Oregon Department of Transportation

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Oregon Department of Transportation
Rail and Public Transit
STIF Discretionary and Statewide Transit Network
2/1/2019 deadline

Oregon Cascades West Council of Governments

99W Transit Corridor Feasibility Analysis and Implementation

Jump to: Application Questions Budget and Project Tables Document Upload

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Application Questions *top*

Provider Information

1. Transit Agency Type
- e City
- e County
- e Mass Transit District
- e Transportation District
- e Special District
- ✔ Intergovernmental Entity
- e Municipal/Public Corporation or other political subdivision
- e Indian Tribe
- e Non-Profit
- e Private For-Profit

2. What is the main type of service that will be supported by this grant?
- ✔ Fixed Route
- e Demand Response
- e Deviated Fixed Route

Risk Assessment Information

This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.OKeefe@odot.state.or.us for assistance.

3. Did your agency have any turnover of management or financial staff in the last 2 years?
- ✔ Yes
- e No

4. 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
- e No

5. What type of accounting system does your agency use?
- e Manual
- ✔ Automated
- e Combined

6. Does your agency have a system in place that will account for 100% of each employee's time?
- ✔ Yes
- e No

7. Did your staff members attend required training and meetings during prior grant awards?
- ✔ Yes
- e No

8. Was your agency audited by the Federal government in the past 2 years?
- e Yes
- ✔ No

9. If yes, did the audit result in one or more audit findings?
- e Yes
- e No
- ✔ N/A

10. Did your agency stay on budget in the past two years?
- ✔ Yes
- e No

Applicant Qualifications

11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity specifically for workload of projects in this application.)
Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."
Oregon Cascades West Council of Governments currently has multiple intergovernmental Agreements (IGAs) with the Oregon Department of Transportation (ODOT). Each IGA is for a different grant or operating agreement, and the specifics of reporting and billing vary. In addition to a regional park and ride analysis and multimodal connectivity grant, OCWCOG serves as the administrative and fiduciary agent for Corvallis Area MPO, Albany Area MPO, and the Linn Benton Loop. Our administrative and finance staff manage all of these contracts with clear communication, project management software and organization. An organizational chart of our project team is included in Attachment 1.

In addition to this, OCWCOG as a whole manages $39 million in state and federal contracts, further demonstrating our legal, managerial and operational capabilities, including our regular reporting duties.

12. Capacity to Maintain Compliance

✔ By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance 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.

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

✔ Yes

○ No

14. 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.
If Yes, enter response in text box or upload response on the Document Upload tab and write "See Upload." If No, write N/A.
OCWCOG plans to partner with the Institute for Policy Research and Engagement at the University of Oregon. The Institute for Policy Research and Engagement (formerly Community Service Center) at the University of Oregon is an interdisciplinary institute that assists Oregon communities by providing planning and technical assistance to help solve local issues and improve the quality of life for Oregon residents. The role of the Institute for Policy Research and Engagement (IPRE) is to link the skills, expertise, and innovation of higher education with the economic development and environmental needs of communities and regions in the State of Oregon, thereby providing service to Oregon and learning opportunities to the students involved.

Cascades West has partnered with IPRE on multiple occasions previously, and for each project included a clear scope of work in contract documents. This helped outline their responsibility as a sub-contractor and our role as a prime contractor. Monthly progress and billing reports will be submitted, and our project manager will maintain regular communication with the lead staff at IPRE. More information on IPRE is included in Attachment 1.

Project Information

Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

15. Describe the project to be funded.
See application instructions for required content. Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload."
Our project proposes to assess and implement the need for transit along the 99W corridor from McMinnville to Junction City, as part of a larger regional connection along 99W from Eugene to Portland. Currently, the City of Monroe is completely unserved by transit, and additional gaps along 99W prevent the use of anything but a private automobile to connect urban employment centers to rural residential communities. 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 runs service from Eugene to Junction City, Benton County serves between Corvallis and Adair Village, Cherriots serves from Monmouth to Salem, and Yamhill County Transit serves from Salem to McMinnville, and north to the Portland Metro area.

The project will be broken into three phases; Demand Analysis, Implementation Plan, and Operations. Phase I, the Demand Analysis will ascertain when and how often the service should run, and where it should stop. We will determine this through existing transit provider interviews, focus groups in communities along the corridor, and stakeholder surveys of existing and potential riders. This information will be consolidated into a preliminary route analysis. Phase II, the Implementation Plan, will refine route details, determine vehicle type, and create a brand and marketing strategy. Phase III will involve operating the service for up to two years from the initial start date.

We estimate this would take 9-12 months from the time the grant agreement is in place, October 1. This would allow the service to start in October 2020, once summer is over and residents have returned to normal work schedules. This would give time to asses and implement sustainable funding mechanisms for the long term operation, or if the service proves unsuccessful, discontinue it. We will use traditional transit metrics for this evaluation including but not limited to cost per revenue hour of operation, passenger boardings, and route on time percentage. The project phases have been further outlined in Attachment 3.

The Oregon Cascades West Council of Governments (OCWCOG) is well poised to take on this project, and we have enlisted the help of the Institute for Policy Research and Engagement (IPRE) to further assist us. OCWCOG's region includes Benton, Lincoln, and Linn Counties, for which the bulk of the 99W corridor identified in this project falls within. The cities of Monroe, Corvallis, and Adair Village are all OCWCOG members, and the primary cities we'd connect along the corridor. We also have a working relationship with connecting service providers along the corridor including Lane Transit District, Cherriots, Corvallis Transit and Benton County Transit. The Institute for Policy Research and Engagement will assist in public outreach efforts, branding and marketing materials. They have extensive experience in community engagement throughout the state of Oregon over the last 40 years, and have previously assisted other agencies on transit feasibility studies.

This project will not compete with for-profit providers. If the project is not funded, rural communities along Highway 99W will continue to be unserved or underserved by transit, and without transportation options, likely required to continue using automobiles as their only method of transportation.

16. What Local Plans include this project and elements of the project?
See guidance for exemptions to this requirement.
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.

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. While identification of the project in local plans is not required if it fills a gap in the STN, the prevalence in local plans further strengthens the need for our project.

17. What is the minimum award amount that will still allow your project to proceed?
Enter an amount in dollars.
$102,340

18. Select the fund source(s) that you think best aligns with your application.
Check all that apply

✔ STIF Discretionary

✔ STIF Intercommunity Discretionary

✔ FTA Section 5311 (f) Intercity Discretionary

Equity and Public Transportation Service to Low Income Households

(Score weights: Discretionary = 20%, STN = 10%)

19. Describe how the project supports and improves access for vulnerable populations.
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 a disability. Collectively, these cities represent 75,000 additional people which would be connected to top three metropolitan areas in the state.

Coordination of Public Transportation Services

(Score weights: Discretionary = 10%, STN = 30%)

20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.
This project traverses six counties in Oregon, in which seven public transit providers currently operate. It is a regional collaboration in nature and we have letters of support from two of these agencies, demonstrating their support and investment in the project. Through our proposed public outreach, we would conduct focus groups in multiple cities, and multiple counties along the corridor. We plan to work with each agency to coordinate meetings, and eventually any schedules for the new service.

Benton County, who has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. We plan to coordinate with them and assess whether the vehicle used for that route could be incorporated into a longer route along the corridor, maximizing collaboration and public investment.

Statewide Transit Network
(Score weights: Discretionary = 10%, STN = 30%)

21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.
This project fills a gap in the Statewide Transit Network, connects multiple transit providers, and links small, rural communities with larger urban centers. Attachments 2 and 6 contain an overview of the connections the service would provide, while Attachments 2 and 5 illustrate the gap in the Statewide Transit Network this service would fill.

Funding and Strategic Investment
(Score weights: Discretionary = 20%, STN = 10%)

22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.
Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs.
We anticipate requesting match from Benton County's formula funds as this project is identified in their TSP at one of only three transit projects, and as it will serve rural areas, the match will be 10%. If we are unsuccessful with formula funding, we will explore partnering with transit agencies in the region to share the cost burden for match. During the pilot period, we will explore long term funding strategies with the surrounding counties, state and federal partners, and neighboring transit providers.

23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?
If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.
N/A

Environmental and Public Health
(Score weights: Discretionary = 15%, STN = 10%)

24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.
Through the expansion of transit service to communities previously unserved or underserved, this project will provide a method of travel other than single passenger vehicles to more of the Oregon population. By improving transit access, we believe we have the opportunity to support positive health outcomes.

Safety, Security, and Community Livability
(Score weights: Discretionary = 25%, STN = 10%)

25. Describe how the project increases use and participation in active transportation, including public transportation.
As mentioned earlier, this project would connect nearly 75,000 people to the 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. Furthermore, it will shorten the link for anyone traveling from the coast to the Willamette Valley, saving time by avoiding the connection with long distance service on I-5.

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

26. Describe how the project supports and improves safety of passengers in transit vehicles 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 a new route that serves job centers, public and private recreation options, 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.

Capital Assets
Capital assets are items that cost at least $5,000 and have a useful life of at least 3 years.

27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab.
For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A.
If the project is fully funded, we will purchase at least 2 vehicles to serve the demand along the 99W corridor. We remain open on the type of vehicle, cost and best procurement method (i.e. contracted service vs owning vehicles, buying new vs. used, etc.) so we do not have concrete numbers on the cost of vehicles but have budgeted $400,000 for this purchase.

Budget and Project Tables top

Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	$ 400,000	$	$	$	$	$ 400,000
Vehicle Purchase - Replacement or Right-Sizing	$	$	$	$	$	$ 0
Equipment Purchase	$	$	$	$	$	$ 0
Facility Purchase	$	$	$	$	$	$ 0
Signs/Shelters Purchase	$	$	$	$	$	$ 0
Planning	$ 102,340	$	$	$	$	$ 102,340
Project Administration	$ 25,000	$	$	$	$	$ 25,000
Operating	$ 300,000	$	$	$	$	$ 300,000
Preventive Maintenance	$	$	$	$	$	$ 0
Mobility Management	$	$	$	$	$	$ 0
Total	**$ 827,340**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$827,340**

Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %

STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	$	827,340	10	%	$ 744,606	$	82,734	STIF Formula Text	$	Yes	Yes/No	10/1/2019 xx/xx/xxxx		%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	$		%		$ 0	$	0	Text	$		Yes/No	xx/xx/xxxx		%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	$	827,340	10	%	$ 744,606	$	82,734	STIF Formula Text	$	Yes	Yes/No	10/1/2019 xx/xx/xxxx		%	100 %
5311 (f) Intercity - Operating (50% Match)	$	300,000	50	%	$ 150,000	$	150,000	Text	$	No	Yes/No	xx/xx/xxxx		%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	$	427,340	20	%	$ 341,872	$	85,468	STIF Formula Text	$	Yes	Yes/No	xx/xx/xxxx		%	100 %

Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion	Only answer if replacing vehicle	TBD Text	TBD Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 2	Expansion	Only answer if replacing vehicle	TBD Text	TBD Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

Vehicle Replacement Information

Vehicles to Be Replaced	Year	Make	Model	Vehicle Category	VIN	Seats	ADA Stations	Seats with ADA Stations Deployed	Fuel Type	Vehicle Mileage	Disposal Type	Vehicle Condition	Vehicle Maintenance History
Vehicle Replaced 1	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 2	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 3	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 4	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 5	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 6	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 7	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 8	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 9	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 10	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.

Equipment, Bus Stop Amenities, and Other Assets

Equipment, Signs, Shelters, Facilities, Land	Item Description	Model Number	Quantity	Estimated Unit Cost	Total Cost	Expected Order Date	Expected Delivery Date	Item Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 2	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 3	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 4	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 5	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 6	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 7	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 8	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 9	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable
Row 10	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				If Applicable

Document Upload top

Documents Requested *	Required?	Attached Documents *
Document 1		99W All Attachments
Document 2		
Document 3		
Document 4		
Document 5		
Document 6		
Document 7		
Document 8		
Document 9		
Document 10		

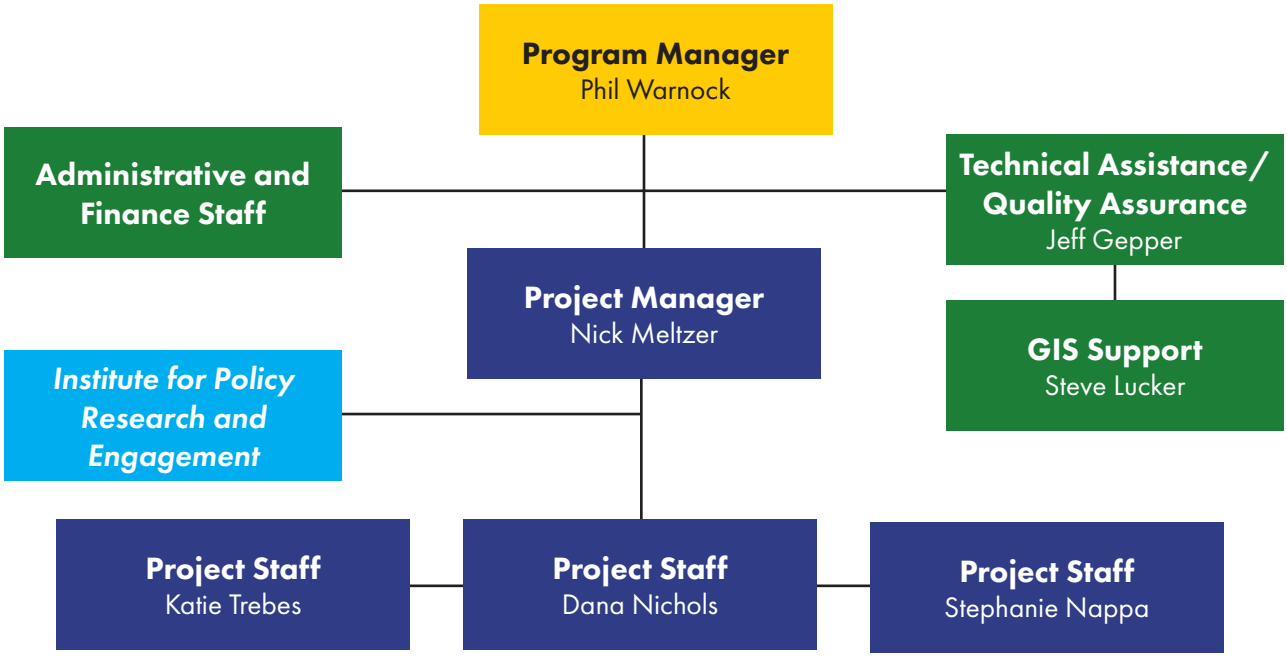
** ZoomGrants™ is not responsible for the content of uploaded documents.*

Application ID: 135438

Attachment 1

Oregon Cascades West Council of Governments

99W Transit Feasibility Corridor Project Team



Phil Warnock
Phil has over 20 years of experience working in the public, private and non-profit transportation sectors. His experience includes the development of non-emergent medical transportation services, transportation options programs including community bikeshare, vanpools, and Transportation Management Associations. He has been engaged with statewide modal and topic plans, serving on advisory committees for the Department of Transportation for Bicycle and Pedestrian, and Transportation Options Plans. He has served as the Chair of the Transportation Options Group of Oregon and as Vice Chair of the Public Transportation Advisory Committee for the State. He is a systems oriented thinker with a regional perspective for how our communities work and connect.

Jeff Gepper
Jeff received a specialization in land use and transportation planning with a masters from the University of Iowa's School of Urban and Regional Planning. His public sector experience highlights his ability to engage with community members, host public forums, and act as a community liaison for complex local, state, and federal programs. Jeff has been awarded and managed multiple Federal Lands Access Funds grants, including the redesign of a national park corridor to incorporate safer pedestrian and active transportation amenities. His knowledge and skills are most effective at the intersection of land use policy and transportation infrastructure at the community level.

Steve Lucker
Steve Lucker has a M.S. in Geography from Portland State University, and thirty years of experience in state and local government. He is an expert in GIS applications, and oversaw the major project of modernizing Oregon's FEMA Map/Risk MAP programs.

Nick Meltzer
Nick has eight years of transportation planning and engineering experience and has overseen projects ranging from road diet evaluations to the construction of bridge foundations. He has written statewide guidance on the use of green pavement markings for bicycle facilities, and contributed to multiple FHWA Guidebooks including Small Town and Rural Multimodal Networks, and Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts. He brings a particular emphasis on working with smaller and more rural communities to the project.

Dana Nichols
Dana has been working as a professional planner for 3 years. Formerly a City Planner for a small, rural town, she has experience managing complex long- and short-range planning projects, interfacing with the public on a variety of planning issues, and assisting with code development and updates. At the COG, Dana is lead staff for the Albany Area Metropolitan Planning Organization, working on transit management, short-and and long-term planning projects, and transportation programming. Dana holds a Masters in Community & Regional Planning from the University of Oregon.

Stephanie Nappa
Stephanie received her Master of Community and Regional Planning from the University of Oregon School of Planning, Public Policy, and Management. She brings experience in emerging transportation trends including bikeshare, autonomous vehicles, and road usage charging.

Katie Trebes
Katie has been working on pilot and transportation projects for the last 3 years. She has implemented driver training and travel training programs. Additionally, she leads the Safe Routes to School for East Linn County and supports Transportation Options projects across the region. Katie has her Associate of Arts Degree from Chemeketa Community College and is passionate about getting more people to walk, bike and use transit.

Administrative and Finance Staff
The Community and Economic Development Department is supported by excellent finance and administrative staff that help keep projects on track by coordinating billing, reporting and organization. Staff manage multiple grants and coordinate schedules department wide though project management software and open communication.

Sub Contractor

UNIVERSITY OF OREGON | Institute for Policy Research and Engagement

The Institute for Policy Research and Engagement (formerly Community Service Center) at the University of Oregon is an interdisciplinary institute that assists Oregon communities by providing planning and technical assistance to help solve local issues and improve the quality of life for Oregon residents. The role of the Institute for Policy Research and Engagement (IPRE) is to link the skills, expertise, and innovation of higher education with the economic development and environmental needs of communities and regions in the State of Oregon, thereby providing service to Oregon and learning opportunities to the students involved.

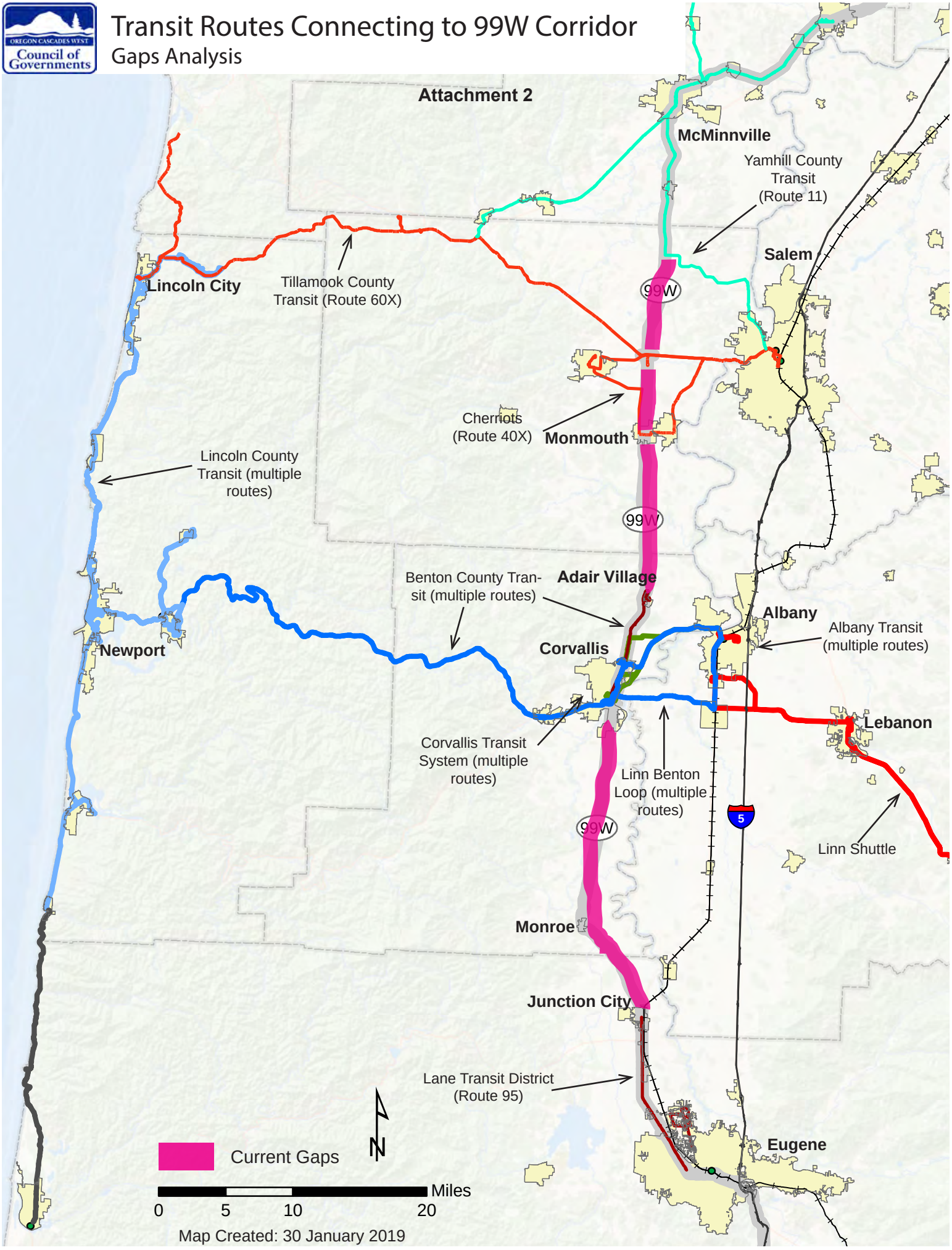
Robert Parker, AICP
Bob Parker is Executive Director of IPRE. Over the last 30 years, Parker has managed more than 500 policy and planning analysis projects with communities and state officials throughout Oregon. IPRE is known widely throughout Oregon as one of the state's critical policy analysis resources, connecting expertise of University faculty and students with communities and agencies. These relationships, as well as the vast policy analysis experience, help IPRE provide service to communities and organizations throughout Oregon.

Aniko Drlik-Muehleck
Aniko Drlik-Muehleck is a project coordinator with the CSC. Her work on planning and policy initiatives with the City of Pendleton, Home Forward (formerly the Housing Authority of Portland), Lane County Community and Economic Development, and the UO CSC has emphasized inclusive outreach to rural, low-income, and Latinx communities. Aniko is active in the School of PPPM's Equity Initiative, and regularly participates in trainings offered by the University's Division of Equity and Inclusion. She values collaboration and public input as mechanisms to achieve community-based change.

Michael Howard
Michael Howard is an Assistant Program Director with IPRE. Mike has professional experience in land-use permit review, zoning administration, land entitlements, site design, and affordable housing development. For the past nine years, Mike has assisted communities throughout Oregon with a variety of natural-natural hazard mitigation, disaster recovery, parks planning, transportation, public health, and land use planning projects. Mike is responsible for research methodology development; project management; coordination with partners; providing guidance to staff and graduate student employees; coordination of outreach activities; grant writing, and reporting and budget management.

Transit Routes Connecting to 99W Corridor

Gaps Analysis



STIF 99W Transit Feasiblity 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.

FIRST SIX TO TWELVE MONTHS (YEAR 1)

PHASE 1

Task 1

Existing Provider Interviews
Interview existing transit providers to gain historical insights and determine potential challenges and upcoming projects. Interviewees include: ODOT, LTD, Cherriots, Benton County Transit.

Deliverable: Interview Summary

Task 2

Key Community Focus Groups
Conduct focused outreach in communities along the 99w corridor to identify stop locations, service times, and market potential. Three focus groups at minimum, more as necessary.

Deliverable: Focus Group Summary

Task 3

On Board & Online Surveys
Additional outreach to existing and potential passengers to gain similar insight to focus groups. Survey will be online and on board existing transit service in the corridor.

Deliverable: Survey Summary

Task 4

Demographic & Commute Analysis
Analyze existing commuter and demorpgraphic data to determine potential ridership characteristics. within the 99W service area corridor.

Deliverable: Demographic & Commuter Analysis Report

Task 5

Demand Assessment
Based on information gathered through research, public outreach, and spatial and demographc data, determine the potential demand for new transit service along the 99W corridor.

Deliverable: Demand Assessment Report

Task 6

Demand Assessment Report
A Demand Assessment Report will be prepared to help inform branding, fare structure, and vehicle purchase in Phase 2.

Deliverable: Final Demand Assessment Report

TWELVE TO 18 MONTHS (YEARS 1 & 2)

PHASE 2

Task 7

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: Pamphet, Logo, Name

Task 8

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 9

Vehicle Analysis & Purchase
Based on a rough esitamte of demand, identify the best vehicle for 99W service, ranging from a tranditional vanpool vehicle to full sized bus.

Deliverable: Vehicle type, cost, and purchase

18 MONTHS TO TWO YEARS (YEAR 2)

PHASE 3

Task 10

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.

2019

Plan Review: 99W Transit Corridor

2019 STIF APPLICATION

OREGON CASCADES WEST COUNCIL OF GOVERNMENTS

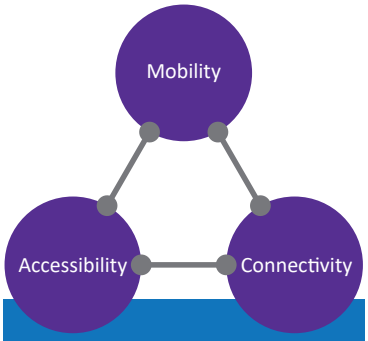
Attachment 4

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.



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?

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.

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.

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)*

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.

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

- 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***	• Travel demand: high • Transit inclination: medium • Employment: medium • Existing ridership: high	**Primary:** Commuters traveling from Dallas to Salem **Secondary:** Transit-dependent travelers needing to access services in Salem	• Continue operating fixed-route express service between Dallas and Salem, with the following enhancements: ○ 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***	• Travel demand: high • Transit inclination: medium • Employment: medium • Existing ridership: high	**Primary:** Students and faculty traveling from WOU to Salem **Secondary**: Transit-dependent travelers needing to access services in Salem	• Develop fixed-route express service connecting Monmouth and Salem, with the following characteristics: ○ 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/	• Travel demand: medium	**Primary:** transit-dependent persons living in all three	• Develop a fixed-route circulator system to connect Dallas, Monmouth, and Independence

Corridor and Priority	Summary of Travel Market Assessment*	Primary/secondary purposes of the routes	Recommended service enhancements
Independence ***PRIORITY 2***	• Transit inclination: medium • Employment: medium	communities needing to access services in each	○ 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***	• Travel demand: low • Transit inclination: medium • Employment: high	**Primary:** commuters from McMinnville to Salem **Secondary:** transit-dependent persons needing to access services in either community	• Increase frequency on YCTA Route 11, and consider cost-sharing arrangement with Cherriots ○ 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***	• Travel demand: (data not available) • Transit inclination: medium • Employment: medium	**Primary:** commuters from the Salem area who work at Spirit Mountain Casino **Secondary:** commuters from the Grand Ronde community to Salem	• 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***	• Travel demand: low • Transit inclination: medium • Employment: medium	**Primary:** students and faculty at Western Oregon University and Oregon State University	• Develop vanpools to serve students/faculty or commuters between OSU and WOU
Corvallis – Salem ***PRIORITY 4***	• Travel demand: low • Transit inclination: high • Employment: high	**Primary**: Transit-dependent persons in Corvallis wishing to access services in Salem and/or connect to transit that reaches the Portland area **Secondary:** Commuters between Corvallis and Salem	• 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.

PAGE 20

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.

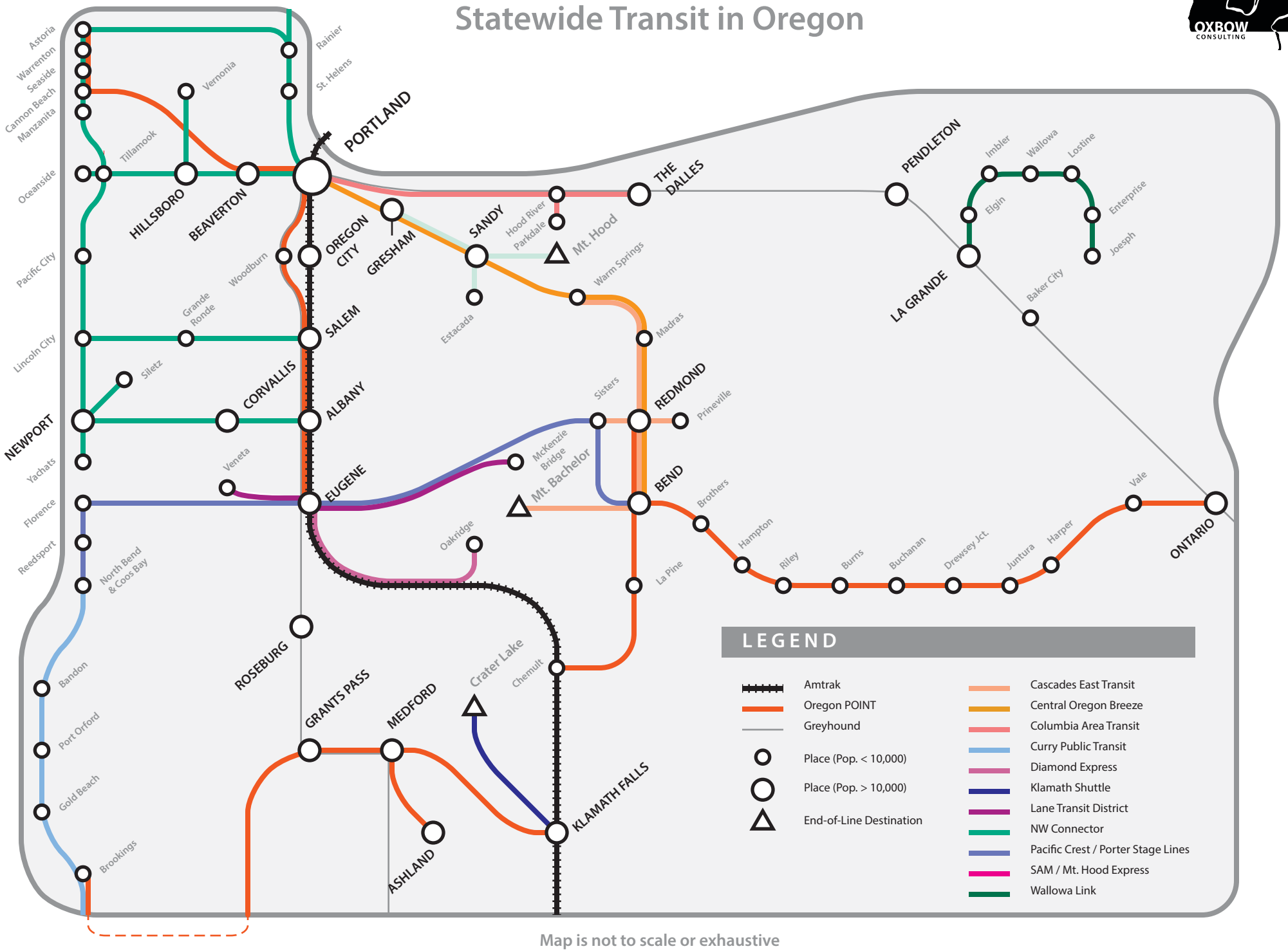
Existing transit services provide mobility and economic opportunity for some of the County's most vulnerable residents but they do not provide a comprehensive and open network for all residents or visitors. To improve mobility for all, transit in Benton County needs to expand service to accommodate the 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.

Attachment 5

Statewide Transit in Oregon

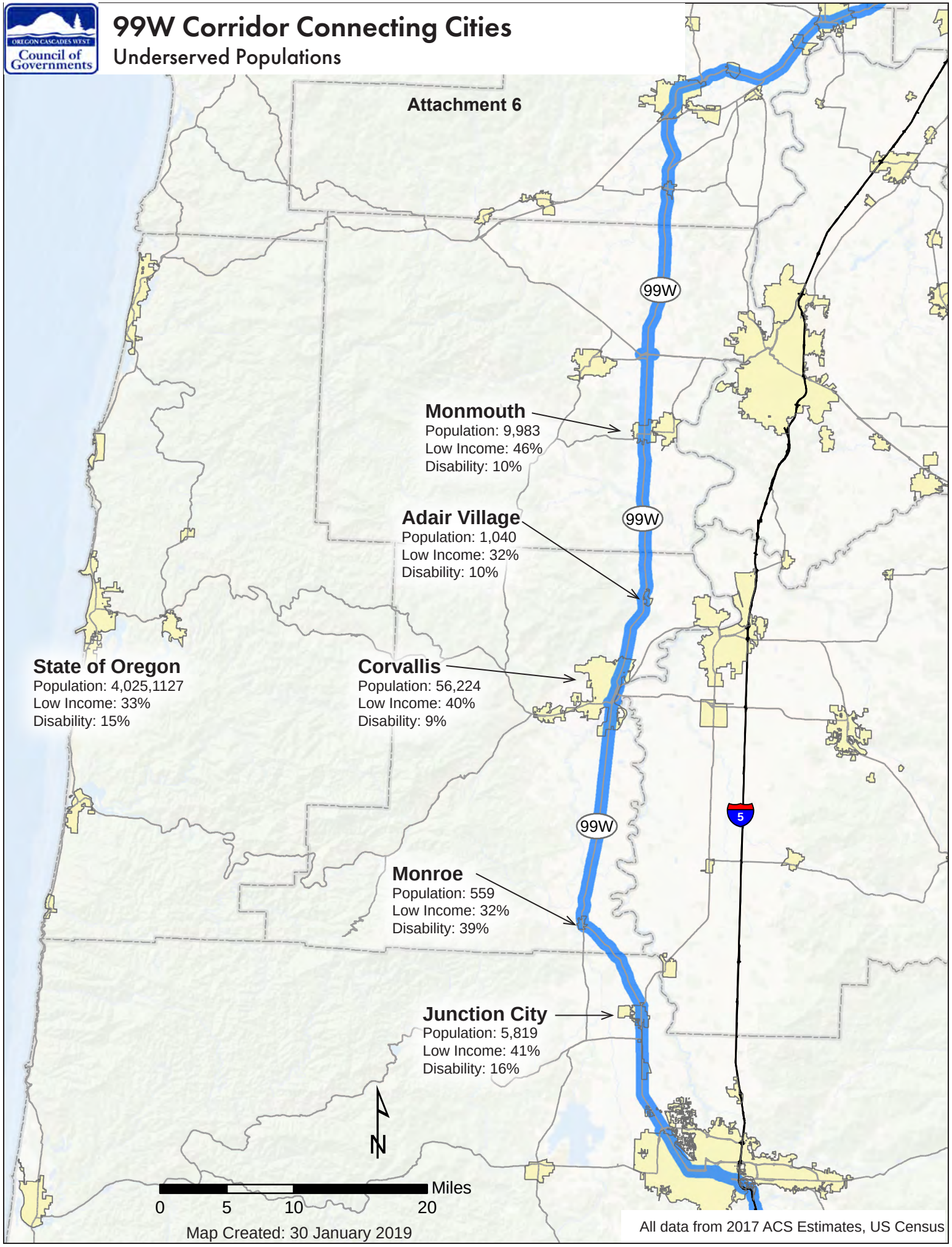


Map is not to scale or exhaustive

99W Corridor Connecting Cities

Underserved Populations

Attachment 6



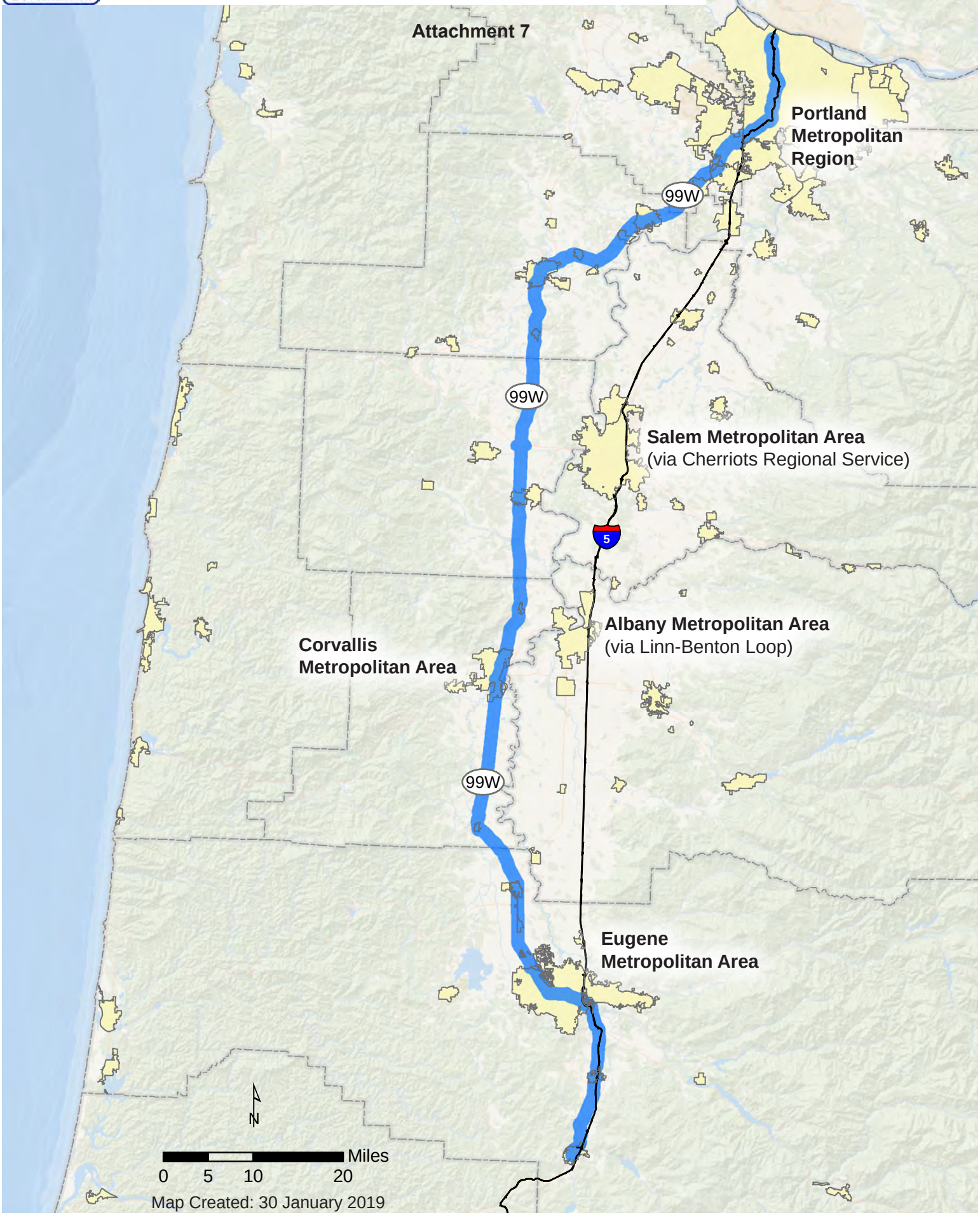
Map Created: 30 January 2019

All data from 2017 ACS Estimates, US Census

99W Corridor Regional Connections

Metropolitan Areas

Attachment 7



Map Created: 30 January 2019

CHERRIOTS
555 Court St. NE, Ste. 5230, Salem, OR 97301-3980 | 503-588-2424 PH 503-566-3933 FAX | Cherriots.org

January 30, 2019

Phil Warnock
Community and Economic Development Director
Oregon Cascades West Council of Governments
1400 Queen Ave SE, Suite 205
Albany, OR 97322

Dear Mr. Warnock:

On behalf of the Salem Area Mass Transit District, I am pleased to write this letter of support for Oregon Cascades West Council of Governments' (OCWCOG) request for Statewide Transit Improvement (STIF) Intercommunity Discretionary funding to conduct a feasibility study for the provision of public transit commuter service between Junction City and McMinnville along the OR-99W Corridor. Cherriots operates two commuter express routes and one dial-a-ride transit service in Polk County, which provide vital transportation for the general public to access jobs, education, medical appointments, social services, shopping and recreational opportunities.

Two planning and outreach studies have identified the OR-99W corridor between Monmouth and Corvallis as a desired corridor for transit service. The first planning study was a consultant-led Long Range Regional Transportation Plan (completed in September 2013), funded through an ODOT Transportation Growth Management grant. This study identified the corridor between Corvallis and Monmouth/Independence as a priority on the medium term (5-10 year) time horizon.

The second planning document that identifies the OR-99W corridor in Polk and Benton Counties is Volume II of a Regional Transit Plan, approved by the

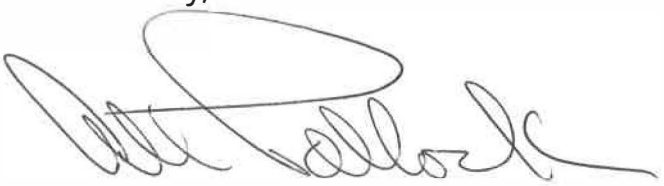
CHERRIOTS
555 Court St. NE, Ste. 5230, Salem, OR 97301-3980 | 503-588-2424 PH 503-566-3933 FAX | Cherriots.org

SAMTD Board of Directors in January 2016. A stakeholder outreach in the development of this document determined that there was enthusiasm "about the potential for better transit connections with other regions, especially with Albany/Corvallis..."

Cherriots would be happy to participate in the planning process as proposed in the STIF grant application, led by the OCWCOG. Cherriots believes that crossing key county boundaries when connecting urban centers such as Junction City, Corvallis, Monmouth/Independence, and McMinnville is a great way to get people to ride transit, especially where the latent demand for transit is high. One example of an existing success story is the Route 1X service between Salem and Wilsonville that Cherriots partners with SMART (City of Wilsonville) to provide commuter service to the State Capitol. Route 1X is a model that could be considered in the proposed planning project.

We look forward to working with OCWCOG in the future if this project becomes a reality.

Sincerely,



Allan Pollock
General Manager
Salem Area Mass Transit District

Attachment 9

Benton County
TRANSPORTATION

Public Works Department
Special & Rural Transportation
360 SW Avery Avenue
Corvallis, Oregon 97333
Phone: 541.766.6821
Fax: 541.766.6891

Memorandum

To: Benton County State Transportation Improvement Fund Advisory Committee (STIF)

From: Benton County Special & Rural Transportation

Subject: Support for Oregon Cascades West Council of Government's State Transportation Improvement Fund Grant Application

Benton County Public Transit strongly supports Oregon Cascades West Council of Government's application for a transit corridor feasibility study and subsequent operation along Highway 99W. It will provide a needed connection between our smaller rural communities and larger urban areas, allowing more people to access jobs and services via transit.

Currently our community of Monroe is completely unserved by transit and existing service between Adair Village and Corvallis is sparse. Furthermore these small intercommunity routes do no connect to larger urban areas such as Salem to the north and Eugene to the south. Implementing a service would connect the larger metro areas of Eugene and Portland along 99W, a benefit to visitors and residents alike in the Willamette Valley.

During our recent transportation system plan update, we continually heard the need to explore a 99W service at community outreach meetings. The demand was so high, that this project is one of only three transit projects identified in our nearly adopted TSP.

As Benton County currently operates service between Adair Village and Corvallis, we are more than willing to work with Cascades West to support their extended 99W service in any way we can as we believe this service would be a vital link currently unmet in the Statewide Transit Network.

Sincerely,

Gary Stockhoff, P.E.
Director of Public Works