies and procedures.
9. **B.O. 20-396** - Consideration of adopting Resolution 20-11-05-1 proclaiming the month of December as Mayor Ila Skyberg month.
10. **B.O. 20-397** - Consideration of adopting Resolution 20-11-05-2 proclaiming the month of November as Parents’ Rights in Education Month.

J. PUBLIC HEARINGS: None.

K. ANNOUNCEMENTS:

1. For information on county advisory committee vacancies, please refer to the county's website, <https://www.co.yamhill.or.us/content/board-commissioners-committees>, or call the Board of Commissioners' office at 503-434-7501 or 503-554-7801 (toll-free from Newberg).
2. For questions regarding accessibility or to request an accommodation contact the Board of Commissioners' office at (503)-434-7501 or (503)-554-7801 (toll-free from Newberg) or email at bocinfo@co.yamhill.or.us
3. Electronic versions of all meeting agendas and meeting information packets can be found at the county's website: <https://www.co.yamhill.or.us/meetings>



Community and Economic Development

1400 Queen Avenue SE, Suite 205 • Albany, Oregon 97322
(541) 967-8551 • FAX (541) 967-4651 • TTY/TDD 711

4d - Yamhill

October 30, 2020

STIF Review Committee
Rail and Public Transit Division
Oregon Department of Transportation

Dear STIF Review Committee,

Oregon Cascades West Council of Governments (OCWCOG) is currently wrapping up the final report for the 99W Transit Feasibility Study, which was funded through the 2019-2021 STIF Program. Throughout the project, we had a Technical Advisory Committee (TAC) consisting of staff from Lane Transit District, Benton Area Transit, Corvallis Transit, Cherriots and Yamhill County Transit.

Through extensive outreach including over 450 online surveys, and more than 20 stakeholder and community leader interviews, the study broadly found that transit along the corridor is feasible. However, when it comes to rural transit, the question becomes more about the value of providing service, and the subsequent cost agencies are willing to subsidize it.

Between COVID-19, public agency budget reductions and the potential change in travel patterns in a post-covid world, OCWCOG was planning on having conversations and establishing intergovernmental agreements over the next biennium to solidify a plan for service in the long run. However, at the last TAC meeting discussing the project, there was enough collective momentum that Benton County and Yamhill County are choosing to pursue a grant to stand up service in the 2021 biennium. We applaud their efforts and ambition to provide a connected transit corridor along 99W!

As a regional council of governments, we are acutely aware of the challenges that exist when working across jurisdictional boundaries, especially on a project of this magnitude. Motivated staff and supportive partners are not something to be taken for granted. While we are not pursuing the grant as OCWCOG, we offer our support to Benton County and are committed to helping them succeed.

Sincerely,

A handwritten signature in blue ink that reads "Nicholas S. Meltzer". The signature is written in a cursive, flowing style.

Nicholas Meltzer
Transportation Programs Manager
Interim Community and Economic Development Director

MEMBER GOVERNMENTS — COUNTIES: Benton, Lincoln and Linn **CITIES:** Adair Village, Albany, Brownsville, Corvallis, Depoe Bay, Halsey, Harrisburg, Lebanon, Lincoln City, Lyons, Millersburg, Monroe, Newport, Philomath, Scio, Siletz, Sweet Home, Tangent, Toledo, Waldport, Yachats **OTHER:** Confederated Tribes of Siletz Indians, and Port of Newport

Oregon Cascades West Council of Governments is an Equal Opportunity Lender, Provider and Employer

Agenda Item 3.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

5. Benton County Transit

Hwy. 99W Transit Corridor

Pilot (McMinnville to Junction City) –

*[Note: Benton County is partnering with
Yamhill County on this Pilot.]*

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

January 7, 2021

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Benton County

Agency Legal Address

City of Corvallis Public Works, PO Box 1083, Corvallis, Oregon 97330

Application Contact Name

Brad Dillingham

Application Contact Title

Transportation Coordinator

Application Contact Email Address

brad.dillingham@corvallisoregon.gov

Application Contact Phone Number

(541) 754-1748

Name of Person Signing Agreement

Gary Stockhoff

Title of Person Signing Agreement

Director of Public Works

Email Address of Person Signing Agreement

gary.stockhoff@co.benton.or.us

Phone Number of Person Signing Agreement

(541) 766-6010

Agency Information

1. Transit Agency Type

County

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

No

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Automated

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

Benton County is an administrative department of the state with full legal authority to conduct its affairs. Benton County has a Transportation Coordinator who relies on a vendor to provide all aspects of transit operations and maintenance. The same vendor would operate the proposed Hwy 99W pilot. Operating expenses include dispatch, demand response services, local and commuter route services throughout Benton County and maintenance for dozens of vehicles.

Benton Area Transit operates an Intercity route operating seven days a week between Newport and Albany in partnership with Lincoln County; Local fixed routes provide connections between Corvallis and Adair Village and Albany. Demand response service provides shared rides without a set schedule and includes ADA paratransit door to door service and general public Dial-A-Ride curb to curb service throughout Benton County.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

Yes

13.A If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

The contracted service provider for the proposed Hwy 99W pilot transit service would be Dial-a-Bus. They are the same contracted service provider that Benton Area Transit uses to cover its entire service area. The relationship between Dial-a-Bus and Benton County has been generally constructive, which has assisted with contractor oversight. Contractor oversight has also been maintained by Benton Area Transit by renegotiating its contract and participating in periodic reviews by ODOT PTD.

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Predominantly serves or provides access to and from rural communities

Serves an area outside of the applicant's geographic jurisdiction

Fills a significant gap in the Statewide Transit Network

Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

Hwy 99W Transit Corridor Pilot

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

This project proposes to meet a need for public transit along the 99W corridor from McMinnville to Junction City that has been assessed as part of an ongoing Hwy 99W Transit Corridor Study managed by Oregon Cascades West Council of Governments with funding from the STIF Discretionary program. The consensus among participants in the the study, which includes representatives from Lane Transit District, Lane Council of Governments, Benton Area Transit, Salem Area Mass Transit and Yamhill County, thought that sufficient demand for transit exists on the corridor to launch pilot transit service. Two of the participants in the study, Yamhill County and Benton County, have agreed to a partnership to operate the pilot transit service.

For background, the City of Monroe is completely unserved by transit, and many areas along Hwy 99W are only accessible by private automobile. An overview map is included in Attachment 2, and additional information on the project scope and schedule are included in Attachment 3.

Currently, Lane Transit District operates service from Eugene to Junction City; Benton County serves the segment between Corvallis and Adair Village; Cherriots serves from Monmouth to Salem; and, Yamhill County Transit serves from Salem to McMinnville, and north to the Tigard Transit Center.

The project has been broken into three phases; Demand Analysis, Implementation Plan, and Operations. The Demand Analysis phase is nearly complete, with transit provider interviews, stakeholder surveys of existing and potential riders, and input from connecting transit service providers informing the decision to proceed with the next phases of the project. The second phase will refine route details, determine vehicle

type, and create a brand and marketing strategy. The final phase will involve operating the service for up to two years from the initial start date.

It's estimated that vehicle acquisition would take 9-12 months. This would allow the service to start in the summer 2022 while Yamhill County and Benton County assess and implement a sustainable funding strategy, which likely would initially have to rely on STIF Formula funding from the respective Qualified Entities. Traditional metrics for evaluating transit productivity include passengers per revenue hour of operation, passenger boardings, and route on-time percentage. However, this project is expected to be more of an accessibility (to transit) project and may have to be evaluated using other metrics. The project phases have been further outlined in Attachment 3.

Yamhill County Transit and Benton Area Transit are well positioned to implement and manage the proposed transit service on Hwy 99W. Benton County extends south to the City of Monroe, which is approximately seven miles from Junction City and McMinnville is where Yamhill County Transit is located. The geographic location of the project partners will allow them to either split the service into northern and southern segments, or run the entire 70 plus mile route length while keeping dead heads to a minimum via scheduling.

The initial pilot transit service will involve four round trips per day (two by each partner), five days a week. The project partners would each have to acquire a primary and a backup bus (four total) to implement the pilot transit service. The scope of the proposal covers almost all of the rural communities on Hwy 99W, including the communities of Monroe, Corvallis, and Adair Village, Monmouth, Rickreall and Amity. The proposed pilot transit service would connect with Lane Transit District in Junction City, with four transit services in Corvallis, with Cherriots in Monmouth, with Tillamook County Transportation Service District in Rickreall and with Yamhill County Transit in Amity and McMinnville.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

This project is either directly supported or mentioned in five local, regional or state plans including:

Oregon Public Transportation Plan, Salem-Keizer Long Range Regional Transit Plan, Central Willamette Valley Regional Coordinated Care Plan, and Benton County Transportation System Plan.

While identification of the project in local plans is not required if it fills a gap in the STN, the integration of it in local plans further emphasizes the need for pilot transit service along Hwy 99W.

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

A summary of each plan, the location, and appropriate page numbers is included in Attachment 4. Furthermore, the project fills a gap in the Statewide Transit Network, as identified in Attachment 2, and Attachment 5.

19. What is the minimum grant amount that will still allow your project to proceed?

\$304,520.00

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary

STIF Intercommunity Discretionary

1

FTA Section 5311(f) Intercity

No Preference

22. Why is this an important project? What are the consequences of this project not receiving funding?

If the project is not funded, small cities along Highway 99W, such as Monroe, Adair Village, Monmouth, Rickreall and Amity, will continue to be unserved or underserved by transit. This will likely require travelers to use the only transportation option available to them, automobiles.

The need for the proposed pilot transit service has been validated by a transit corridor study in which over half of ~500 survey respondents strongly supported it and by enthusiastic support from staff participants from transit partners like LTD, Cherriots and Link Lane in a recent Hwy 99W transit corridor study Technical Advisory Committee meeting.

The Hwy 99W transit service pilot will not only provide a valuable transportation option to low income households in communities like Junction City, Monroe, Monmouth, Rickreall and Amity, it will serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. Pilot transit service along Hwy 99W would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus. The momentum gained by conducting a transit corridor study for Hwy 99W would be lost if a transit service pilot is delayed.

The project can scaled down by \$175,000 by not funding one of the requested buses.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

Attachment 6 is a map of the communities along the 99W Corridor this project would connect with larger metropolitan areas. All cities have a higher or nearly equal percentage of low income residents compared with the State of Oregon. Additionally, Monroe, which is currently unserved by any transit, has over twice the state average for people with disabilities. Collectively, the small communities along Hwy 99W represent 75,000 additional riders that would have access to transit and amenities located in the three largest metropolitan areas in the state.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit

providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The proposed Hwy 99W transit service pilot touches four Oregon counties, where seven public transit providers currently operate. The Hwy 99W corridor study is a regional collaboration. Indeed, the minutes of a recent Hwy 99W transit corridor study Technical Advisory Committee meeting demonstrates widespread support among western Willamette Valley transit providers. That meeting also yielded the partnership between Benton Area Transit and Yamhill County Transit, which is an important collaboration for future contributions to the STN.

Benton County, which has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. Yamhill County currently operated service between McMinnville and Amity. The project partners plan to coordinate the four buses used for the proposed route, with each operating half of the service through independent purchased service contracts.

The proposed pilot transit service along Hwy 99W will serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. The new north/south connection would alleviate the need to travel all the way to the I-5 corridor to go north or south by bus through the Willamette Valley. This could significantly improve the rider experience for people wishing to transfer from connecting transit services coming from the Oregon Coast, as it eliminates out of direction travel. The proposed pilot would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

Rural communities along Highway 99W, such as Monroe, Adair Village, Monmouth, Rickreall and Amity, have limited or no access to public transit, which requires most travelers along the corridor to use the only transportation option available to them, automobiles.

Through the expansion of transit service to communities previously unserved or underserved, the proposed transit service pilot will provide a method of travel other than single passenger vehicles to more of the Oregon population. By improving transit access, positive health outcomes are supported by offering active transportation options.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

As mentioned earlier, this project would indirectly connect nearly 75,000 people to the three largest metropolitan areas in the state. Providing access to these residents would encourage the use of public transportation for commuting, trips for services and shopping, medical trips, and recreational trips.

The proposed pilot transit service along Hwy 99W will also serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. The new north/south connection would alleviate the need to travel all the way to the I-5 corridor to travel north or south by bus through the Willamette Valley. This will greatly improve the rider experience for riders wishing to transfer from connecting transit services coming from the Oregon Coast, as it eliminates out of direction travel. Furthermore, the proposed pilot would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus.

Attachment 7 demonstrates the critical regional link this service would provide.

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

The 99W corridor, outside of city centers, is considered safe for public transportation and the addition of a route through the rural areas provides for risk reduction across all travel modes. While this route serves some of the larger cities along the 99W corridor, it covers a primarily rural geography. Public transportation options are generally limited in rural communities, leaving people to take other modes of transportation for work, recreation, and personal use.

By providing pilot transit service that serves job centers, public and private recreation options along Hwy 99W, and shopping and medical providers, passengers will be able to access their needs without opting for a single-occupancy vehicle trip, or biking or walking in a potentially unsafe environment (45 mph +, with sporadic sidewalks and bike lanes).

Other roadway users may benefit from this service by increased ridership lessening traffic and limiting the number of other users on the road and thereby reducing possible crashes.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

The proposed Hwy 99W transit service pilot touches four Oregon counties, where seven public transit providers currently operate. The Hwy 99W corridor study is a regional collaboration. Indeed, the minutes of a recent Hwy 99W transit corridor study Technical Advisory Committee meeting demonstrates widespread support among western Willamette Valley transit providers. That meeting also yielded the partnership between Benton Area Transit and Yamhill County Transit, which is an important collaboration for future contributions to the STN.

Benton County, which has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. Yamhill County currently operates service between McMinnville and Amity. The project partners plan to coordinate the four buses used for the proposed route, with each operating half of the service through independent purchased service contracts.

The proposed pilot transit service along Hwy 99W will serve as an important north/south connection for existing transit services operating between the Oregon Coast and the Willamette Valley. The new north/south connection would alleviate the need to travel all the way to the I-5 corridor to go north or south by bus through the Willamette Valley. This could significantly improve the rider experience for people wishing to transfer from connecting transit services coming from the Oregon Coast, as it eliminates out of direction travel. These services include the Coast to Valley Express, with a potential connection in Corvallis, Tillamook County Transportation Service District's route between Grande Ronde and Salem, with a potential connection in Rickreall, and Cherriots Regional routes serving Polk County, with a potential connection in Monmouth.

The proposed pilot would also connect three university campuses (Linfield University in McMinnville, Western Oregon University in Monmouth and Oregon State University in Corvallis), which would allow students at each university to visit friends or travel home by bus.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term

Oregon transit needs.

The anticipated match requirement for the Hwy 99W transit service pilot will be satisfied through Yamhill County's and Benton County's STIF Formula funds (the project is identified in the Yamhill County TDP and the Benton County TSP), since the pilot will predominantly serve rural areas; the match would therefore be 10%. If the STIF Formula funding requests are unsuccessful, partner transit agencies in the region will be approached to share the cost of match. Long term funding strategies will be explored by the project partners in collaboration with other transit providers, and state and federal agencies.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

Long term funding for the Hwy 99W transit service pilot, should it prove useful, will come from Yamhill County's and Benton County's STIF Formula funds. The project partners have agreed to include transit service along Hwy 99W in their respective STIF Plans for the FY 2024 - FY 2025 biennium should the pilot prove that transit service along the corridor can be successful. Matching funds are not required for projects listed in a local QE's STIF Plan.

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

The anticipated 10% match for the Hwy 99W transit service pilot will come from Yamhill County's and Benton County's STIF Formula funds for the FY 2022 - FY 2023 biennium.

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

If the project is fully funded, four Category C buses (two each for Yamhill County Transit and Benton Area Transit) will be required to serve anticipated demand along the 99W corridor. A procurement will be necessary to acquire the buses, so exact numbers aren't currently available on the cost of the buses. However, Category C buses typically cost about \$175,000 each and \$700,000 has therefore been budgeted for bus acquisitions.

Also, two sets of signs and shelters for stops in Adair Village and Monroe are included in this application.

Project Details

Task Category

Vehicle Purchase

Signs/Shelters Purchase

Planning

Project Administration

Operating

Preventive Maintenance

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Expansion

Vehicle Expansion

Will you use the Oregon state price agreement contract?

Yes

Will this grant award support purchase of a used vehicle?

No

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. Delivery Date
11.12.04 Bus < 30 FT	Ford	2	\$175,000.00	\$350,000.00	2,002	22	Diesel (D)	7/18/2021	5/16/2022

Total:
2

Grand
Total:
\$350,000.00

Total Project Cost (Grant Amount + Match Amount)

\$350,000.00

Are matching funds available if the project is awarded?

Yes

Percent of funds to be used for fixed route transportation

100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)

\$280,000.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)

\$70,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)

\$315,000.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)

\$35,000.00

Signs/Shelters Purchase

Signs/Shelters Request

Item Description	Quantity	Cost Each (Project	Total Cost	Est. Order Date	Est. Delivery Date
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Cost)					
Shelters with signs	4	\$25,000.00	100,000.00	9/15/2021	3/15/2021

Total: 4

**Grand
Total:
100,000.00**

Total Task Cost (Grant Amount + Match Amount)
\$100,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$80,000.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$20,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$90,000.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$10,000.00

Planning

Total Task Cost (Grant Amount + Match Amount)
\$20,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$16,000.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$4,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$18,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$2,000.00

Project Administration

Total Task Cost (Grant Amount + Match Amount)
\$40,000.00

Are matching funds if the project is awarded?
Yes

Percent of funds used for fixed route
transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)
\$32,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)
\$8,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$36,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$4,000.00

Operating

Total Task Cost (Grant Amount + Match Amount)
\$145,600.00

Are matching funds available if the project is
awarded?
Yes

Percent of funds used for fixed route
transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity (80% State Share)

Match Amount - STIF Discretionary/STIF
Intercommunity (20% Local Share)

\$116,480.00

\$29,120.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$131,040.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$14,560.00

Preventive Maintenance

Total Task Cost (Grant Amount + Match Amount)
\$12,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$9,600.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$2,400.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
\$10,800.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
\$1,200.00

Application Totals

Match Sources

Match Sources	Amount
State	\$66,760.00

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

20% Match Rate Calculations

Grant Amount
\$534,080.00

Match Amount
\$133,520.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount
\$600,840.00

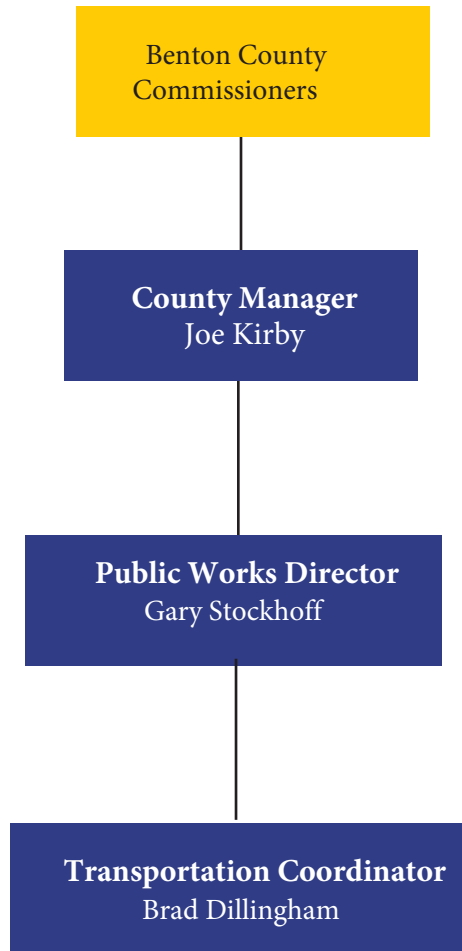
Match Amount
\$66,760.00

Document Upload (Optional)
99W Corridor Attachements.pdf

Attachment 1

Benton Area Transit

99W Transit Corridor Pilot



Joe Kirby

County Administrator, Joe Kirby, has many years of experience working in county administration. He came to Benton County in August 2017 after spending five years as the County Administrator in La Plata County, Colorado. Before becoming county manager there, Kirby held several other jobs in local government in Colorado. He served as city manager of Delta from 2010 to 2012, deputy manager of Douglas County from 2009 to 2010 and manager of Montrose County from 2006 to 2009.

Gary Stockhoff

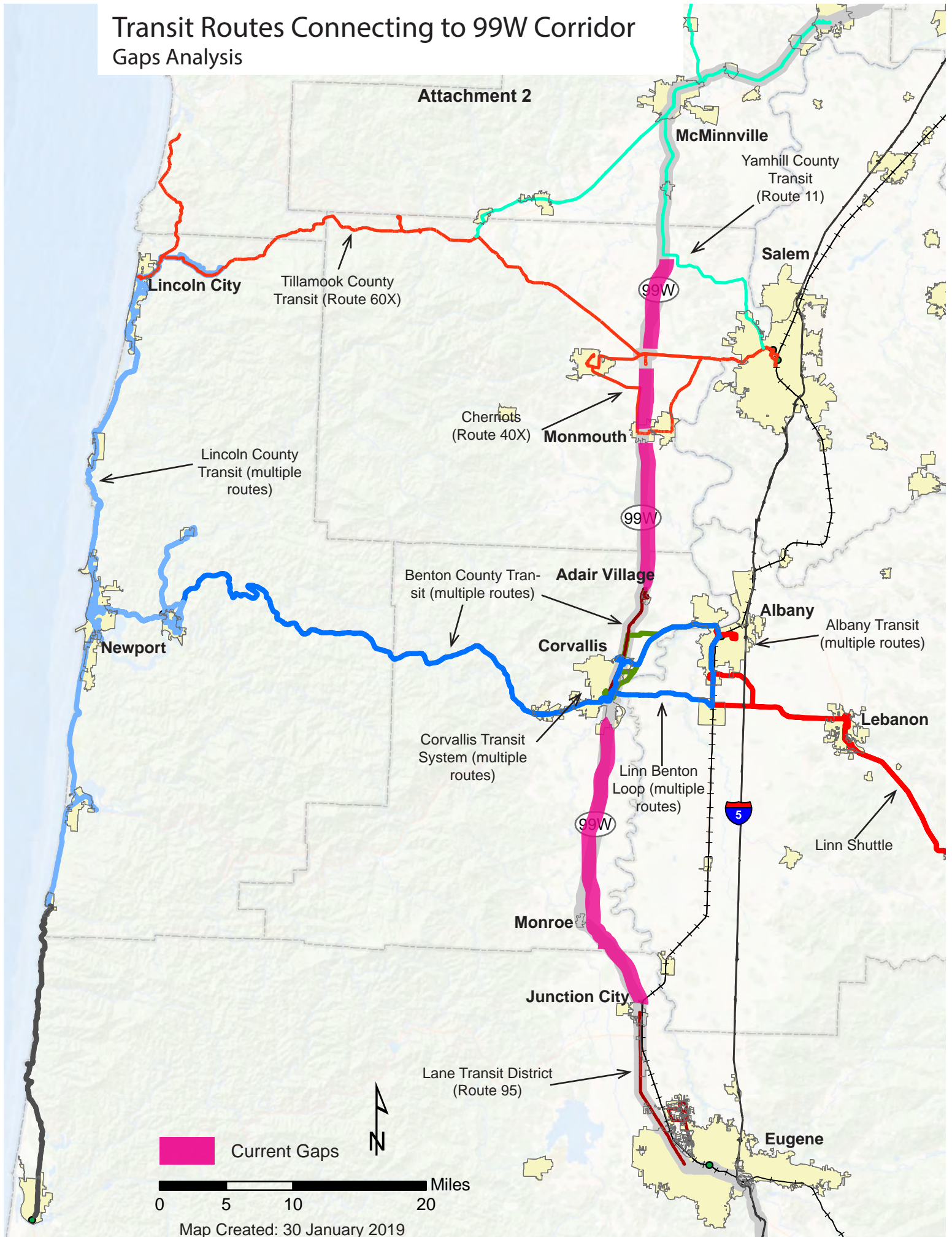
Gary Stockhoff is the Public Works Director for Benton County. A native of Roseburg, he's been with cities and counties for much of his working life. Prior to his tenure with Benton County, Gary was the Public Works Director for Washington County.

Brad Dillingham

Brad Dillingham is the Transportation Coordinator for Benton Area Transit, which operates one intercity route in partnership with Lincoln County Transportation Services District maintaining a set schedule and alignment connecting Linn County, Benton County and Lincoln County cities along OR 20 and providing connections to Albany, Corvallis, Philomath, Toledo and Newport. This intercity route, the Coast to Valley Express, operated four times daily, seven days a week. Local commuter service provides a transit connection on Hwy 99W between Adair Village and Corvallis, which is anticipated to continue if this proposed pilot transit service is funded. Benton Area Transit also operates demand-response service throughout Benton County that provides shared rides with advance reservations during the same days and hours as local fixed-route service. Brad is an employee of the City of Corvallis through an IGA and reports to Lisa Scherf.

Transit Routes Connecting to 99W Corridor

Gaps Analysis



STIF 99W Transit Feasibility Study: Tasks & Schedule

Attachment 3

PURPOSE: This project seeks to fill in the gaps in transit service along the 99W corridor from Junction City to McMinnville. Phase 1 explores existing transit options the demand for the service, while Phases 2 & 3 work towards implementation and operation.



Task 1

Branding & Marketing Outreach

Create a pamphlet with route map, schedule, and contract information. Develop a name and brand for the service to be used in operation.

Deliverable: Pamphlet, Logo, Name

Task 2

Determine Fare Structure

Review existing fare schedules along the corridor and determine the appropriate costs for each fare zone as necessary.

Deliverable: Fare Schedule

Task 3

Vehicle Analysis & Purchase

Based on a rough estimate of demand, identify the best vehicle for 99W service, ranging from a traditional vanpool vehicle to full sized bus.

Deliverable: Vehicle type, cost, and purchase

12 MONTHS TO TWO YEARS (YEAR 2)



Task 4

Operation

Operate service for between 12 and 24 months.

Deliverable: Annual Service Operation Report

NEXT STEPS

Service Evaluation

Continue to monitor service along the 99W corridor and evaluate need and implementation after the initial two years of service. Of particular interest will be: ridership, service schedule, fare assessment, and on-going costs.

Plan Review: 99W Transit Corridor

2020 STIF APPLICATION
BENTON AREA TRANSIT

Attachment 4

Local Plan Name:	Oregon Public Transportation Plan
Governing Body that Adopted Plan:	Oregon Department of Transportation
Plan Adoption Date:	September, 2018
Local Plan Web Address:	https://www.oregon.gov/ODOT/Planning/Documents/OPTP_FINALDRAFT.pdf
Relevant Page Numbers:	40
Website URL where plan is located:	https://www.oregon.gov/ODOT/Planning/Pages/optp.aspx

Goal 2: Accessibility and Connectivity

Getting from Here to There

Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.

Policies and Strategies

Policy 2.1: Enhance existing and identify new public transportation connections and services.

Strategy 2.1A: Assess feasibility of providing frequent and/or high capacity public transportation connecting key destinations where population and land use characteristics support such services.

Strategy 2.1B: Provide new or more frequent regional and intercity connections. Work with ODOT to identify possible strategies to provide the new connections.

Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.

Strategy 2.2A: Seek to eliminate first and last mile barriers by improving public transportation links to other facilities and services. These may include accessible facilities, sidewalks, trails, bicycle parking, bikeways, carshare, TNCs and taxis, rideshare, and bikeshare services.

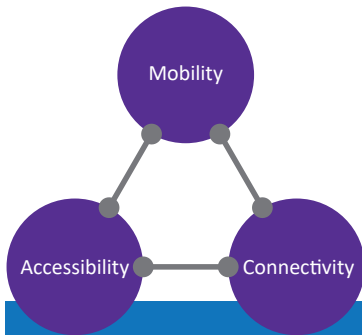
Strategy 2.2B: Provide public transportation services for persons with disabilities that enable convenient access to work, school, shopping, recreational, and medical destinations in the community.

Strategy 2.2C: Coordinate between public transportation providers, developers, private property owners, and road or rail authorities to prioritize pedestrian facility investments at existing or planned transit stops and stations. These may include crosswalks, sidewalks, curb ramps, and other pedestrian improvements.

Strategy 2.2D: Coordinate among public transportation providers, developers, private property owners, and road and rail authorities to develop bicycling facilities, including bike lanes or paths and secure bike parking.

Strategy 2.2E: Ensure that public transportation vehicles can carry multiple bicycles.

Strategy 2.2F: Provide park and ride and bike and ride facilities where appropriate, or seek partnerships to allow riders' use of existing lots where space is available. Seek to link park and rides to related services such as carshare or bikeshare facilities.



What are mobility, accessibility and connectivity?

- **MOBILITY** The ability or ease with which people can use the transportation system to travel between destinations.
- **ACCESSIBILITY** The ability or ease with which people can reach or access destinations including employment, education, activities, and services and return to their origin.
- **CONNECTIVITY** Presence of useful, integrated links people can use to move between places, transportation system modes, or segments of the same mode. For example, do transit routes intersect usefully in both place and time, are fares interchangeable, and is information about the trip readily available?



Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.

Strategy 2.3A: Coordinate efficient and easy to use regional, long distance and urban connections between neighboring public transportation systems and services with reasonable wait times and comfortable waiting locations.

Strategy 2.3B: Continue to support regional and intercity public transportation by connecting and coordinating intercity services among providers, and helping regional and intercity services efficiently connect with one another and to urban systems.

Strategy 2.3C: Link public transportation routes at mobility hubs where there are easy transfers between routes, modes, and neighboring systems. Such facilities include transit stations or centers where multiple routes meet, bus and rail modes meet, or there are park and ride facilities. Expand existing mobility hubs, as needed, to accommodate better connections.

Strategy 2.3D: Coordinate among state agencies, jurisdictions, railroads, and other partners to enhance passenger rail's role in providing regional, intercity, and interstate service.

Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

Strategy 2.4A: Encourage employers to provide a comprehensive package of incentives to use public transportation or other transportation options. These include pre-tax benefits, discounted passes, group passes, priority parking for shared vehicles, etc. Provide assistance and incentives for employers to implement such programs.

Strategy 2.4B: Encourage major employers, medical and educational institutions, and other regional destinations to provide shuttle service between their campuses and nearby public transportation facilities when necessary to enable access by transit.

Strategy 2.4C: Encourage employers and major institutions to avoid policies that discourage public transportation use, such as providing free parking.



Gilliam County Transportation operates a general demand response service for older adults, people with disabilities, and the general public. The service is provided by volunteer drivers who often drive hundreds of miles in a given day to serve the diverse needs of the rural community in Gilliam County. *(Photograph credit: City of Condon)*

Public Transportation Incentives and Disincentives

Employers and major institutions often provide perks that are deliberate or unintended incentives for employees, students, or visitors to use particular travel means. Incentives that support public transportation include allowing for flexible work schedules, providing free or discounted transit passes, developing "guaranteed ride home" policies that provide for a taxi ride home in case of an emergency, as well as many others.

Other perks can act as a disincentive to use public transportation, even though that may not be the intended purpose. A common example of such a policy is to provide free parking.

Through a thoughtful combination of policies, employers and major institutions can increase the use of public transportation significantly, while helping to manage parking and traffic, support commute trip reduction and sustainability goals, and attract and retain employees.

Attachment 4

Local Plan Name:	Salem-Keizer Transit Long Range Regional Transit Plan
Governing Body that Adopted Plan:	Cherriots
Plan Adoption Date:	October, 2013
Local Plan Web Address:	https://www.oregon.gov/LCD/TGM/TGMProducts/2C-10.pdf
Relevant Page Numbers:	156, 236-237
Website URL where plan is located:	https://www.oregon.gov/LCD/TGM/pages/index.aspx

Attachment 4

- Albany, west of Interstate 5, south of the Willamette River and east of 99E (roughly corresponding to downtown Albany)
- Corvallis, west of 99W, north of Highway 20, south of Circle Boulevard (roughly corresponding to downtown Corvallis and the Oregon State University campus).

Travel Demand

Salem-Keizer generates the majority of automobile trips in the study area (well over 600,000 daily auto trips), and the cities are major destinations for other nearby jurisdictions. 4,000 to 8,000 daily automobile trips originating in Salem/Keizer are made to each of the cities of Dallas, Independence/Monmouth, Stayton/Sublimity, Silverton, and Woodburn. Based on the SWIM model, few trips are made to McMinnville and Wilsonville; however the model is less reliable for cities at this distance apart. A moderate number of trips originating in Salem/Keizer are made to Albany. Overall, travel demand between Salem and its immediate neighbor cities is relatively high.

The smaller cities of Dallas, Independence-Monmouth, Stayton-Sublimity, and Silverton also generate significant demand for travel between each respective city and Salem. Travel demand between Woodburn and Salem is relatively high, but demand between Wilsonville (just to the north) and Salem is very low, according to ODOT trip generation data. A moderate number of daily vehicle trips are modeled between Wilsonville and Woodburn, with similar trip volumes generated between Woodburn and Silverton, and Silverton and Stayton-Sublimity. Trip data indicates very low travel demand between Salem and McMinnville and between McMinnville and every other city analyzed. Again, as ODOT's SWIM model is less reliable for cities that are distant from each other, travel demand between McMinnville and other cities may be underestimated.

Transit Inclination, Demographic and Origin-Destination Maps

The following section contains maps displaying the composite transit inclination score, all demographic variables and employment information. All data is displayed by Transportation Analysis Zone (TAZ). Another set of maps displaying demographic data by Urban Growth Boundaries (UGB) within the study area are included. These maps display the same data that is shown in the TAZ maps, but those portions of the TAZ outside a UGB have been removed, resulting in maps that only show demographic variables for urbanized areas.

Origin-Destination maps display trip generation information for ten cities or regions within the project study area. TAZs comprising each city or region were aggregated to yield the total number of trips originating in that city or region and correlating destinations. "Other trips" labeled on all maps indicates the number of trips originating in that city or region with destinations other than the other 9 cities shown (to disbursed locations throughout the project study area).

These maps were used to generate the figures in the first section of this memo.

Given the low travel demand and moderate level of transit inclination and jobs, this Plan does not recommend transit service within this corridor. In the future, route deviation or dial-a-ride service could be explored if enough customers ask for service.

2.3 West Side Corridors (Polk, Yamhill, and Benton Counties)

The major communities in Polk County include Dallas, Monmouth, Independence, and West Salem. These communities are currently within the Salem-Keizer Transit service area and are served by three CARTS routes. Yamhill County Transit Area (YCTA) currently operates **Route 11** between McMinnville and Salem that provides five inbound and five outbound trips per day on weekdays.

Input from the project Advisory Committee and from members of the public indicated two additional destinations of key importance for transit service: Corvallis and McMinnville, located outside the Salem-Keizer Transit service area in Benton and Yamhill Counties, respectively. There is no current transit service between Corvallis and Salem.

2.3.1 Summary of Recommendations

Table 2.3-1 summarizes each corridor and its priority, the results of the travel market assessment, the primary and secondary purpose of the routes, and recommended service enhancements for each corridor. Figure 2.3 that follows depicts the recommended service enhancements graphically.

Table 2.3-1: Proposed Service Enhancements in Polk, Yamhill, and Benton Counties

Corridor and Priority	Summary of Travel Market Assessment*	Primary/secondary purposes of the routes	Recommended service enhancements
Salem- Dallas PRIORITY 1	<ul style="list-style-type: none"> Travel demand: high Transit inclination: medium Employment: medium Existing ridership: high 	<p>Primary: Commuters traveling from Dallas to Salem</p> <p>Secondary: Transit-dependent travelers needing to access services in Salem</p>	<ul style="list-style-type: none"> Continue operating fixed-route express service between Dallas and Salem, with the following enhancements: <ul style="list-style-type: none"> Increase frequencies during the peak hours of 6-9 AM and 3-6 PM to 30 minute headways on weekdays Increase frequencies between 9 AM and 3 PM and 6 PM to 10 PM to 60 minute headways on weekdays Remove some existing stops in Dallas to improve trip time Add a regularly-scheduled stop in Rickreall Limit stops on the Dallas-Salem express service, but evaluate potential to add a stop(s) in Dallas Provide five trip cycles on weekends, spread throughout the day
Salem – Monmouth/ Independence PRIORITY 1	<ul style="list-style-type: none"> Travel demand: high Transit inclination: medium Employment: medium Existing ridership: high 	<p>Primary: Students and faculty traveling from WOU to Salem</p> <p>Secondary: Transit-dependent travelers needing to access services in Salem</p>	<ul style="list-style-type: none"> Develop fixed-route express service connecting Monmouth and Salem, with the following characteristics: <ul style="list-style-type: none"> 30 minute frequencies between 12 PM and 10 PM on weekdays 60 minute frequencies between 6 AM and 12 PM on weekdays Route should travel north along OR-99W with a scheduled stop in Rickreall Provide five trip cycles on weekends, spread throughout the day Consider adding a regularly-scheduled stop in Independence
Dallas – Monmouth/	<ul style="list-style-type: none"> Travel demand: medium 	<p>Primary: transit-dependent persons living in all three</p>	<ul style="list-style-type: none"> Develop a fixed-route circulator system to connect Dallas, Monmouth, and Independence

Attachment 4

FUTURE SERVICE OPPORTUNITIES

Corridor and Priority	Summary of Travel Market Assessment*	Primary/secondary purposes of the routes	Recommended service enhancements
Independence PRIORITY 2	<ul style="list-style-type: none"> Transit inclination: medium Employment: medium 	communities needing to access services in each	<ul style="list-style-type: none"> Provide 60 minute frequencies throughout the day from 6 AM – 10 PM on weekdays Provide three trip cycles on weekends, spread throughout the day
Salem – McMinnville PRIORITY 3	<ul style="list-style-type: none"> Travel demand: low Transit inclination: medium Employment: high 	<p>Primary: commuters from McMinnville to Salem</p> <p>Secondary: transit-dependent persons needing to access services in either community</p>	<ul style="list-style-type: none"> Increase frequency on YCTA Route 11, and consider cost-sharing arrangement with Cherriots <ul style="list-style-type: none"> Increase frequencies during the peak hours of 6-9 AM and 3-6 PM to 30 minute headways on weekdays Increase frequencies between 9 AM and 3 PM and 6 PM to 10 PM to 60 minute headways on weekdays Provide five trip cycles on weekends, spread throughout the day Extend Route 11 into the downtown Salem transit mall
Salem- Grand Ronde PRIORITY 2	<ul style="list-style-type: none"> Travel demand: (data not available) Transit inclination: medium Employment: medium 	<p>Primary: commuters from the Salem area who work at Spirit Mountain Casino</p> <p>Secondary: commuters from the Grand Ronde community to Salem</p>	<ul style="list-style-type: none"> Continue operating Cherriots 2X with approximately the same frequencies as existing service Continually evaluate trip times to coordinate with the Spirit Mountain Casino shifts Coordinate a timed transfer with future service from Lincoln City to Grand Ronde
Corvallis – Monmouth/ Independence PRIORITY 4	<ul style="list-style-type: none"> Travel demand: low Transit inclination: medium Employment: medium 	<p>Primary: students and faculty at Western Oregon University and Oregon State University</p>	<ul style="list-style-type: none"> Develop vanpools to serve students/faculty or commuters between OSU and WOU
Corvallis – Salem PRIORITY 4	<ul style="list-style-type: none"> Travel demand: low Transit inclination: high Employment: high 	<p>Primary: Transit-dependent persons in Corvallis wishing to access services in Salem and/or connect to transit that reaches the Portland area</p> <p>Secondary: Commuters between Corvallis and Salem</p>	<ul style="list-style-type: none"> Provide service through a connection in Albany. Develop timed transfer that connects in Albany with the Linn-Benton Loop Bus.

*Information summarized from Memo 2: Travel Market Assessment. Details on methodology and data sources are available in Memo 2.

Attachment 4

Local Plan Name:	Central Willamette Valley Regional Coordinated Care Plan
Governing Body that Adopted Plan:	Linn County, Lincoln County, Benton County, Confederated Tribes of Siletz Indians
Plan Adoption Date:	October, 2018
Local Plan Web Address:	Not online-see attached.
Relevant Page Numbers:	20, 34, 37
Website URL where plan is located:	Not online-see attached.

A. COORDINATED PLAN CHARACTERISTICS

Common Organization/Scope

The four Coordinated Plans have been prepared in a common format, which is expected to facilitate future updates and foster coordination among the implementing entities. Other organizational characteristics include:

- In addition to typical plan elements, all the plans contain sections specific to coordination with emergency management, human and health services community engagement, funding challenges and general strategies to address them, and progress made in addressing strategies identified in the last round (2009) of plan development.
- The scope of groups considered as special needs populations is expanded to include veterans, limited-English proficiency populations, and minority populations.
- To better match unmet needs to strategies and actions, these elements are combined into a single chapter, rather than being identified in separate chapters as is a common practice. Also, rather than identifying a long list of needs, the plans focus on a limited set of priority needs, each accompanied by a range of potential actions.
- While the scope of public transportation services is broader than transit, other than inventorying these other services, there is little consideration of how they fit into the overall public transportation program.

Common Needs

Service delivery issues and needs have not dramatically changed since the last round of plan updates in 2009. Identified in all current Coordinated Plans are:

- Sustainable funding, including for vehicle replacement and technology improvements.
- Increasing demand for services associated with steady population growth, an increasing older adult population, a growing low-income population, and increases in all other special needs populations.
- Overtaxed demand response programs.
- Smaller communities/rural areas either underserved or unserved.
- Lack of efficient connections between systems and to medical and other services in Portland, Salem and Eugene.
- Expanded service – frequency, hours of operation, weekend service, access to employment for those working outside normal working hours.
- Lack of awareness of/limited available information on available services.
- Improved coordination with the human and health service communities.

PAGE 34 GROUP 3: How should the region take advantage of new funding to improve connectivity and service to underserved/unserved areas?

- Explore a regional clearinghouse.
 - Conduct a regionwide assessment of outreach/information needs.
 - Information clearinghouse to help people get the transit services they need.
 - Safety net regional service. Keep track of calls that are not able to serve.
 - Data, coordination is where the greatest need is.
 - Better data collection.
- Market existing programs to the community.
- Regional travel training.
- Collaborate with ADRC, CAP agencies.
- Provide service from Harrisburg that connects to LanE County Transit in Junction City.
- Connections are needed from Scio, Brownsville, Halsey, and other communities to regional transportation and other services.
- Accessible van program to underserved and unserved areas that provides access to human services programs.
- Increase frequency of commuter bus; of all routes.
- Intermingle transportation planning and affordable housing. Joint planning by city-county-state-transit providers-health and human services-housing authorities-planning bodies.
- Support connectivity, including passenger rail (Amtrak).
- Connector services to transit.
- Access and availability – assess cost, capacity, etc.
- Include veterans in planning service expansions/improvements.

ACTIONS AND NEXT STEPS

The convening ended with a brief discussion on next steps. There was general consensus among participants to continue meeting to better define and implement “next step” actions. Jean Palmateer indicated that ODOT is intending to contract with AOC and the COG to conduct a strategic assessment of regional transportation planning opportunities, with an emphasis on improving underserved/unserved rural areas and on connectivity. She suggested convening a small group to review the proposed approach to the assessment, with a larger group convening to review the assessment results. It was also suggested that the assessment could help identify regional grant opportunities, e.g. travel training and trip planning/resource coordination. It was further suggested that, in the short term, a pilot regional transit information system funded through a Section 5310 discretionary grant should be explored. Jim Owens indicated that a summary report from convening session and the PowerPoint presentation will be distributed to all invitees. A draft regional chapter for the Coordinated Plan will be distributed sometime in December.

PAGE 37 In discussing regional transportation planning, the concept of a transit district was raised by several interviewees, noting that Benton County is considering a countywide transit district. However, no support was expressed for a regional transit district. Several interviewees noted: “Mid-Willamette Valley communities are distinctly different; a regional transit district is not needed and would not work.”

Rather than general regional planning, a number of interviewees support focused planning to ensure that services are matched to both current and future needs.

- The need is to better understand what people want and will use in terms of transit services.
- The focus should be not on whether there is a need but rather how to address it.
- Targeted planning is needed to determine the best chances of success in undertaking projects, e.g. in terms of extending 99W service north or south first, where’s the greatest demand?
- Planning should focus on how to best succeed in addressing specific needs in specific areas.
- Planning for future services should be a priority.
- Longer-term planning should focus on how best to serve growth areas.

A. Providing Expanded Transit Service, Including to Underserved/Unserved Areas

A common theme is that the priority focus should be on productivity (beefing up existing services), before considering expanding existing services. Increased frequency of service is the common highest priority for service improvements.

- Strong caution is expressed about reinventing the wheel. The focus should be to invest in existing programs versus creating new ones that may not have a guarantee of long-term funding.
- Address the increased use of transit by persons with disabilities, especially by those who use wheelchairs.

Before expanding service to rural areas, several interviewees feel that the question of demand needs to be addressed.

- Engage rural communities as to their demand/interest before trying to provide service that may not be used. Many rural area residents are intentionally not reliant upon public transportation.

In considering expansion of services, continuing to build on the existing trunk system is suggested. “Expand to underserved areas through spoke and hub extensions off the trunk system.”

Where services/connectivity are lacking, all types of service should be explored, e.g. fixed routes, deviated routes, general public access to dial-a-ride services, volunteer drivers -- whatever works best for the particular community.

- Services should be prioritized to areas of concentrations of special needs populations. For example, ADA improvements, e.g. curb cuts, in communities without transit are high priorities for ODOT funding.
- West Salem feeder service is a model of using smaller buses to bring riders to a centralized point from which to access multiple services.
- Provide collector service on rural highways.
- Service those communities with no or limited service, e.g. Jefferson, through deviated service that connects outlying communities to the hub system.

Attachment 4

Local Plan Name:	Benton County Transportation System Plan
Governing Body that Adopted Plan:	Benton County
Plan Adoption Date:	October, 2018
Local Plan Web Address:	https://www.co.benton.or.us/sites/default/files/fileattachments/transportation_system_plan/page/4987/benton_county_tsp_11_19_18_low_res.pdf
Relevant Page Numbers:	24, 25
Website URL where plan is located:	https://www.co.benton.or.us/tsp

TRANSIT

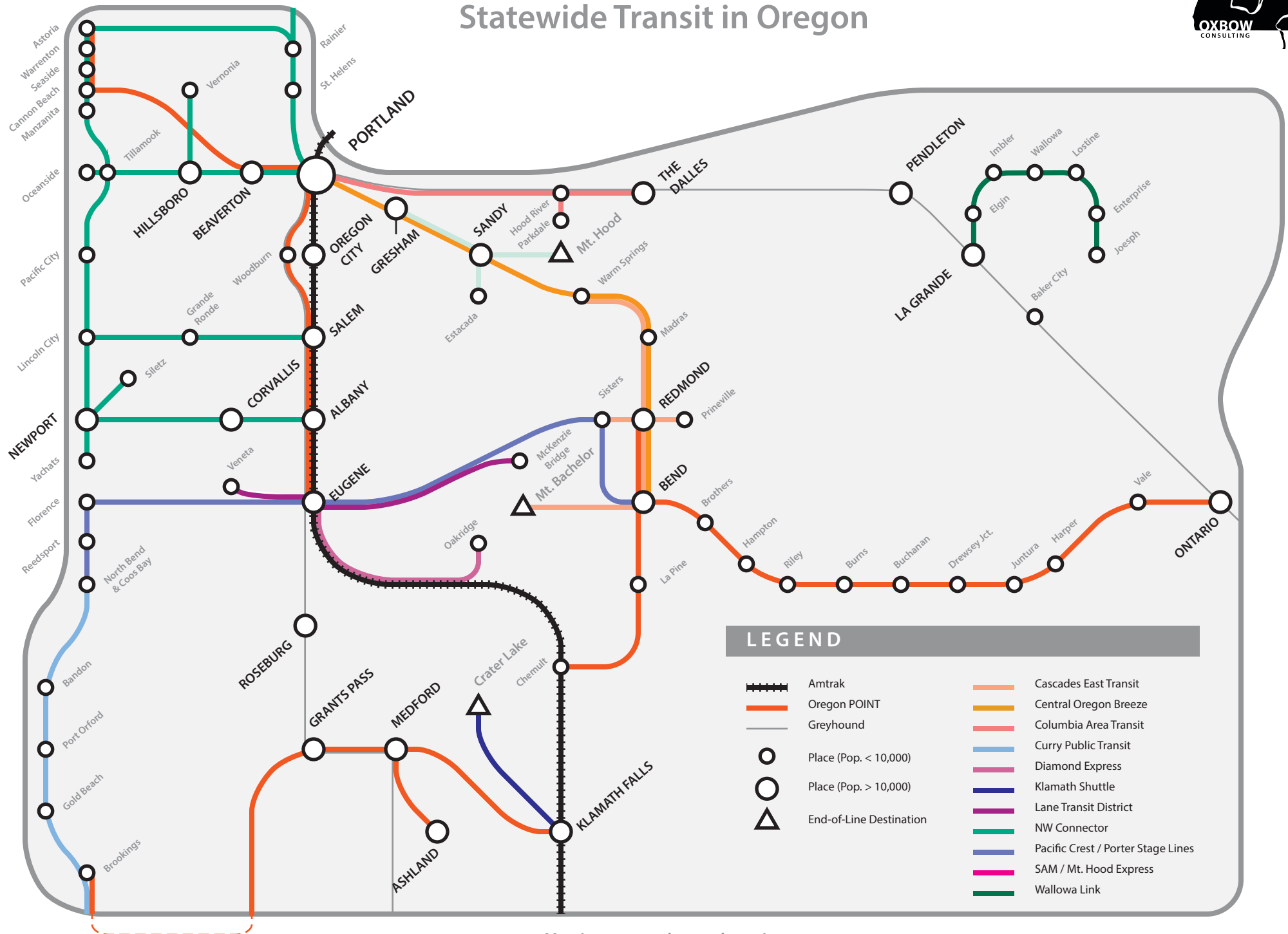
Transit provides mobility to Benton County residents without access to a car or who do not drive. For other residents, transit provides an option to avoid some of nuisances of driving such as congestion and parking. It can play a role in reducing the volume of traffic on the road and improving environmental quality. Fixed-route transit service is provided to residents of Adair Village, Corvallis, Philomath and North Albany. The rural communities of Wren and Alpine are somewhat connected via the Coast to Valley Express route but this service is not priced for daily commuting from those communities and is of limited frequency (4 trips daily in each direction). Residents of the City of Monroe and the unincorporated communities of Bellfountain, Greenberry, Kings Valley, Hoskins and Alsea have no fixed-route transit options or demand responsive options that are open to all demographic groups.

Existing transit services provide mobility and economic opportunity for some of the County's most vulnerable residents but they do not provide a comprehensive and open network for all residents or visitors. To improve mobility for all, transit in Benton County needs to expand service to accommodate the county's growth. The Benton County Coordinated Human Services – Public Transportation Plan describes strategies for efficiently prioritizing resources and identifies unmet needs and service gaps. Other transit plans, such as the Corvallis Transit System Transit Development Plan and the Albany Area MPO/City of Albany Transit Development Plan, guide the improvement of transit service in the urbanized areas of Benton County.

Other specific transit needs to be addressed include:

- Service along OR 99W south and north of Corvallis:** The area of southeast Benton County surrounding the City of Monroe does not have any fixed-route transit available since a pilot program of a southern 99 Express connecting Monroe with Corvallis was discontinued due to lack of demand. A new route extending to Lane County with stops in Junction City and Eugene may result in increased demand for riders from the metropolitan areas interested in the through trip. Coordination with Lane County Transit would be required to develop this route. Additionally, there is also no service along OR 99W north of Adair Village to Monmouth and other communities in Polk County. Further study is needed for this potential route.
- Expansion of Regional Linn-Benton Loop Service:** The Linn-Benton Loop is the existing regional transit system, connecting the two regional colleges (OSU and LBCC) and the two inter-connected metropolitan areas of Corvallis and Albany. The existing Loop route and schedule have remained unchanged for the past two decades, even while significant growth has changed the face of both counties. Planning for potential expansion of the Loop network with future transit funding under HB 2017 includes studying the routes and schedules, to better serve commuters as well as the evolving needs of the two colleges.

Statewide Transit in Oregon



99W Corridor Connecting Cities

Underserved Populations

Attachment 6

State of Oregon

Population: 4,025,1127
Low Income: 33%
Disability: 15%

Monmouth

Population: 9,983
Low Income: 46%
Disability: 10%

Adair Village

Population: 1,040
Low Income: 32%
Disability: 10%

Corvallis

Population: 56,224
Low Income: 40%
Disability: 9%

Monroe

Population: 559
Low Income: 32%
Disability: 39%

Junction City

Population: 5,819
Low Income: 41%
Disability: 16%

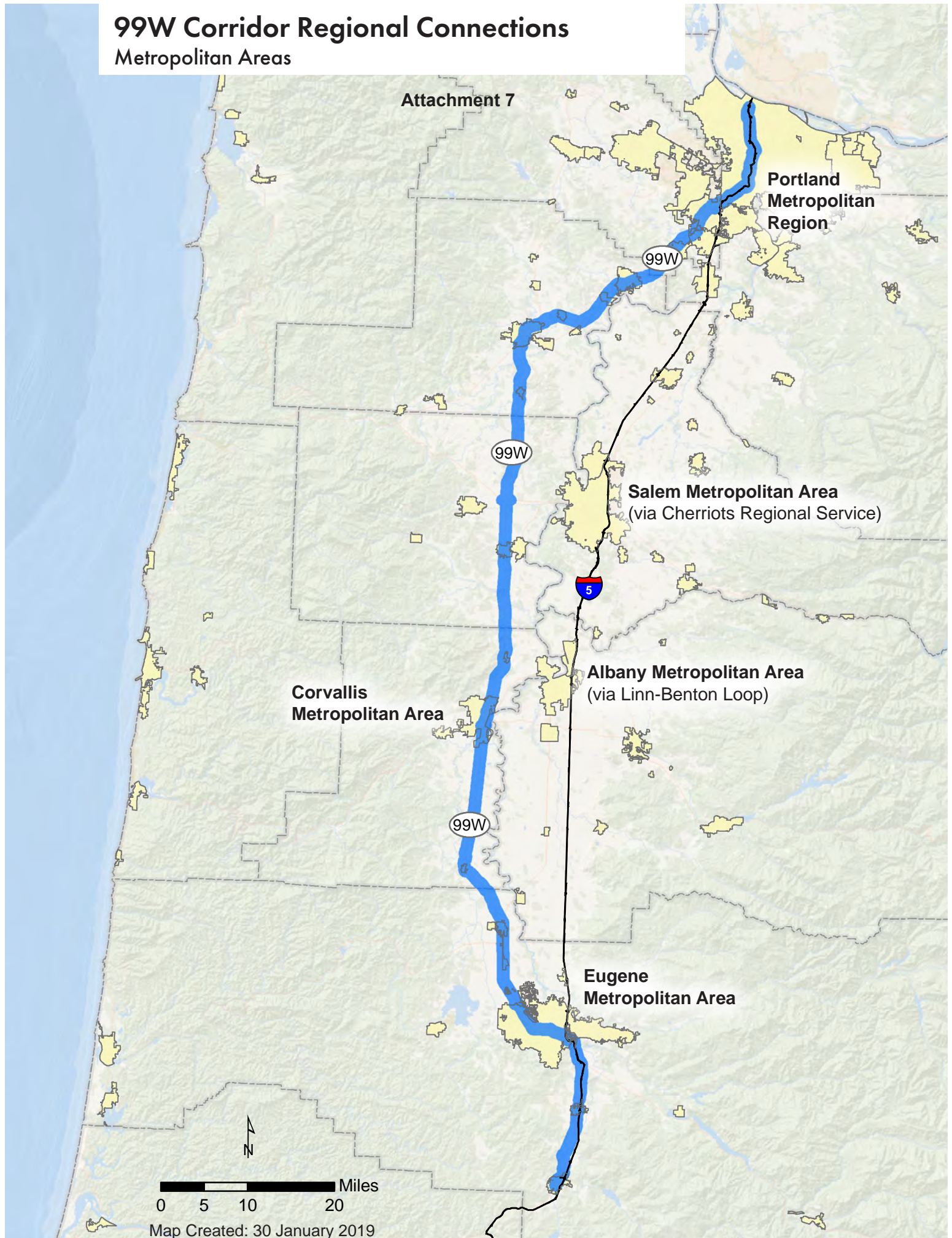
0 5 10 20 Miles

Map Created: 30 January 2019

All data from 2017 ACS Estimates, US Census

99W Corridor Regional Connections

Metropolitan Areas



Agenda Item 3.

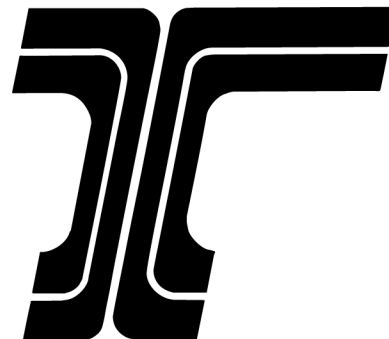
Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network (STN) Program and ACT Review

6. Tillamook County Transit Route 60X

Mid-Willamette Valley Area Commission on Transportation (MWACT)

January 7, 2021

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2021-23

Applicant Information

Agency Legal Name

Tillamook County Transportation District

Agency Legal Address

3600 Third Street, Suite A, Tillamook, Oregon 97141

Application Contact Name

Douglas Pilant

Application Contact Title

General Manager

Application Contact Email Address

dpilant@tillamookbus.com

Application Contact Phone Number

(503) 842-3115

Name of Person Signing Agreement

Douglas Pilant

Title of Person Signing Agreement

General Manager

Email Address of Person Signing Agreement

dpilant@tillamookbus.com

Phone Number of Person Signing Agreement

503-842-3115

Agency Information

1. Transit Agency Type

Transportation District

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Operations costs of

previous quarter

\$73,157.00

3.B Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

ODOT Public Transit Division sponsored a study called, "The Salmon Highway Transportation Options Plan" in 2011 to identify and recommended new transportation options and enhanced transit coordination and connections on the Highway 18/22 corridor between Lincoln City and Salem.

The Plan's transit strategy included establishing intercity transit services thru a partnership between a transportation provider and the Confederated Tribes of Grand Ronde and the Siletz Indians. In 2013, Tillamook County Transportation District (TCTD) agreed to become the projects provider to fulfill the District's historical desire to provide Tillamook County residents a public transportation service to/from Salem and to implement a new NW Connector service between the coast and the Willamette Valley in Salem.

Service began operating the Route 60X - Coastal Connector service in March 2014. Initially the service provided 3-round trips (Monday thru Friday) between Lincoln City and Grand Ronde where riders could conveniently transfer onto the Cherriots Regional 2X service to Salem. On weekends, Route 60X operated 3-round trips between Lincoln City and Salem. In 2016 Salem-Keizer Transit announced they would discontinue operating the Regional 2X to Grand Ronde. TCTD collaborated with the Confederated Tribes of Grand Ronde (CTGR), which resulted in expanding the Route 60X to operate 3 daily roundtrips between Lincoln City and Salem. This new service enhanced service began operations in January 2017. In 2018 TCTD was able to adjust the schedule so that passengers could make convenient connections to Lincoln County Transit services to Newport and TCTD connections to Tillamook.

Over the past 3-years the District has successfully negotiated ticketing interline agreements with both Amtrak and Greyhound that allow passengers the ability to book trips to/from Tillamook and Salem. TCTD has also developed route schedules that provide riders convenient transfers to both Greyhound and Amtrak services in Salem.

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

No

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

Tillamook County Transportation District (TCTD) was established as an ORS 267.510 transportation district by the Tillamook County Board of Commissioners in July 1997. The District is governed by a 7-member Board of Directors who are elected at large. The Board has legal authority to adopt plans, policies, annual budgets, impose taxes and execute contracts and intergovernmental agreements.

TCTD's administrative and operations activities are overseen by the general manager (Doug Pilant) who has 31-years public transportation planning and operations management experience. The administrative staff consists of a finance supervisor, an administrative assistant/board clerk. The District's public transportation services and vehicle maintenance are overseen by the operations superintendent (Brent Olson) who has 19-years transit operations experience and he is assisted by an operations coordinator, dispatchers, and service tech.

An organizational chart has been uploaded as Attachment A.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

Yes

Project Information

16.A Project Title

TCTD Route 60X: Coastal Connector - Lincoln City-Grand Ronde-Salem

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 22 of program guidance for additional guidance on writing a project description.

The Coastal Connector funding request is to operate 3 daily roundtrips 7-days per week between Lincoln City, Grand Ronde, and Salem. The Coastal Connector's schedule includes stops at Rose Lodge, Grand

Ronde Community Center, Spirit Mountain, Salem Amtrak/Greyhound Station and the Downtown Salem Transit Mall. The Route 60X will provide approximately 6,600 revenue hours and travel 226,000 revenue miles throughout the FY 2021-23 Biennium and will be closed on the Thanksgiving, Christmas and New Year's holidays.

This funding request right-sizes the District's fleet by purchasing an expansion bus to increase the Route 60X's dedicated fleet to 3 Category B buses.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.

Salmon River Transportation Options Plan - February 2013

Below are excerpts from Plans adopted by the Tillamook County Transportation District's Board of Directors:

1) "Long Range Transit Development Plan", adopted August 18, 2016

"Implement recommendations from the TCTD Intercity Service Enhancement Plan that can be implemented without significant impacts to TCTD's budget. Some enhancements may have potential funding opportunities that would not impact other TCTD services."

2) "Coordinated Human Services Public Transportation Plan", adopted October 21, 2016

Transportation Service Strategies

"Add additional trip or restructure Portland service to create a wider window for people who need medical diagnostics or procedures."

3) "Intercity Enhancement Plan", adopted October 18, 2018

SERVICE RECOMMENDATIONS

"Route 6 – Coastal Connector - [6G] Extend all three daily trips to Salem to provide interline opportunities with Amtrak and Greyhound throughout the day. Implement the same schedule 7 days per week. Two to three weekday SKT 2X trip could be eliminated due to trips provided by TCTD allowing this to be roughly cost neutral but with funding shifted from SKT to TCTD."

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.

Long Range Transit Development Plan - Page 58; Coordinated Human Service Plan - Page 61; Intercity Enhancement Plan - Page 5

19. What is the minimum grant amount that will still allow your project to proceed?

\$486,500.00

20. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

FTA Section 5311(f) Intercity

STIF Discretionary

STIF Intercommunity Discretionary

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.

STIF Discretionary

3

STIF Intercommunity Discretionary

2

FTA Section 5311(f) Intercity

1

22. Why is this an important project? What are the consequences of this project not receiving funding?

The purpose of the Salmon River Travel Option Plan was to establish partnerships to establish a plan to fund intercity transit services between Lincoln City and Salem. The Coastal Connector service is dependent upon funding from ODOT, and the Confederated Tribes of Grand Ronde and the Siletz Indians. Without this funding request the Route 60X service would not exist.

Below is a list of benefits the Coastal Connector provides the residents of Lincoln City and Salem;

- 1) Transportation to/from employment, shopping, education and medical services
- 2) Connections to interregional transit services at the Salem Amtrak/Greyhound Station
- 3) Convenient connections to Lincoln County Transit, Tillamook County Transit Route 4, Yamhill County Transit, SMART, Cherriots-Salem and Cherriots Regional services
- 4) Supports the region's tourist related industry by providing tourist or out-of-area visitors reliable public transportation to/from the coast and entertainment casinos

Finally, funding is needed to ensure there's adequate resources for preventative maintenance and to purchase an expansion bus to ensure that drivers and passengers experience safe and reliable transportation services. The District's Coastal Connector service relies upon backup buses located in Tillamook that consist of four (4) 10-year old Category B buses with more than 500,000 that have already been replaced. These buses are expensive to maintain and are unreliable. Purchasing an expansion bus is necessary to ensure the District has adequate capacity to provide safe and reliable service.

23. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The Coastal Co service provides low income households and vulnerable populations affordable public transportation along the Hwy 18/22 corridor.

Below is a summary of riders who most likely could be categorized as being a member of the vulnerable population being served by this service.

- 83% Would not make the trip unless transit was available
- 39% Annual household income was less than \$15,000
- 56% Senior Citizen or Persons with Disabilities
- 39% Hispanic or tribal members
- 39% No driver license
- 39% No operating vehicle within the household

Trip Purpose

- 44% Social/recreation
- 8% Work
- 3% Medical appointment

Below are a list of Route 60X passenger trip purposes:

- 33% Social/recreation
- 13% Work
- 13% Shopping
- 3% Medical

Route 60X Passenger Profile

- 19% Confederated Tribes of Grand Ronde or Siletz Indians tribal members
- 36% Senior Citizens or Persons with a Disability

When reviewing how this project supports vulnerable population related trips in the onboard customer survey the following themes emerged:

- 1) Passengers use this service to travel to jobs in Lincoln City, Spirit Mountain and Salem. These same passengers travel to their jobs from their homes in Lincoln City, Yamhill County and Salem.
- 2) Several passengers from Grand Ronde rode the bus to grocery shop at Safeway in Lincoln City since there isn't a grocery store in Grand Ronde.
- 3) Lincoln County residents used the bus to get to medical appointments in McMinnville and Salem
- 4) Provides connections to regional and interregional transit services at the Downtown Salem Transit Mall and the Salem Amtrak/Greyhound Station

Remix files have been uploaded for reference as Attachment B.

Coordination of Public Transportation Services

25. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

TCTD collaborates with multiple agencies to coordinate services and share resources. Below is a description of the agencies TCTD has ongoing collaboration and resource sharing:

Salmon River Highway Travel Options Planning Advisory Committee: The advisory committee consists of members from Yamhill County Transit, Cherriots, TCTD, Lincoln County Transit, the Confederated Tribes of the Siletz Indians (CTSI), and the Confederated Tribes of Grand Ronde (CTGR). TCTD continues ongoing collaboration with these partners when developing and enhancing service enhancements.

Northwest Oregon Transit Alliance (NWOTA):

NWOTA is an Intergovernmental Agreement (IGA) between TCTD, Sunset Transportation Empire District (SETD), Lincoln County Transit (LCT), Benton Rural Transit (BRT) and Columbia County Rider CCR). NWOTA activities are overseen by a Coordinating Committee that consists of a managing director of each member agency. The Coordinating Committee meets monthly to coordinate, market and brand the 5 counties collective transit services as a single NW Connector service.

Partnership between TCTD, ODOT, Confederated Tribes of Grand Ronde and the Siletz Indians:

TCTD has been the designated transportation provider and Section 5311(f) grant recipient for the Route 60X service. The Confederated Tribes of Grand Ronde and Siletz Indians provide the projects matching funds.

NWOTA shares a website designed to brand the agencies services as a the NWConnector and provides a trip planner. The website also features Trip Ideas and provides local upcoming event information. Each agency's individual websites are hosted within the website.

TCTD has an interline ticketing agreements with both Amtrak and Greyhound in Salem. TCTD currently has an interline agreement with Greyhound for passengers across North American can book their trips the entire trips to/from Tillamook.

TCTD has an agreement with Cherriots to serve the Downtown Transit Mall. Cherriots has also dedicated a bay at the Downtown Salem Transit Mall.

Environmental and Public Health

26. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes.

Prior to the pandemic the Tillamook County Transportation District services were responsible for reducing:

Fossil fuels: 38,572 gallons

Vehicle Miles Traveled: 1,880,445

Greenhouse gas emissions: 268 tons

The Coastal Connector Route 60X represents approximately 18% of the District's fixed route network's passenger miles traveled. The Coastal Connector's environmental contributions were:

Fossil fuels: 6,943 gallons

Vehicle Miles Traveled: 338,480

Greenhouse gas emissions: 48 tons

The Coastliner contributes to positive health outcomes in the following ways:

- 1) Provides approximately 10% of the Coastliner trips are for medical related trip purposes.
- 3) Most bus riders are pedestrians or bicyclists. As a result, they get much needed exercise getting to/from their preferred bus stop locations.
- 4) Adding a 3rd trip to Portland would further increase the quantity of benefits listed above.
- 3) Route 60X supports positive health benefits by providing approximately 3 to 5 percent of riders transportation to/from medical appointments. Additionally, riders walk and bicycle to/from bus stops which promotes physical activity.

4) TCTD is planning to purchase a propane powered replacement bus. Propane fuel will reduce gasoline powered vehicle greenhouse gases by 24% and Carbon Monoxide by 60%. Since this will replace a diesel bus the reduction will be even greater.

Safety, Security, and Community Livability

27. Describe how the project would increase use and participation in active transportation, including public transportation.

The Route 60X increases the usage and participation in active transportation for intercity transit, regional transit, bicycling/walking to/from public transportation.

Each year there are more than 20,000 bicyclists who visit the Oregon Coast. Many of these bicyclists use the Route 60X to travel to/from Salem as well as other out-of-area destinations. NWOTA partners are also active participants in updating the ODOT Oregon Coast Bicycle Plan. Moreover, NWOTA partners recently adopted a NW Connector (system-wide) bicycle policy to ensure there is a uniform policy throughout the NW Oregon region for passengers traveling with bicycles. Next, NWOTA advertises each year on the BikePortland.org website. Finally, the NWOTA partners recently adopted a 5-county Bicycle Policy to ensure that bicyclists will experience a uniform bicycle policy when traveling throughout NW Oregon. A copy of the bicycle policy has been uploaded for review.

For the past several years, Oregon's coastal communities have been focused on how to manage the impact of tourism traffic congestion in their communities. Public transportation and alternative transportation modes such as bicycling have been recognized a pieces of the solution. This year's Tillamook Coast Visitor Guide is dedicating 2 full-size pages to feature the NW Connector service free of charge to NWOTA. These 2 pages will explain to visitors "What is the NW Connector" and "how to plan your trips" using the Connector service. The Guide has a distribution of 80,000 guides throughout NW Oregon.

Finally, NWOTA develops and implements an annual marketing campaign to promote the NW Connector service and build brand awareness.

26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.

The purchase a propane powered replacement bus will improve the safety, cost effectiveness, efficiency and reliability of the Route 60X service by reducing preventative maintenance costs, reducing the fleets average mileage and age. This investment

28. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Expansion Bus

This project includes purchasing an expansion bus to expand capacity of the Coastal Connector service. Purchasing an expansion bus will ensure service reliability, reduce preventative maintenance costs as well as reduce the fleets average mileage and age.

Preventative Maintenance

The District has implemented a disciplined vehicle preventative maintenance program to ensure vehicles are in safe and operational condition to avoid unnecessary breakdowns and maintain reliable transit services.

Communications

TCTD equips all vehicles with 2-way radios to facilitate communication with the TCTD dispatch center. Vehicles are also equipped with internal/external cameras to record incidents that may occur. All buses are also equipped with "merging into traffic" signage and backup cameras and beepers. Finally, TCTD equips buses with GPS trackers to provide riders real time information on TransitApp. These trackers are also used for the dispatchers to track the locations of vehicles while they are traveling to/from locations. The NW Connector website was recently updated. One of the major updates was simplifying the procedures for NWOTA agency's staff to notify customers of service disruptions. This next year TCTD will be implementing the Ecolane SMS Texting module and will also push service alerts to passengers who signup for the texting alert service.

Trained Drivers

TCTD drivers conduct vehicle pretrip inspections prior to it being placed into service. When a driver discovers a defect they notify the on-duty supervisor who provides further guidance such as making arrangements for maintenance to fix the defect or if that isn't possible reassigning a different bus. All TCTD drivers must participate in annual emergency management refresher training that includes properly chaining-up buses in snowy conditions. TCTD also requires drivers with defensive driving training and annual refresher training. Note: TCTD drivers drove more than 4.5 million miles between December 2015 and January 2020 without a preventative accident.

Statewide Transit Network Connections

29. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

The Coastal Connector intercity service supports the statewide transit network by providing passengers connections at the following Key Transit Hubs:

- 1) Salem Amtrak/Greyhound Station
- 2) Downtown Salem Transit Mall
- 3) Grand Ronde

The Key Transit Hubs provide Coastal Connector passengers connections to multiple transit providers such as YCTA, SMART, Cherriots-Salem, Cherriots Regional, Amtrak, Greyhound and Point services to regional and interregional connections. The YCTA connector provides riders transportation to McMinnville, Newburg, Hillsboro and Tigard. The Cherriots Regional connections provide riders with transportation to rural communities of Marion and Polk counties while the SMART service provides transportation to Woodburn and Wilsonville.

The Coastal Connector intercity service route connects Salem, Grand Ronde, and Lincoln City. From Lincoln City passengers also have connections north to Tillamook on TCTD Route 4 and south to Newport on Lincoln County Transit.

Funding and Strategic Investment

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The Coastal Connector is funded through partnership with ODOT, TCTD and the Confederated Tribes of Grand Ronde and the Siletz Indians. Historically, prior to the pandemic fare revenue represents about 15% of the revenue.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

32. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

33. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

The District is requesting funding to purchase an expansion bus that will be dedicated to the Coastal Connector service. The Coastliner service only has 2 dedicated buses and relies upon backup buses dedicated to "The Wave's" In-county bus services. Sharing backup buses has proven to be unsustainable due to the high number of miles each bus must be driven each year. For example, TCTD uses Category B buses that have a lifecycle of 350,000 miles or 7 years. At this time the minimum annual miles per bus is about 58,000, which results in these buses being driven more than 405,000 in a 7-year timeframe. This is unsustainable and an expansion bus is required to ensure safe and reliable transportation.

Due to the high mileage driven each year the Category B buses used for this service rapidly reach their expected life expectancy within 2 to 3 years. Therefore, this proposal includes an expansion bus for this service. The current fleet consists of 2 buses (300 and 301) that have more than 550,000 and 505,000 respectively. TCTD received a grant to replace the bus originally assigned to this service (Bus #301) and has reassigned Bus #300 to Lincoln City to reduce the number of miles being accumulated on Bus #301. TCTD has completed the procurement process and placed an order for the Bus #301 replacement. However, due to COVID-19 related plant closure and vehicle part supply chain disruptions the delivery date has been postponed to the Spring of 2021. As a result, since both Bus #'s 300 and 301 will accumulate excessive additional miles making the funding request for a backup bus necessary to support this project.

Project Details

Task Category

Vehicle Purchase

Preventive Maintenance

Operating

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Expansion

Vehicle Expansion

Will you use the Oregon state price agreement contract?

Yes

Will this grant award support purchase of a used vehicle?

No

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. Delivery Date
11.12.02 Bus STD 35 FT	Freightliner	1	\$220,000.00	\$220,000.00	2	24	Diesel (D)	8/31/2021	6/30/2022

Total:
1

**Grand
Total:**
\$220,000.00

Total Project Cost (Grant Amount + Match Amount)
\$220,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds to be used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$176,000.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$44,000.00

Operating

Total Task Cost (Grant Amount + Match Amount)
\$493,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds used for fixed route transportation
100%

Project Task and Match Amounts

50% Match Rate Calculations

Grant Amount - 5311f (50% Fed Share)
\$246,500.00

Match Amount - 5311f (50% Local Share)
\$246,500.00

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity (80% State Share)
\$394,400.00

Match Amount - STIF Discretionary/STIF Intercommunity (20% Local Share)
\$98,600.00

Preventive Maintenance

Total Task Cost (Grant Amount + Match Amount)
\$80,000.00

Are matching funds available if the project is awarded?
Yes

Percent of funds used for fixed route transportation
100%

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
\$64,000.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
\$16,000.00

Application Totals

Match Sources

Match Sources	Amount
Local	\$312,000.00

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

50% Match Rate Calculations

Grant Amount
\$246,500.00

Match Amount
\$246,500.00

20% Match Rate Calculations

Grant Amount
\$634,400.00

Match Amount
\$158,600.00

Document Upload (Optional)

Attachment A TCTD Organizational Chart.pdf

Attachment B Remix - Median Household Income.pdf

Attachment B Remix - Minority.pdf

Attachment B Remix - People per Square Mile.pdf

Attachment B Remix - Plain.pdf

Attachment B Remix - Senior.pdf

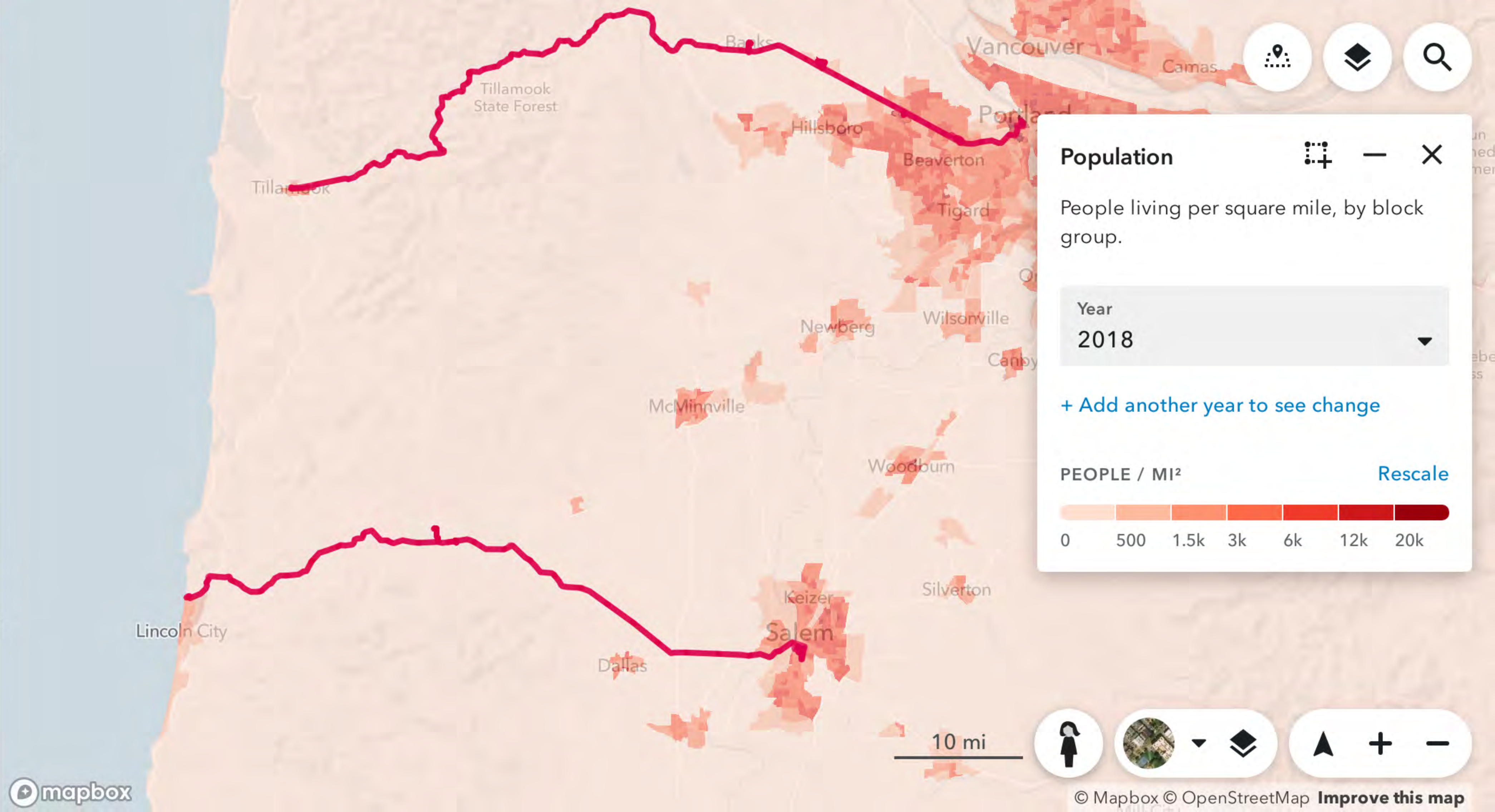
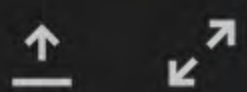


TCTD Network

- 1 Tillamook Town Loop
- 1A Tillamook Town Loop (E-W)
- 1B Tillamook Town Loop (N-S)
- 1C Port of Tillamook Bay Route
- 2 Tillamook - Oceanside - Netarts
- 2 Tillamook - Oceanside - Netarts (Re...)
- 3 Tillamook - Manzanita - Cannon Be...

2 lines & 3 vehicles
\$704.0k / year

Within 0.25 mi of stops:
8,092 population



Population

People living per square mile, by block group.

Year
2018

+ Add another year to see change

PEOPLE / MI²

0

500

1.5k

3k

6k

12k

20k

Rescale

10 mi



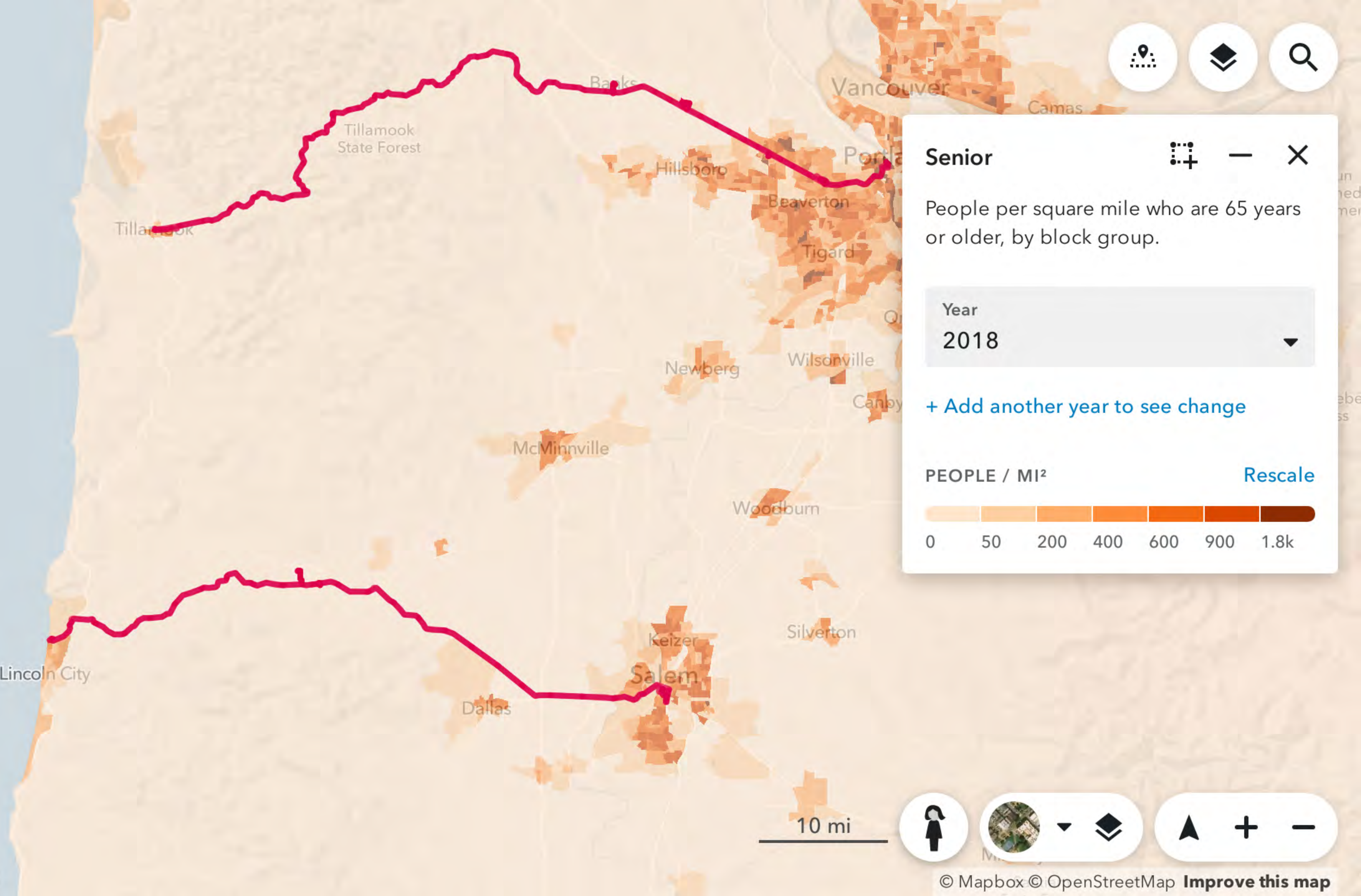
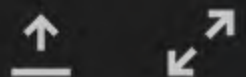


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- 4 Tillamook - Lincoln City

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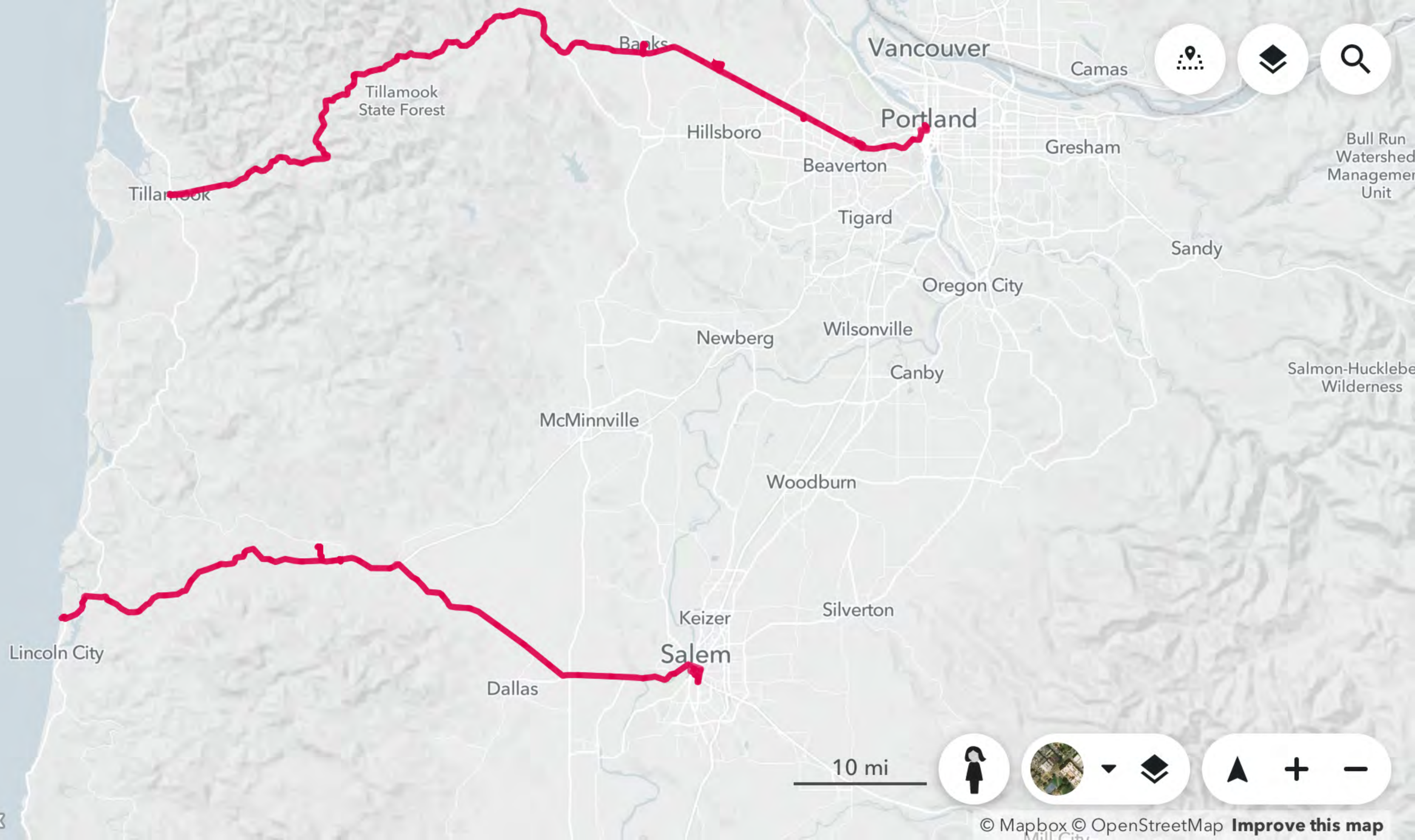
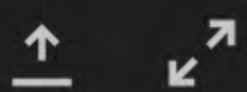


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10 mi



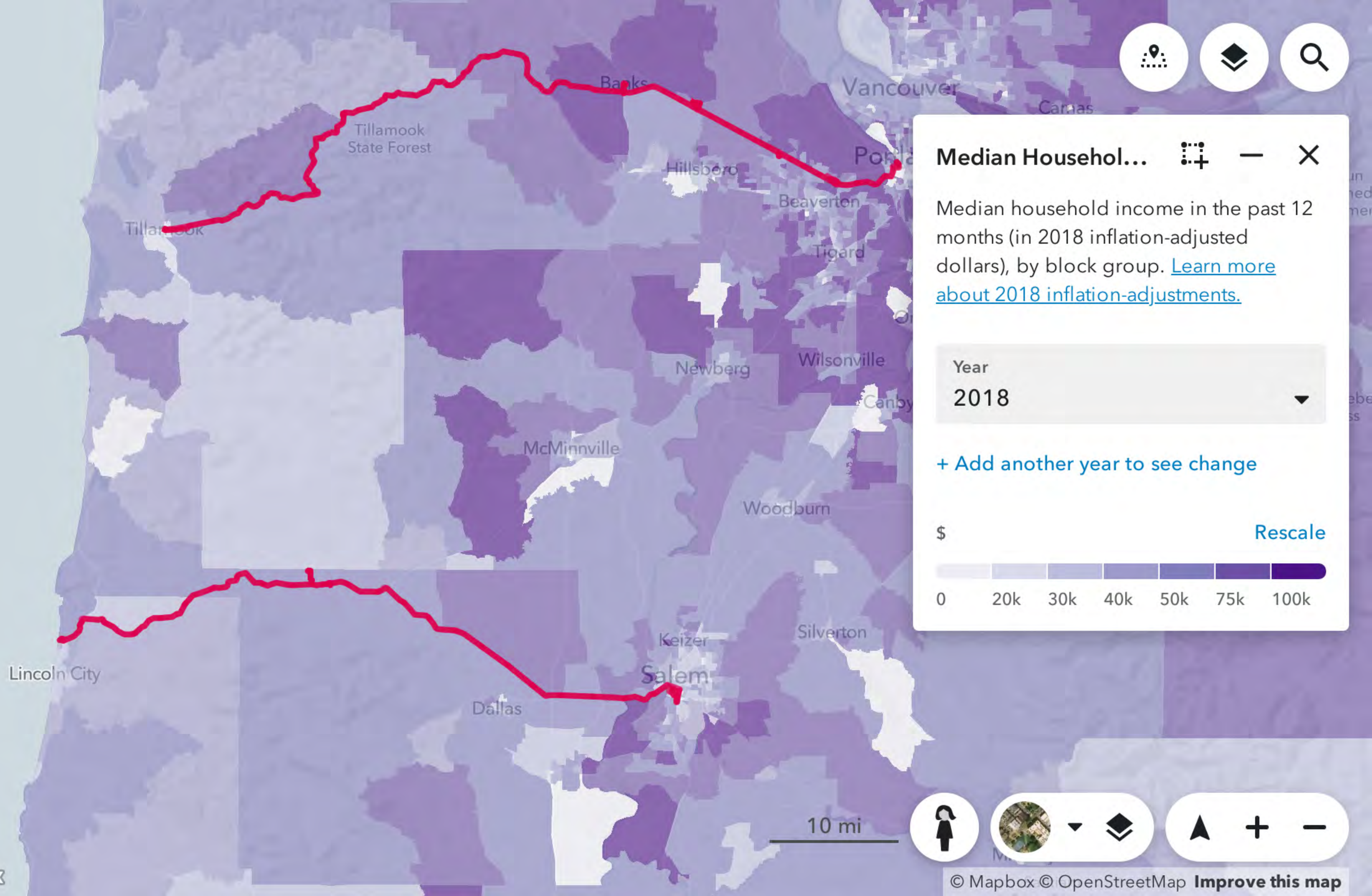
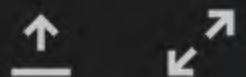


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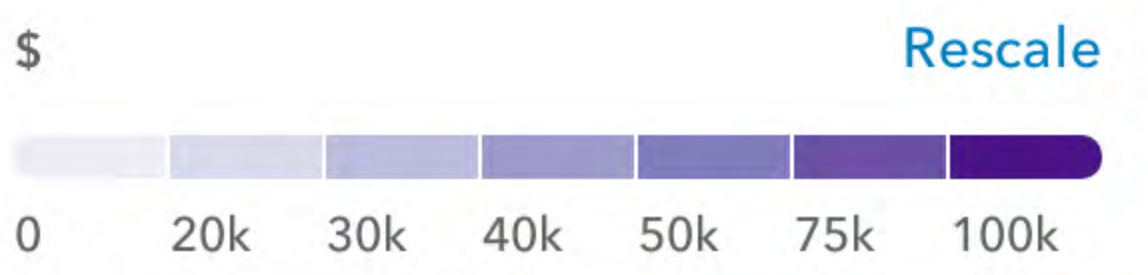


Median Househol...

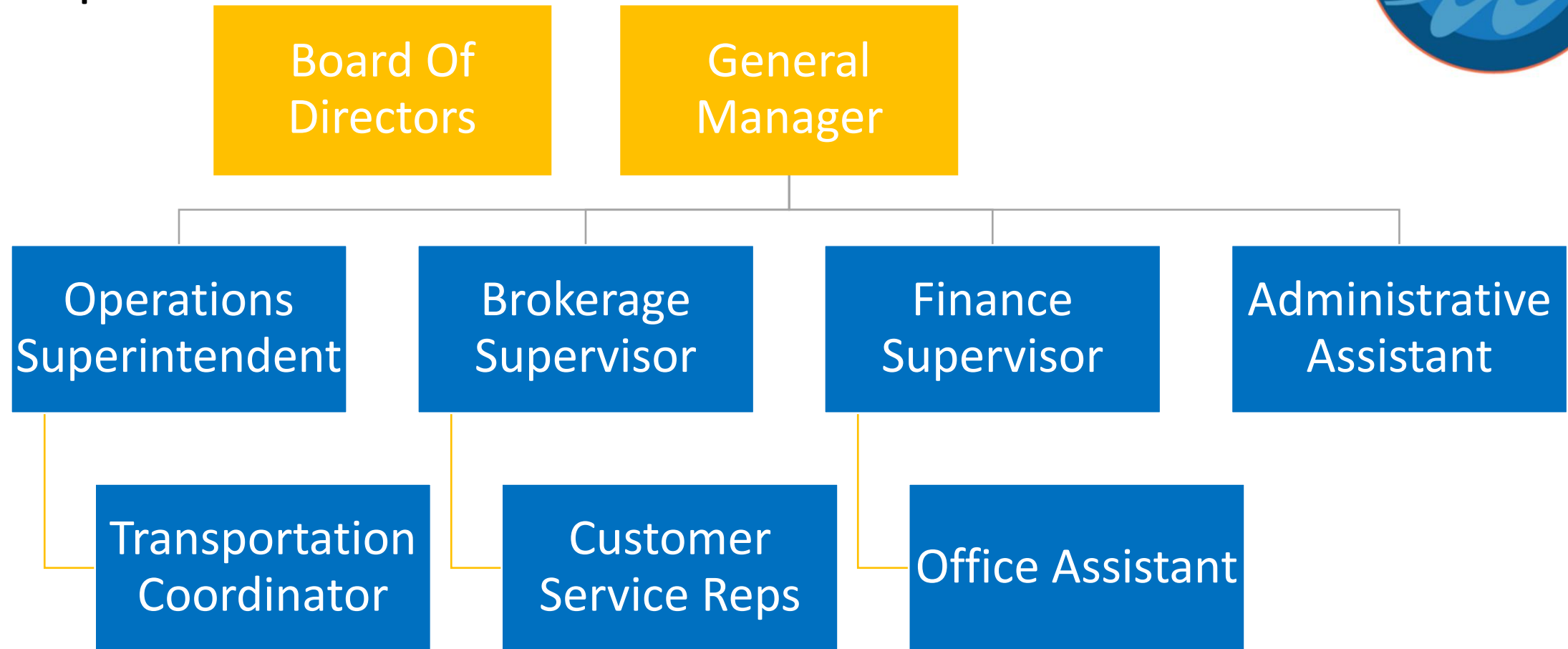
Median household income in the past 12 months (in 2018 inflation-adjusted dollars), by block group. [Learn more about 2018 inflation-adjustments.](#)

Year
2018 

[+ Add another year to see change](#)



Tillamook County Transportation District



Agenda Item 4.

Marion County Letter to the OTC

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

January 7, 2021



Marion County

OREGON

Board of Commissioners

December 18, 2020

(503) 588-5212
(503) 588-5237-FAX

Oregon Transportation Commission
c/o Michelle Bowlin, OTC Assistant
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

BOARD OF COMMISSIONERS

**Subject: Request for Use of Additional Funds Forecast for 2021-2024 STIP on I-5
Interchange at Aurora/Donald**

Colm Willis, Chair
Sam Brentano
Kevin Cameron

Chair Van Brocklin and Commissioners:

CHIEF ADMINISTRATIVE OFFICER

Jan Fritz

At the Oregon Transportation Commission's (OTC) December 1st meeting, the Oregon Department of Transportation (ODOT) staff recommended a revised forecast for the 2021-24 State Transportation Improvement Plan (STIP) to add over \$300 million of federal and state funds and to use these funds for three projects: \$60 million for tolling development in the Portland Metro area, \$30 million for the I-5/ Columbia Bridge replacement project, and the remainder for ADA ramps. While we appreciate the importance of these projects to Oregon, we feel that the Commission was not given the opportunity to consider the immediate funding needs of other high priority projects identified by the Oregon Legislature in HB 2017, in this case the I-5 Interchange at Aurora/Donald. In response to the OTC's decision to put last week's recommendation out for public comment – and after communicating with the ODOT about the project's status and options – we are requesting the Commission program an additional \$26,627,000 in the 2021-24 STIP in order to complete the I-5 interchange project at Aurora/Donald.

The I-5 Interchange at Aurora/Donald was one of the first locations visited by the Joint Committee on Transportation in their statewide tour prior to the 2017 session. Legislators visited the interchange with Marion County Commissioners and other officials to see for themselves the recurring problems at the interchange. The interchange was constructed about 60 years ago and has been described by ODOT as the worst unsignalized interchange on I-5 within Oregon, both geometrically and operationally. To summarize, there are both safety and congestion problems at the off-ramps, due to the deficient geometry of the current interchange. Poor intersection operations paired with high truck volumes accessing the truck-serving businesses adjacent to the interchange results in queues of vehicles spilling back from the exit ramp and into the southbound through lanes of I-5. This severe safety hazard to southbound I-5 traffic was highlighted again this month when ODOT announced the placement of electronic warning signs along southbound I-5 to alert drivers about this hazard (see attached December 3rd ODOT News Release).

To make the necessary improvements, members of the Joint Committee on Transportation included the interchange in section 71d of HB 2017 as one of its "named projects". The Legislature provided \$25 million, although it was clear at the time that \$70 million or more would be needed for the full reconstruction. In 2018, ODOT Region 2 began the process to evaluate alternative interchange designs, eventually settling on a diverging diamond interchange as the best choice. ODOT staff and their project consultant team have informed us that the project cost for the full re-construction is

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Request for Use of Additional Funds on I-5 Interchange at Aurora/Donald

\$74.9 million; however, if constructed in two phases the cost increases by \$5 million, to \$79.9 million. ODOT currently has approximately \$48,273,000 available for the project, which is enough to construct Phase 1, but there is no funding identified for Phase 2.

The OTC approved the *I-5 Aurora-Donald Interchange Area Management Plan (IAMP)* at its December meeting. In ODOT's cover letter for the IAMP, ODOT concluded that Phase 1 will improve traffic operations, with a $v/c = 1.0$ at the ramp terminals. However, constructing Phase 2 results in the ramp terminals operating at a v/c of no more than 0.40, making it consistent with OHP policies and negating the use of an alternate mobility target, as is needed for constructing just Phase 1.

According to ODOT and their project consultant team (led by David Evans and Associates), ODOT can deliver the construction all at once – instead of dividing it between two separate phases – with a minor schedule delay of about 6 months (moving the bid date to 2022). **If the OTC chooses to fund Phase 2 in order to build both phases as a single project, this would result in saving \$5 million as well as greatly improving traffic operations and safety while avoiding another 2-3 years of future impacts for motorists using the interchange and I-5 southbound.**

On a more general note, Marion County and the Mid-Willamette Valley Area Commissioner on Transportation (MWACT) have written to the OTC several times since 2017 about the necessity to find funds to complete this project, most recently when MWACT met with the OTC in Grand Ronde in November 2019 for its Biennial report to the OTC, and again at the OTC-ACT workshop in December 2019. The Salem-Keizer Area Transportation Study MPO also sent a letter to the OTC in August this year requesting that any non-committed or future federal funds be used for completing the I-5 Interchange at Aurora/Donald. Through these letters and meetings, MWACT and its members have tried to impress upon the OTC of the need to complete projects in our area, rather than let projects be slowly phased over many years which increases costs, uncertainty, and impacts.

Lastly, we are pleased to learn that Commissioners Brown and Henderson have been asked going forward to be liaisons to the ACTs. Having a consistent liaison to the ACTs will help the OTC better understand the views and priorities of each ACT when funding opportunities or other strategic issues – such as the one described in this letter – are discussed by the OTC.

Thank you for your attention to our views.

Sincerely,



Colm Willis, Chair



Samuel A. Brentano, Vice Chair



Kevin Cameron, Commissioner

Attachments:

ODOT News Release

STIP Project Location

I-5: Aurora-Donald Interchange Phase 1



Oregon Department
of Transportation

News Release

Warning signs added to I-5 to address Aurora-Donald Interchange congestion

December 3, 2020

For more information: Lou Torres, 503-986-2880

louis.c.torres@odot.state.or.us

Two electronic signs will warn motorists of ramp backups

AURORA—New electronic signs have been installed on southbound Interstate 5 that will warn motorists of congestion at the Aurora-Donald Interchange (Exit 278) in Marion County. Adding the warning signs is a short-term action to improve safety until a new off-ramp is constructed as part of the planned I-5 Aurora-Donald Interchange Phase 1 project.

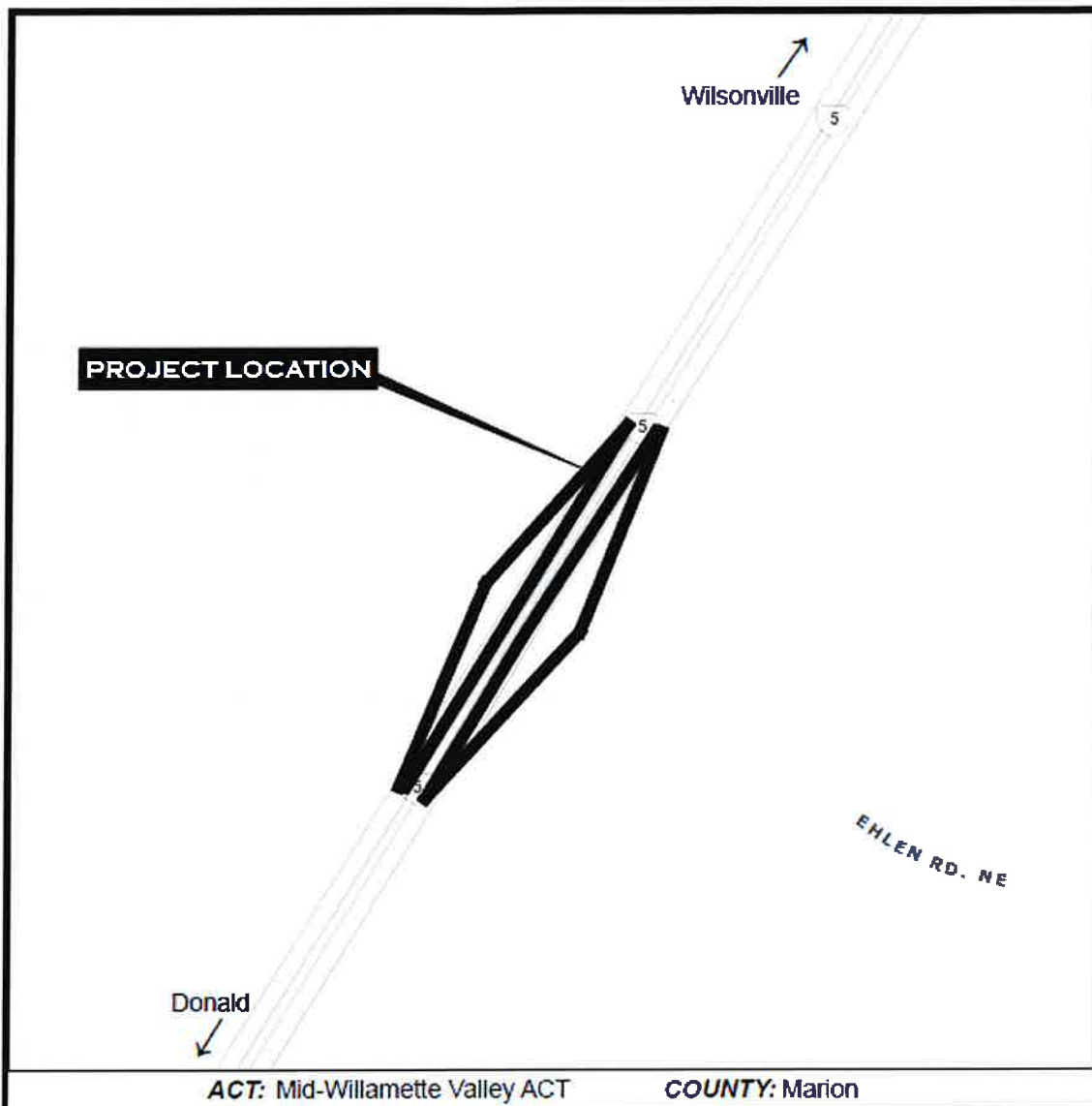
The new electronic warning signs have been installed at mileposts 278.79 and 278.88 and will warn drivers when traffic is backed up on the southbound off ramp at the Aurora-Donald Interchange. Increased congestion at the interchange has been an issue and frequent backups slow the movement of traffic on I-5 and create safety issues with vehicles approaching the stopped traffic.

Two truck stops and many businesses are located around the interchange. In addition, there has been increased growth and traffic in north Marion County. The Oregon Legislature's House Bill 2017 allocates \$25 million toward reconstruction of the functionally obsolete interchange. Phase 1 is currently under development and includes new off ramps that will help reduce ramp backups on to I-5. Construction of Phase 1 will begin in 2022. However, funding is not available for the full interchange reconstruction.

Another short-term action that has been completed is a widening of the I-5 southbound off ramp. The widening of the ramp and the new electronic warning signs should help reduce the queueing and crashes that have resulted from the congestion until the much larger project is completed.

For more information about the Phase 1 interchange project, please visit <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19062>

STIP PROJECT LOCATION ODOT REGION 2



I-5: AURORA-DONALD INTERCHANGE KEY NO. 19062

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - GIS NO. 23-52
ODOT.maps@odot.state.or.us

Date: 10/27/2020

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I-5: Aurora-Donald Interchange Phase 1

Marion County, OR

Project Description

This project creates an Interchange Area Management Plan (IAMP) to address traffic congestion and safety at the I-5 Aurora-Donald Interchange (Exit 278). The first phase of the project designs and constructs intermediate improvements until future funding for the rest is identified.

Purpose And Need

32,000 vehicles use the Aurora-Donald interchange each day. Built about 60 years ago, the interchange is used to access busy truck stops with important facilities for large trucks. The volume of traffic, proximity of roads and access points, and visibility issues cause congestion and safety concerns.

Proposed Solutions

The project will develop plans to improve traffic flow by replacing the existing interchange with a new design called a Diverging Diamond. Phase 1 will lengthen and widen the I-5 on and off-ramps, build a new I-5 bridge over Ehlen Road and improve local streets near the highway exit.

Anticipated Benefits

The project will help guide the immediate and long-term improvements of this area, including:

- Improving the design of Bents Road so that vehicles can more easily access the highway.
- Lengthening the northbound and southbound off-ramps to help more cars get on and off the highway more quickly.
- Improving overall safety by improving the flow of traffic at Ehlen Road, Bents Road and Bents Court.
- Building a wider I-5 bridge structure to accommodate long-term improvements to the interchange area.



Phase 1 Design: 2019 - 2021
Construction: 2021



Cost

HB2017/Leverage/State Fund	\$49,566,363
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