

MORROW COUNTY BOARD OF COMMISSIONERS MEETING AGENDA

Wednesday, October 17, 2018 at 9:00 a.m.

Irrigon Branch of the Oregon Trail Library District, Community Room

490 N.E. Main Avenue, Irrigon, Oregon

Amended

1. **Call to Order and Pledge of Allegiance: 9:00 a.m.**
2. **City/Citizen Comments:** Individuals may address the Board on issues not on the agenda
3. **Open Agenda:** The Board may introduce subjects not already on the agenda
4. **Consent Calendar**
 - a. Approve Claims: Accounts Payable dated October 18th; Accounts Payable, Void Batch dated October 4th in the amount of \$19,042.41; October Retirement Taxes dated October 4th in the amount of \$19,042.41; Fair Premiums dated October 11th in the amount of \$4,494.30; Five Payroll Payables, Immediates & Electronic: \$182,450.64 dated October 2nd; \$156,888.83 dated October 10th; HRA VEBA \$3,000, dated October 10th; Statewide Transit Tax \$1,560.93 dated October 11th; Employee Severance \$6,741.51 dated October 11th; **Manual Check Run dated October 15th in the amount of \$2,039.19**
5. **Business Items**
 - a. Introduction of Riverside High Career Day Students (Justin Nelson, County Counsel/District Attorney)
 - b. County Application for Oregon Department of Veterans' Affairs Funds (Linda Skendzel, Veterans Services Officer; Commissioner Lindsay) **Postponed**
 - c. Budget Resolution No. R-2018-23 – Oregon Department of Veterans' Affairs Grant Funds (Deanne Irving, Staff Accountant) **Postponed**
 - d. Resolution No. R-2018-24 regarding the transfer of the Gilliam-Bisbee Building (Darrell Green, Administrator; Richard Tovey, County Counsel)
 - e. Review draft Resolution No. R-2018-22 – Adopting the Morrow County Transit Development Strategy Plan (Carla McLane, Planning Director)
 - f. Boardman Area Road Transfers (Carla McLane, Planning Director; Matt Scrivner, Public Works Director)
 - g. Written report from the City of Irrigon regarding Grants to Cities Funds
 - h. Adopt The Loop – Morrow County Transportation Title VI Program Policy (Anita Pranger, Coordinator)
 - i. Adopt The Loop – Morrow County Transportation Plan of Projects (Anita Pranger, Coordinator)
 - j. **Applicant Draw for Morrow/Grant County OHV Park Special Youth Elk Hunt, Spike Only (Greg Close, Parks Manager; Kirsti Cason, Administrative Assistant)**
6. **Department Reports**
 - a. The Loop Quarterly Report (Anita Pranger, Coordinator)
 - b. Juvenile Department Quarterly Report (Tom Meier, Director)
 - c. Emergency Management Quarterly Report (Sheriff Ken Matlack)
 - d. Justice Court Quarterly Report (Judge Ann Spicer)
7. **Correspondence**
8. **Commissioner Reports**
9. **Sign documents**
10. **Adjournment**

Agendas are available every Friday on our website (www.co.morrow.or.us/boc under “Upcoming Events”). Meeting Packets are also available the following Monday.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Roberta Lutcher at (541) 676-5613.

Pursuant to ORS 192.640, this agenda includes a list of the principal subjects anticipated to be considered at the meeting; however, the Board may consider additional subjects as well. This meeting is open to the public and interested citizens are invited to attend. Executive sessions are closed to the public; however, with few exceptions and under specific guidelines, are open to the media. The Board may recess for lunch depending on the anticipated length of the meeting and the topics on the agenda. If you have anything that needs to be on the agenda, please notify the Board office before noon of the preceding Friday. If something urgent comes up after this publication deadline, please notify the office as soon as possible. If you have any questions about items listed on the agenda, please contact Darrell J. Green, County Administrator at (541) 676-2529.



AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners
(Page 1 of 2)

(For BOC Use)
Item #
5a

**Please complete for each agenda item submitted for consideration by the Board of Commissioners
(See notations at bottom of form)**

Staff Contact: Justin Nelson Phone Number (Ext): 5626
 Department: District Attorney/County Counsel Requested Agenda Date: 10/17/2018
 Short Title of Agenda Item: Riverside Career Day- Introducing Students Job-Shadowing DA
(No acronyms please)

This Item Involves: (Check all that apply for this meeting.)

<input type="checkbox"/> Order or Resolution <input type="checkbox"/> Ordinance/Public Hearing: <input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading <input type="checkbox"/> Public Comment Anticipated: Estimated Time: <input type="checkbox"/> Document Recording Required <input type="checkbox"/> Contract/Agreement	<input type="checkbox"/> Appointments <input type="checkbox"/> Update on Project/Committee <input type="checkbox"/> Consent Agenda Eligible <input type="checkbox"/> Discussion & Action Estimated Time: <input type="checkbox"/> Purchase Pre-Authorization <input checked="" type="checkbox"/> Other Introductions
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N/A Purchase Pre-Authorizations, Contracts & Agreements

Contractor/Entity:
 Contractor/Entity Address:
 Effective Dates – From: Through:
 Total Contract Amount: Budget Line:
 Does the contract amount exceed \$5,000? Yes No

Reviewed By:

<div style="display: flex; justify-content: space-between;"> [Signature] DATE </div>	Department Head	Required for all BOC meetings
<div style="display: flex; justify-content: space-between;"> [Signature] DATE </div>	Admin. Officer/BOC Office	Required for all BOC meetings
<div style="display: flex; justify-content: space-between;"> DATE </div>	County Counsel	*Required for all legal documents
<div style="display: flex; justify-content: space-between;"> DATE </div>	Finance Office	*Required for all contracts; other items as appropriate.
<div style="display: flex; justify-content: space-between;"> DATE </div>	Human Resources	*If appropriate

* Allow 1 week for review (submit to all simultaneously). When each office has notified the submitting department of approval, then submit the request to the BOC for placement on the agenda.

Note: All other entities must sign contracts/agreements before they are presented to the Board of Commissioners (originals preferred). Agendas are published each Friday afternoon, so requests must be received in the BOC Office by 1:00 p.m. on the Friday prior to the Board's Wednesday meeting. Once this form is completed, including County Counsel, Finance and HR review/sign-off (if appropriate), then submit it to the Board of Commissioners Office.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

The Riverside High School Senior Class conducts a career day each year. Senior students are given options of jobs they can shadow. I would like to introduce the students that may be job shadowing the District Attorney/County Counsel.

2. FISCAL IMPACT:

None

3. SUGGESTED ACTION(S)/MOTION(S):

None

Attach additional background documentation as needed.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

At the Board of Commissioner's meeting on April 27th, 2017 it was discussed whether to retain the Gilliam Bisbee building or demolish it. In that discussion, Commissioner Russell discussed the interest of the the Howard & Beth Bryant Foundation to use it for the benefit of the community, such as an event center and lodging. Commissioner Lindsay proposed waiting 12 months to pursue the Bryant Foundation or attempting to sell it to another party.

In a letter from The Howard & Beth Bryant Foundation dated January 30th, 2018 and presented to the Board of Commissioners on February 7th, 2018, Kim Cutsforth outlined she had an engineer give a rough estimate of \$235,000 to meet minimum building codes. This included fire suppression and an elevator. With the assistance of \$235,000 from the County, she was willing to commit an estimated \$1.2 million dollars to renovate the building. The Board of Commissioners had two questions they would like answered; 1) Whether the Board will use the funds from this or next fiscal year and 2) Ms. Custforth needs to return with additional information regarding the non-profit owner.

Answers; 1) the funds will come from the 2018-19 fiscal year and 2) Ms. Cutsforth established a non-profit, Heppner Community Foundation, to facilitate the remodel and management of the Gilliam Bisbee building.

2. FISCAL IMPACT:

\$235,000- 101-199-5-40-4407

3. SUGGESTED ACTION(S)/MOTION(S):

Motion to adopt Resolution R-2018-24 to donate the Gilliam Bisbee building to Heppner Community Foundation and open an Escrow account in the amount of \$235,000.00 to be used towards meeting code requirements for the building.

Attach additional background documentation as needed.

**BEFORE THE BOARD OF COMMISSIONERS FOR MORROW COUNTY,
OREGON**

IN THE MATTER OF RELINQUISHNG)	
TITLE OF PROPERTY NOT NEEDED)	
FOR PUBLIC USE)	RESOLUTION NO. R-2018-24
(GILLIAM BISBEE PROPERTY))	

THIS MATTER COMING BEFORE THE Morrow County Board of Commissioners sitting as the County governing body on October 17, 2018, at a regularly scheduled meeting;

WHEREAS, The Heppner Community Foundation, a qualified nonprofit corporation, has requested that Morrow County transfer the property known as the Gilliam Bisbee Building property, identified as Map #2S2635-BC, Tax Lot 10800, and more particularly described in the attached Exhibit A, to the Foundation; and

WHEREAS, Morrow County purchased the building in 1997; and

WHEREAS, The Heppner Community Foundation intends to renovate the property for the use of the community for events and social services to include, but not limited to, education and training; and

WHEREAS, Morrow County will pay \$235,000 into an escrow account for the benefit of the Heppner Community Foundation to be used to bring the building up to building code requirements; and

WHEREAS, ORS 271.310 and ORS 271.330(2) provides for the relinquishing title to such designated property; and

WHEREAS, the property described in Exhibit "A," attached is not needed for County purposes and, thus, surplus, and

WHEREAS, it is in the best interest of the County to relinquish title to the property.

NOW THEREFORE, the Morrow County Board of Commissioners resolves that:

1. The Board authorizes the relinquishment of title of the above listed property to the Heppner Community Foundation.

2. The County Administrator is authorized to execute the deed conveying said property and fixtures to the Heppner Community Foundation in substantial form to Exhibit B.

3. The Board authorizes the distribution of \$235,000 to open an escrow account for the benefit of the Heppner Community Foundation to be used to bring the building up to building code requirements.

Dated this _____ day of _____, 2018.

**MORROW COUNTY BOARD OF COMMISSIONERS
MORROW COUNTY, OREGON**

Don Russell, Chair

Jim Doherty, Commissioner

Melissa Lindsay, Commissioner

Approved as to Form:

Morrow County Counsel

EXHIBIT A

MAP # 2S2635-BC-10800

Commencing at the Northwest corner of Block 5, in the City of Heppner, in the County of Morrow, State of Oregon, running thence East along the North line of said Block a distance of 50.00 feet to a point;

Thence South a distance of 143.00 feet to a point;

Thence West a distance of 50.00 feet to a point;

Thence North a distance of 143.00 feet to a point of beginning, all in Block 5 of said City of Heppner.

After Recording Return to:
Heppner Community Foundation
P.O. Box 12
Heppner, OR 97836
Until a change is requested, please
forward all tax statements to:
the above listed address

QUITCLAIM DEED

MORROW COUNTY, political subdivision of the State of Oregon, (Grantor), pursuant to Resolution No. OR-2018-00, hereby convey and quitclaim to Heppner Community Foundation (Grantee), the following real property, together with any and all improvements located thereon to wit:

The parcel recorded in the Morrow County Records as Map and Tax Lot No. 2S26-BC-10800 and having a legal description as follows:

Commencing at the Northwest corner of Block 5, in the City of Heppner, in the County of Morrow, State of Oregon, running thence East along the North line of said Block a distance of 50.00 feet to a point;
Thence South a distance of 143.00 feet to a point;
Thence West a distance of 50.00 feet to a point;
Thence North a distance of 143.00 feet to a point of beginning, all in Block 5 of said City of Heppner.

Provided that said property shall be used and continue to be used by the Grantee for public purposes, and should the property cease to be used for public purposes by the Grantee, the interests of the Grantee shall automatically terminate and title shall revert to the Grantor.

Grantor makes no warranty as to whether or not said property is free from encumbrances.

True consideration for this conveyance is \$0.00.

BEFORE SIGNING OR ACCEPTING THE INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THE INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO

DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

SUBJECT to all easements, rights-of-way, protective covenants and mineral reservations of record, if any.

IN WITNESS WHEREOF, the Grantors have executed the Quitclaim Deed on this the _____ day of _____, 2018.

Darrell Green
County Administrator

STATE OF OREGON)
) ss
COUNTY OF MORROW)

The foregoing instrument was acknowledged before me on this ____ day of _____, 2018 by Darrell Green, Morrow County Administrator, who acknowledged such instrument to be free and voluntary act and deed, and on oath stated that they were duly authorized to execute such instrument.

Notary Public for Oregon _____

My Commission Expires _____

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

This is a follow up to the joint work session held last week with the Umatilla County Board of Commissioners and the need to adopt by Resolution the Transit Development Strategy. Provided as part of the Agenda Cover Sheet is the DRAFT Resolution and the Final Transit Development Strategy for your consideration.

Planning staff will affect any needed changes to the DRAFT Resolution for it to be placed on the Consent Agenda for the October 24, 2018, Board of Commissioners agenda.

2. FISCAL IMPACT:

The Transit Development Strategy is an input to the funding request process for Statewide Transportation Improvement Funds.

3. SUGGESTED ACTION(S)/MOTION(S):

It is suggested that you take affirmative action to adopt the Transit Development Strategy.

"I move adoption by Resolution of the Transit Development Strategy and direct Planning staff to finalize the Resolution to be placed on the Board of Commissioners Consent Agenda on Wednesday, October 24, 2018."

Attach additional background documentation as needed.

**BEFORE THE BOARD OF COMMISSIONERS
FOR MORROW COUNTY, OREGON**

A RESOLUTION ADOPTING THE MORROW COUNTY/)	Resolution Number
UMATILLA COUNTY TRANSIT DEVELOPMENT)	R-2018-22
STRATEGY IN SUPPORT OF TRANSIT DEVELOPMENT)	
OPPORTUNITIES IN MORROW COUNTY AND TO BE)	
USED TO SUPPORT FUNDING REQUESTS FOR THE)	
STATEWIDE TRANSPORTATION IMPROVEMENT FUND)	

WHEREAS, ORS 203.035 authorizes Morrow County to exercise authority within the county over matters of County concern; and

WHEREAS, Morrow County adopted a Coordinated Human Services Public Transportation Plan (Plan) in 2009 to meet requirements of the Oregon Department of Transportation concerning funding of the Special Transportation Fund; and

WHEREAS, Morrow County adopted an update to the Coordinated Human Services Public Transportation Plan on September 14, 2016; and

WHEREAS, Morrow County has a Transportation System Plan originally adopted in 1998 and most recently updated in 2012 that briefly addresses special transportation and other transit opportunities; and

WHEREAS, Morrow County engaged with Umatilla County, the Confederated Tribes of the Umatilla Indian Reservation, and the Oregon Department of Transportation (ODOT) in 2016 to evaluate regional transportation patterns in an effort to determine what transit opportunities may be identified to better connect employment and commercial centers with residents; and

WHEREAS, during work on the Transit Development Strategy, originally referred to as the Regional Travel Shed project, the Oregon Legislature adopted legislation creating the Statewide Transportation Improvement Fund (STIF). It became evident that the Regional Travel Shed project could be beneficial in meeting project and coordination requirements of the STIF program; and

WHEREAS, the Morrow County Board of Commissioners, along with the Umatilla County Board of Commissioners, held a joint work session on Wednesday, October 10, to hear from the consultant and ODOT officials about the Transit Development Strategy; and

WHEREAS, the Morrow County Board of Commissioners considered the Transit Development Strategy during their regular meeting on Wednesday, October 17, 2018, and directed staff to move forward with the necessary adopting documents; and

WHEREAS, the Morrow County Board of Commissioners accepted the Transit Development Strategy and approved it as presented with a X-X vote.

NOW THEREFORE BE IT RESOLVED THAT THE MORROW COUNTY BOARD OF COMMISSIONERS ADOPTS THE MORROW COUNTY/UMATILLA COUNTY TRANSIT DEVELOPMENT STRATEGY.

Section 1 Title of Resolution:

This Resolution shall be known, and may be cited, as the “2018 TRANSIT DEVELOPMENT STRATEGY.”

Section 2 Affected and Attached Documents:

The Morrow County/Umatilla County Transit Development Strategy.

Section 3 Findings:

The Morrow County Board of Commissioners adopt these Findings in support of the Transit Development Strategy:

- While this 2018 Transit Development Strategy was created as part of a cooperative process with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), Umatilla County and ODOT, Morrow County is adopting it by Resolution as a discreet Morrow County planning document.
- Future updates to the Transit Development Strategy may be made in cooperation with the CTUIR, Umatilla County and ODOT, but Morrow County reserves the right to amend this planning document to serve specifically Morrow County. This is done with the understanding that as a planning document in support of regional projects, the included projects may also be found in planning documents of other regional partners and should be aligned with those partners.
- The Morrow County Board of Commissioners are committed to additional planning for transit development and understand that both the Coordinated Human Services Public Transportation Plan and this Transit Development Strategy should be viewed as inputs to a future Transit Development Plan (Plan). This future Plan would be designed to inform Morrow County use of the State Transportation Fund and the Statewide Transportation Improvement Fund, and could also be an input or a part of the Morrow County Transportation System Plan.

Section 4 Effective Date:

The Morrow County Board of Commissioners desire to have this Resolution be effective upon passage in order to utilize the Morrow County/Umatilla County Transit Development Strategy and the projects outlined within in support of application for funding from the Statewide Transportation Improvement Fund.

This Resolution shall be effective immediately upon its adoption, or October 24, 2018.

ADOPTED BY THE MORROW COUNTY BOARD OF COMMISSIONERS THIS 24TH DAY OF OCTOBER 2018.

**BOARD OF COMMISSIONERS OF
MORROW COUNTY, OREGON**

Don Russell, Chair

Jim Doherty, Commissioner

Melissa Lindsay, Commissioner

Approve as to Form:

Morrow County Counsel

**Morrow
County**



**Umatilla
County**

Morrow County/Umatilla County Transit Development Strategy

Morrow County and Umatilla County

2018

Morrow County/Umatilla County Transit Development Strategy

Morrow County/Umatilla County

Prepared For:
Oregon Department of Transportation
3012 Island Avenue
La Grande, OR 97850
(541) 963-1344

Prepared By:
Kittelson & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR 97205
(503) 228-5230

Project No. 18879

2018





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ADVISORY COMMITTEE/PROJECT ASSISTANCE

The following individuals were part of the project’s advisory committee or contributed their time, expertise, and insights towards making this a better project.

Teresa Penninger, Oregon Department of Transportation
Frank Thomas, ODOT Region 5 Transit Coordinator
Carla McLane, Morrow County
Anita Pranger, The Loop
Leanne Rea, Morrow County Commissioner (retired)
Debbie Radie, Boardman Foods
Lisa Mittelsdorf, Port of Morrow
Dan Brosnan
Bob Waldher, Umatilla County
Tamra Mabbott, City of Umatilla
Laura Slater, ODOT Region 5 Transit Coordinator (former)
JD Tovey, Confederate Tribes of the Umatilla Indian Reservation
Andrea Weckmueller-Behringer, WWVMPD/SRTPO
Mandie Bates, Cayuse Technologies
Melissa Drugge, Business Oregon
Susan Bower, Eastern Oregon Business Source
Mark Morgan, City of Hermiston
Anna Harris
Teresa Ducher/Lauren Sweeny, City of Milton Freewater
Robin Philips ODOT Region 5 Transit Coordinator (former)
Angie Jones, Grant County Transportation District
Jim Doherty, Morrow County Commissioner
Marsha Hoskins, ODOT Rail and Public Transit Division

Chapter 1

Introduction



INTRODUCTION

In 2016, Morrow County and Umatilla County adopted separate Coordinated Human Services Transportation Plans. These coordinated plans are guiding documents that outline strategies for grant distributions funded by the State of Oregon's Special Transportation Fund (STF) and the Federal Transit Administration (FTA) Section 5310 program. The goal of each coordinated plan is to improve transportation programs and services for key target populations (older adults, people with disabilities, and people with low incomes) through the identification of new transit service, enhancements to existing transit programs, improvements to the marketing of transit programs, and new technology.

While each of the coordinated plans have been prepared specific to the various needs of the individual counties, it has been noted through the planning process as well as other transportation planning efforts carried out by the Oregon Department of Transportation (ODOT) that Morrow and Umatilla County are closely integrated from a transportation perspective. With a large number of jobs located in an around the Port of Morrow and a relatively low population base, Morrow County tends to import workers from Umatilla County and beyond creating a fairly significant employment-based commuting profile. With more geographically dispersed employment centers and a larger population base, Umatilla County not only imports jobs from neighboring counties, but experiences a significant amount of intra-county employment commuting to the various employment centers.

Building upon the efforts outlined in the two Coordinated Human Services Transportation Plans, the Morrow County/Umatilla County Transit Development Strategy seeks to develop a broader range of transit solutions that will better address the larger inter- and intra-county transportation needs of workforce participants, seniors, people with disabilities, and lower incomes.

The Morrow County/Umatilla County Transit Development Strategy is divided into six chapters, as outlined below:

- Chapter 1 - Introduction
- Chapter 2 - Summarizes the transit supportive demographic profiles of Morrow County and Umatilla County.
- Chapter 3 – Summarizes the employment-based commuting profiles of Morrow County and Umatilla County
- Chapter 4 - Briefly summarizes the public and private transit providers that operate in Morrow and Umatilla County.
- Chapter 5 – Identifies and evaluates the potential transit service strategies.
- Chapter 6 - Presents a set of prioritized strategies for Morrow County, Umatilla County, and the various transit service providers to improve transit accessibility within and between the two counties.

**Morrow
County**



**Umatilla
County**

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Chapter 2
Demographic Context



DEMOGRAPHIC CONTEXT

This chapter provides a demographic profile of Morrow and Umatilla County's key target populations for transit usage.

Exhibit 1 – Morrow County and Umatilla County Study Area





MORROW COUNTY/UMATILLA COUNTY POPULATION

Table 1 documents the share of population in each of the major Morrow County and Umatilla County cities relative to the total county population. As shown, Boardman is the most populous city in Morrow County while Hermiston is the most populous city in Umatilla County. As large predominately rural counties, both have a relatively high percentage of their population living in unincorporated areas.

Table 1 – Population Summary for Morrow and Umatilla County

Morrow County			Umatilla County		
City	2015 Population Estimate	%	City	2015 Population Estimate	%
Boardman	3,320	30%	Athena	1,069	1%
Heppner	1,151	10%	Echo	734	1%
Ione	255	2%	Hermiston	17,121	22%
Irrigon	2,217	20%	Milton-Freewater	7,089	9%
Lexington	189	2%	Mission	970	1%
Unincorporated	4,072	36%	Pendleton	16,882	22%
Total Morrow County	11,204	100%	Pilot Rock	1,476	2%
			Stanfield	2,241	3%
			Umatilla	6,999	9%
			Weston	723	1%
			Unincorporated	21,434	28%
			Total Umatilla County	76,738	100%

Source: 2015 American Community Survey 5-year Population Estimates

TRANSIT SUPPORTIVE DEMOGRAPHIC PROFILE

This section provides an overview of the transit supportive demographic characteristics of both counties based on data from the 2010-2015 American Community Survey (ACS) 5-year estimate dataset. This data is useful to illustrate geographic areas with concentrations of population groups that face particular mobility challenges.

Table 2 provides a “snapshot” of the presence of the four population groups of interest for Morrow County and Umatilla County: older adults (persons over 65 years old), persons with disabilities, persons in poverty, and zero car households. Compared to the entire State of Oregon, both Morrow and Umatilla County have a higher percentage of persons with some sort of disability while the percentage of zero car households is slightly lower than the state overall. Additional data for each of the major cities within the two counties are documented in the following sections.



Table 2 – County Transit Supportive Demographic Snapshot

	Total Population	% Persons Aged 65+	% Persons w/ Disabilities	% Persons in Poverty	% Zero Car Households
Oregon	3,939,233	15%	7%	10%	8%
Morrow County	11,204	14%	7%	8%	3%
Umatilla County	76,738	14%	7%	8%	8%

Source: American Community Survey 2010-2015 American Community Survey 5-year Estimates

Older Adults

Table 3 lists the percentage of the population aged 65 years and older for individual cities in both Morrow and Umatilla County. Compared to Umatilla County, Morrow County has considerably fewer adults aged 65+, but the percentage of the total population is roughly equal. Within Umatilla County, the City of Pendleton has the highest number of adults aged 65+, accounting for approximately 3% of the total county population.

Table 3 – Adults Aged 65+ by City

Morrow County				Umatilla County			
City	2015 Population Estimate Aged 65+	% of City Population	% of Morrow County Population	City	2015 Population Estimate Aged 65+	% of City Population	% of Umatilla County Population
Boardman	229	7%	2.04%	Athena	185	17%	0.24%
Heppner	247	21%	2.20%	Echo	121	16%	0.16%
Ione	63	25%	0.56%	Hermiston	1,975	12%	2.57%
Irrigon	234	11%	2.09%	Milton-Freewater	800	11%	1.04%
Lexington	45	24%	0.40%	Mission	78	8%	0.10%
Unincorporated	711	17%	6.35%	Pendleton	2,221	13%	2.89%
Total Morrow County	1,529		13.65%	Pilot Rock	189	13%	0.25%
				Stanfield	278	12%	0.36%
				Umatilla	440	6%	0.57%
				Weston	113	16%	0.15%
				Unincorporated	4,024	19%	5.24%
				Total Umatilla County	10,424		13.58%

Source: American Community Survey 2010-2015 American Community Survey 5-year Estimates



Persons with Disabilities

The definition of “disability” varies; for this project, information cited is consistent with definitions reported in the 2015 American Community Survey (ACS). The questions regarding disability on the 2015 American Community Survey remain unchanged from the 2008 ACS and include three questions with a total of six subparts with which to identify people with disabilities. The questions are as follows:

- 16a. Is this person deaf or does he/she have serious difficulty breathing? (yes/no)
- 16b. Is this person blind or does he/she have serious difficulty seeing even when wearing glasses? (yes/no)
- 17a. Because of a physical, mental, or emotional condition, does this person have serious difficulty concentrating, remembering, or making decisions? (yes/no)
- 17b. Does this person have serious difficulty walking or climbing stairs? (yes/no)
- 17c. Does this person have difficulty dressing or bathing? (yes/no)
- 18. Because of a physical, mental, or emotional condition, does this person have difficulty doing errands along such as visiting a doctor’s office or shopping? (yes/no)

Table 4 lists the number of persons who are classified as disabled for individual cities in both Morrow and Umatilla County. Within Morrow County, 14 percent of the City of Heppner’s population is classified as having some sort of disability. The City of Boardman has the highest disabled population accounting for approximately 1.5 percent of the total county population. Within Umatilla County, the City of Pendleton has the highest disabled population accounting for approximately 1.6 percent of the total county population.

Table 4 – Disabled Population by City

Morrow County				Umatilla County			
City	2015 Disabled Population Estimate	% of City Population	% of Morrow County Population	City	2015 Disabled Population Estimate	% of City Population	% of Umatilla County Population
Boardman	168	5.06%	1.50%	Athena	104	10%	0.14%
Heppner	161	13.99%	1.44%	Echo	76	10%	0.10%
Ione	20	7.84%	0.18%	Hermiston	879	5%	1.15%
Irrigon	115	5.19%	1.03%	Milton-Freewater	524	7%	0.68%
Lexington	3	1.59%	0.03%	Mission	90	9%	0.12%
Unincorporated	358	8.79%	3.20%	Pendleton	1,243	7%	1.62%
Total Morrow County	825		7.36%	Pilot Rock	142	10%	0.19%
				Stanfield	222	10%	0.29%
				Umatilla	435	6%	0.57%
				Weston	53	7%	0.07%
				Unincorporated	1,723	8%	2.25%
				Total Umatilla County	5,491		7.16%

Source: American Community Survey 2010-2015 American Community Survey 5-year Estimates



Persons in Poverty

The U.S. Census defines residents according to the Poverty Status Index, which is based on income and household size. Table 5 lists the percentages of the population in poverty for individual cities in Morrow and Umatilla County. Within Morrow County, the City of Boardman has the highest number of persons in poverty accounting for approximately 3.5 percent of the total county population. Within Umatilla County, the City of Hermiston has the highest number of persons in poverty accounting for approximately 2 percent of the total county population.

Table 5 – Persons Living in Poverty by City

Morrow County				Umatilla County			
City	2015 Population Estimate for Persons in Poverty	% of City Population	% of Morrow County Population	City	2015 Population Estimate for Persons in Poverty	% of City Population	% of Umatilla County Population
Boardman	396	12%	3.53%	Athena	125	12%	0.16%
Heppner	102	9%	0.91%	Echo	63	9%	0.08%
Ione	15	6%	0.13%	Hermiston	1,591	9%	2.07%
Irrigon	135	6%	1.20%	Milton-Freewater	1,052	15%	1.37%
Lexington	0	0%	0.00%	Mission	151	16%	0.20%
Unincorporated	239	6%	2.13%	Pendleton	1,345	8%	1.75%
Total Morrow County	887		7.92%	Pilot Rock	113	8%	0.15%
				Stanfield	151	7%	0.20%
				Umatilla	384	5%	0.50%
				Weston	28	4%	0.04%
				Unincorporated	1,196	6%	1.56%
				Total Umatilla County	6,199		8.08%

Source: American Community Survey 2010-2015 American Community Survey 5-year Estimates



Vehicle Ownership

Vehicle ownership is an indicator of mobility, as access to a vehicle is a necessity in most rural communities due to relatively limited transportation options. Approximately five and seven percent of households do not have access to a vehicle in Morrow and Umatilla Counties, respectively.

A common metric that is used to evaluate the likelihood of residents using transit is “auto insufficiency”; that is, whether there is more than one worker per vehicle available. Table 6 shows households by the number of vehicles available and by the auto insufficiency based on the reported number of workers in the household. Compared to Umatilla County, the rate of auto insufficiency is lower in Morrow County among the 0-1 worker households, but considerably higher in the 3+ worker households.

Table 6 – Workers per Household and Auto Insufficiency

Morrow County			Umatilla County		
Number of Workers	Percent of Total Households	Percent Auto Insufficient	Number of Workers	Percent of Total Households	Percent Auto Insufficient
0-1 workers	67%	6%	0-1 workers	65%	10%
2 workers	27%	10%	2 workers	30%	11%
3+ workers	6%	36%	3+ workers	6%	26%

Chapter 3

Commuting Patterns



COMMUTING PATTERNS

COMMUTING PROFILES

In addition to the transit supportive demographic profiles, it is also important to look at the employment-based commuting travel characteristics for each county. This information can be useful for identifying the number of workers who are traveling within and between the two counties to reach places of employment. Two sources of information were used to determine the employment commuting profiles for each county. The first source is the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program which provides job flow data that can be used to determine employment-based commuting profiles. The second source is a survey of major employers in Morrow and Umatilla Counties (see Table X for a list of participating employers) that was conducted as part of this project. This survey (see Exhibit 2 for a copy of the survey form) was conducted to supplement the LEHD data and provide more specific data associated with the various employment clusters that exist throughout Morrow and Umatilla County.

Exhibit 2 - Survey Form of Morrow County and Umatilla County Businesses



MORROW COUNTY/UMATILLA COUNTY TRAVEL SHED ANALYSIS BUSINESS SURVEY

Please answer the following questions to the best of your ability

- Total number of full time employees at your company _____
- Hours of operation _____
(If you operate in multiple shifts, provide hours and number of employees during each shift)

- Please provide number of employees residing in each city or zip code listed below. If the city or zip code is not listed below, please write in using one of the blank cells.

HOME CITY	HOME ZIP CODE	# OF EMPLOYEES	HOME CITY	HOME ZIP CODE	# OF EMPLOYEES
Adrian	97410		North Powder	97667	
Albion	97412		Pondreus	97681	
Arena	97414		Palm Beach	97666	
Baker City	97414		Sciofield	97675	
Boardman	97416		The Dalles	97138	
Coar	97424		Elsie	97580	
Elsie	97426		Umatilla	97882	
Elsie	97435		Elsie	97883	
Hesperia	97436		Weslaco	97866	
Hammond	97438		College Place, WA	97324	
Head River	97511		Komoxi, WA	99146	
Irone	97544		Clatsop, WA	99101	
Irwin	97444		Richland, WA	99152	
La Grande	97450		Walla Walla, WA	99162	
Levickton	97439				
Milton-Frazier	97462				
Mission	97404				
Mohave	97441				

- Does your company currently offer or organize any formal ridesharing or carpooling program for employee use? If so, please identify the program and list the number of employees who participate in the program

- If transit or ridesharing service could be expanded to Umatilla and Morrow Counties, would your company be interested in participating with future planning of these services?

Name: _____ Business: _____
Email: _____ Phone: _____

Please send your responses directly to the following individual. Thank you.

Anna Harris
Oregon Regional Solutions
541-310-0339
anna.j.harris@oregon.gov
Eastern Oregon University
233 Badgley Hall, One University Boulevard
La Grande, OR 97850

FILENAME: H:\15118879 - MORROW/UMATILLA COUNTY TRANSIT STRATEGY TASK 3/SURVEY LETTER_MC.DOCX



Table 7 – List of Survey Participants Providing Employee Zip Code Data

Mission Area Cluster	Hermiston Area Cluster
CTUIR	DuPont Pioneer Seed
Wildhorse Resort & Casino	City of Hermiston
Cayuse Technologies	River Point Farms
Pendleton Area Cluster	Hermiston School District
Keystone RV	Simmons Insurance Agency
City of Pendleton	Smitty's Ace Hardware
St Anthony Hospital	Good Shepherd Medical Center
BMCC	McNary Place
Umatilla County	Boardman Area Cluster
Pendleton School District	Boardman Foods
Interpath Laboratories	Umatilla Electric Coop
Milton-Freewater Area Cluster	Pacific Ethanol-Columbia
City of Milton-Freewater	Port of Morrow Warehousing
Les Schwab Milton-Freewater	City of Boardman
I-84/I-82/Westland Road Area Cluster	
Conagra Foods	
Hermiston Foods	

Where Workers Live

Table 8 summarizes the home county of the workers that are employed in Morrow and Umatilla County. From the LEHD data, approximately 63 percent of Morrow County’s workforce lives outside the county with the highest proportion living in Umatilla County. This data suggests that there are more jobs in Morrow County than there are workers. For Umatilla County, only 34 percent of its workforce is imported from outside the county. Table 8 also summarizes the home county of the workers employed at the surveyed businesses. While this data is less comprehensive than the LEHD, it also points out that there is a significant amount of workforce importing going on in Morrow County with the majority of that workforce living in Umatilla County.

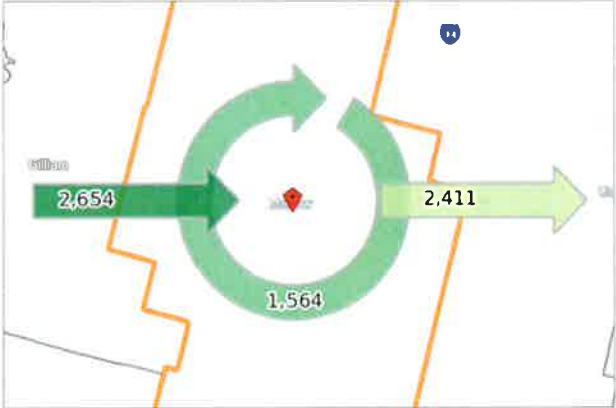
Table 8 – Where Workers Live (by County) Who Are Employed in the Selected County

Morrow County			Umatilla County		
Home County	LEHD %	Business Survey %	Home County	LEHD %	Business Survey %
Morrow County, OR	37.1%	51.72%	Umatilla County, OR	66.4%	83.4%
Umatilla County, OR	28.8%	45.38%	Walla Walla County, WA	3.7%	5.8%
Benton County, WA	5.3%	0.53%	Benton County, WA	3.7%	3.4%
Grant County, OR	4.1%	-	Morrow County, OR	3.5%	3.9%
Gilliam County, OR	2.8%	-	Union County, OR	2.7%	2.3%
Franklin County, WA	1.7%	0.5%	Multnomah County, OR	1.6%	-
Union County, OR	1.5%	-	Grant County, OR	1.5%	-
Multnomah County, OR	1.3%	-	Franklin County, WA	1.3%	0.5%
Baker County, OR	1.0%	-	Baker County, OR	1.0%	0.1%
Washington County, OR	1.0%	-	Washington County, OR	1.0%	-
All Other Locations	15.5%	2.4%	All Other Locations	13.6%	0.7%
Total All Jobs	100.0%	100.0%	Total All Jobs	100.0%	100.0%



Exhibit 3 – Morrow County Commuting Flow

Exhibit 4 – Umatilla County Commuting Flow



Source: Census on the Map LEHD



Source: Census on the Map LEHD

Similar data for select cities in each county are provided in the following Tables 9 through 11.

Table 9 - Where Workers Live (by City) Who Are Employed in the Selected County

Morrow County			Umatilla County		
Home City	LEHD %		Home City	LEHD %	
Hermiston, OR	11.5%		Pendleton, OR	18.0%	
Boardman, OR	11.0%		Hermiston, OR	15.8%	
Irrigon, OR	6.2%		Umatilla, OR	4.9%	
Umatilla, OR	5.8%		Milton-Freewater, OR	4.5%	
Heppler, OR	3.9%		Walla Walla, WA	2.1%	
Kennewick, WA	2.7%		Kennewick, WA	1.7%	
Pendleton, OR	1.6%		La Grande, OR	1.4%	
Pasco, WA	1.5%		Stanfield, OR	1.4%	
Richland, WA	1.5%		Portland, OR	1.3%	
Ione, OR	1.2%		Pilot Rock, OR	1.2%	
Lexington, OR	0.66%		Ukiah, OR	0.17%	
Unincorporated Morrow County	14.10%		Athena, OR	0.82%	
All Other Locations	38.3%		Helix, OR	0.19%	
Total All Jobs	100.0%		Echo, OR	0.57%	
			Weston, OR	0.32%	
			Adams, OR	0.19%	
			Unincorporated Umatilla County	18.32%	
			All Other Locations	27%	
			Total All Jobs	100.0%	

Source: LEHD and Survey Data



Table 10: Where Workers Live Who Are Employed in the Selected Morrow County City

City of Boardman			City of Irrigon			City of Heppner		
Home City	LEHD%	Business Survey %	Home City	LEHD %	Business Survey %	Home City	LEHD %	Business Survey %
Boardman, OR	15.7%	39.6%	Boardman, OR	10.7%	-	Heppner, OR	12.7%	-
Hermiston, OR	10.3%	33.5%	Hermiston, OR	10.7%	-	Hermiston, OR	5.7%	-
Irrigon, OR	8.5%	10.8%	Irrigon, OR	7.2%	-	Ione, OR	4.7%	-
Umatilla, OR	6.1%	8.2%	Umatilla, OR	6.4%	-	Boardman, OR	3.8%	-
Kennewick, WA	2.2%	1.3%	Kennewick, WA	4.2%	-	John Day, OR	3.0%	-
Portland, OR	1.9%	-	Richland, WA	2.2%	-	Pilot Rock, OR	2.7%	-
Pendleton, OR	1.6%	-	Heppner, OR	2.0%	-	Lexington, OR	2.5%	-
Heppner, OR	1.2%	-	Pendleton, OR	1.7%	-	Arlington, OR	2.3%	-
Richland, WA	1.2%	0.5%	Portland, OR	1.3%	-	Irrigon, OR	2.3%	-
Arlington, OR	1.0%	-	Arlington, OR	1.2%	-	Pendleton, OR	1.9%	-
All Other Locations	50.3%	6%	All Other Locations	52.5%	-	All Other Locations	58.5%	-
Total All Jobs	100.0%	100.0%	Total All Jobs	100.0 %	-	Total All Jobs	100.0 %	-
Home County	LEHD%	Business Survey %	Home County	LEHD %	Business Survey %	Home County	LEHD %	Business Survey %
Morrow County, OR	39.7%	51.72%	Morrow County, OR	35.6%	-	Morrow County, OR	43.0%	-
Umatilla County, OR	28.7%	45.38	Umatilla County, OR	28.3%	-	Umatilla County, OR	17.6%	-
Benton County, WA	4.4%	0.53%	Benton County, WA	8.4%	-	Grant County, OR	10.4%	-
Grant County, OR	3.1%	-	Grant County, OR	3.0%	-	Gilliam County, OR	5.5%	-
Gilliam County, OR	2.7%	-	Washington County, OR	3.0%	-	Wallowa County, OR	2.1%	-
Multnomah County, OR	2.7%	-	Gilliam County, OR	2.7%	-	Baker County, OR	1.9%	-
Union County, OR	1.7%	-	Multnomah County, OR	1.7%	-	Union County, OR	1.9%	-
Baker County, OR	1.2%	-	Baker County, OR	1.5%	-	Marion County, OR	1.7%	-
Clackamas County, OR	1.1%	-	Union County, OR	1.5%	-	Wasco County, OR	1.7%	-
Cowlitz County, WA	1.0%	-	Marion County, OR	1.2%	-	Wheeler County, OR	1.3%	-
All Other Locations	14.0%	2.9%	All Other Locations	13.2%	-	All Other Locations	12.9%	-
Total All Jobs	100.0%	100.0%	Total All Jobs	100.0 %	-	Total All Jobs	100.0 %	-

Source: LEHD and Survey Data



Table 11 – Where Workers Live Who Are Employed in the Selected Umatilla County City

Hermiston			Pendleton			Milton-Freewater			Umatilla		
Home City	LEHD%	Survey %	Home City	LEHD%	Survey %	Home City	LEHD%	Survey %	Home City	LEHD%	Survey %
Hermiston, OR	33.2%	76.9%	Pendleton, OR	42.7%	-	Milton-Freewater, OR	33.0%	73.9%	Hermiston, OR	21.2%	28.1%
Umatilla, OR	8.3%	8.5%	Hermiston, OR	4.5%	23.71%	Walla Walla, WA	12.1%	13.6%	Umatilla, OR	12.4%	45.0%
Pendleton, OR	3.9%	-	La Grande, OR	2.3%	4.34%	College Place, WA	4.2%	2.2%	Pendleton, OR	6.2%	2.9%
Stanfield, OR	2.0%	5.3%	Pilot Rock, OR	1.9%	16.9%	Pendleton, OR	3.3%	-	Kennewick, WA	3.5%	8.2%
Portland, OR	1.9%	-	Milton-Freewater, OR	1.6%	13.38%	Athens, OR	2.1%	-	Boardman, OR	1.7%	.6%
Kennewick, WA	1.8%	1.0%	Umatilla, OR	1.4%	3.05%	Hermiston, OR	1.4%	-	Irrigon, OR	1.6%	5.9%
Boardman, OR	1.6%	2.3%	Portland, OR	1.3%	-	Eugene, OR	1.1%	-	Pasco, WA	1.6%	.6%
La Grande, OR	1.2%	.1%	Baker City, OR	1.0%	.23%	Weston, OR	1.0%	5.7%	Stanfield, OR	1.3%	1.8%
Pasco, WA	1.1%	.6%	Kennewick, WA	0.9%	2%	Umatilla, OR	0.8%	-	Richland, WA	1.3%	1.2%
Richland, WA	1.0%	.5%	Walla Walla, WA	0.8%	6.1%	Pasco, WA	0.8%	-	Pilot Rock, OR	1.2%	-
All Other Locations	44.1%	5.5%	All Other Locations	41.5%	30.28%	All Other Locations	40.3%	4.6%	All Other Locations	48.1%	5.8%
Total All Jobs	100.0%	100.0%	Total All Jobs	100.0%	100%	Total All Jobs	100.0%	100.0%	Total All Jobs	100.0%	100.0%
Home County	LEHD%	Survey %	Home County	LEHD%	Survey %	Home County	LEHD%	Survey %	Home County	LEHD%	Survey %
Umatilla County, OR	66.5%	92.4%	Umatilla County, OR	71.2%	79.6%	Umatilla County, OR	58.1%	79.5%	Umatilla County, OR	64.0%	82.0%
Morrow County, OR	5.0%	5.6%	Union County, OR	4.2%	5.6%	Walla Walla County, WA	20.9%	15.9%	Benton County, WA	6.8%	9.4%
Benton County, WA	4.1%	1.2%	Benton County, WA	2.0%	2.9%	Lane County, OR	1.8%	-	Morrow County, OR	5.9%	6.4%
Union County, OR	2.5%	.02%	Baker County, OR	1.7%	.2%	Grant County, OR	1.6%	-	Franklin County, WA	2.0%	.6%
Multnomah County, OR	2.3%	-	Multnomah County, OR	1.7%	-	Benton County, WA	1.3%	-	Baker County, OR	1.5%	-
Franklin County, WA	1.4%	.4%	Grant County, OR	1.7%	-	Union County, OR	1.1%	-	Union County, OR	1.4%	1.2%
Washington County, OR	1.3%	-	Morrow County, OR	1.5%	3.5%	Franklin County, WA	1.1%	-	Multnomah County, OR	1.3%	-
Grant County, OR	1.3%	-	Walla Walla County, WA	1.3%	7.4%	Wasco County, OR	0.9%	-	Grant County, OR	1.3%	-
Clackamas County, OR	1.2%	-	Washington County, OR	1.1%	-	Multnomah County, OR	0.8%	-	Jefferson County, OR	1.0%	-
Marion County, OR	1.2%	-	Clackamas County, OR	1.1%	-	Baker County, OR	0.8%	-	Washington County, OR	1.0%	-
All Other Locations	13.2%	.4%	All Other Locations	12.5%	.5%	All Other Locations	11.6%	4.6%	All Other Locations	13.8%	.6%
Total All Jobs	100.0%	100.0%	Total All Jobs	100.0%	100%	Total All Jobs	100.0%	100.0%	Total All Jobs	100.0%	100.0%

Source: LEHD and Survey Data

Morrow County


Umatilla County

Exhibits 5 through 7 graphically illustrate where workers live who are employed in the selected City. This data is illustrated according to the LEHD data and the business survey data.

Exhibit 5 – Where Workers Live Who Are Employed in the City of Pendleton

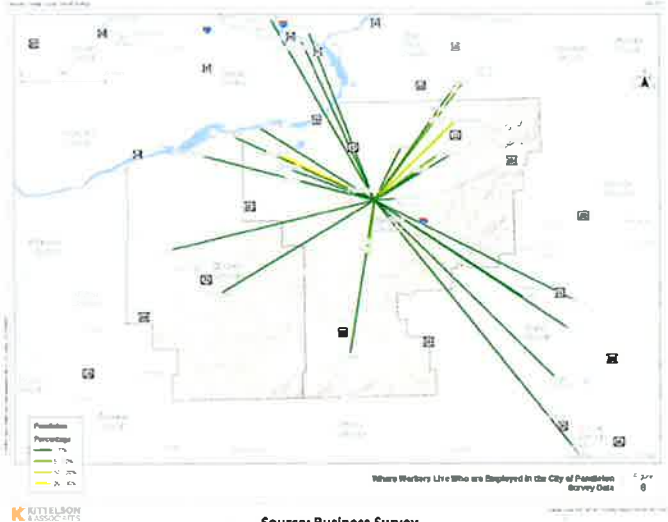
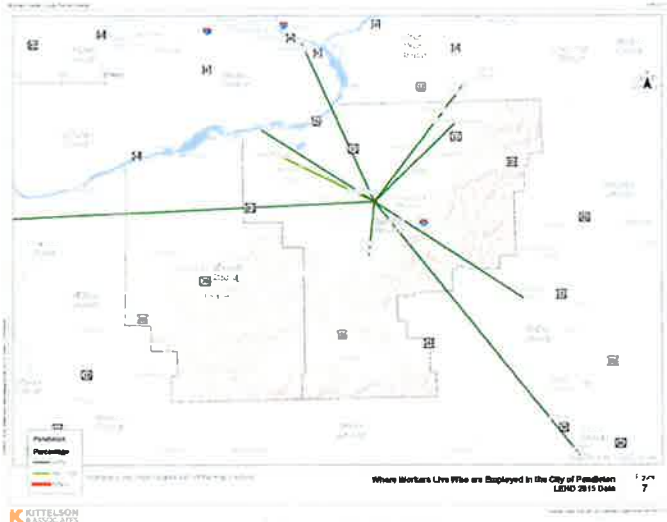




Exhibit 6 – Where Workers Live Who are Employed In the City of Hermiston

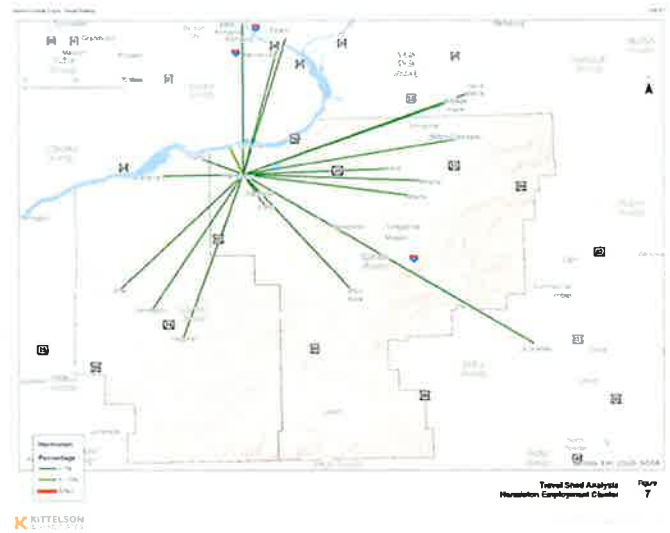
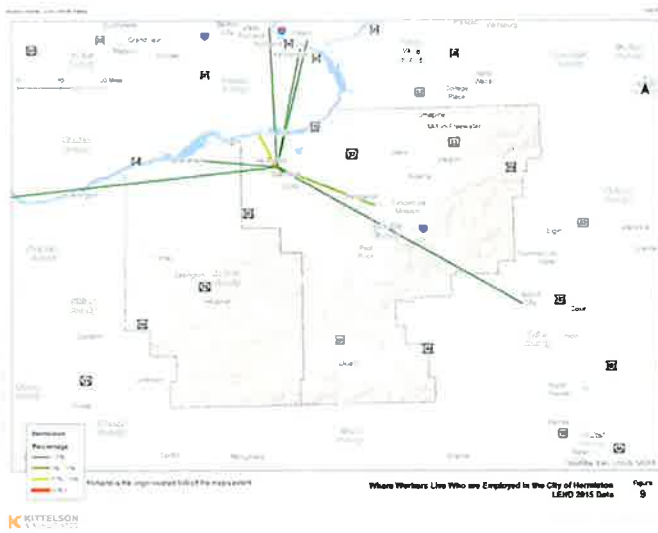
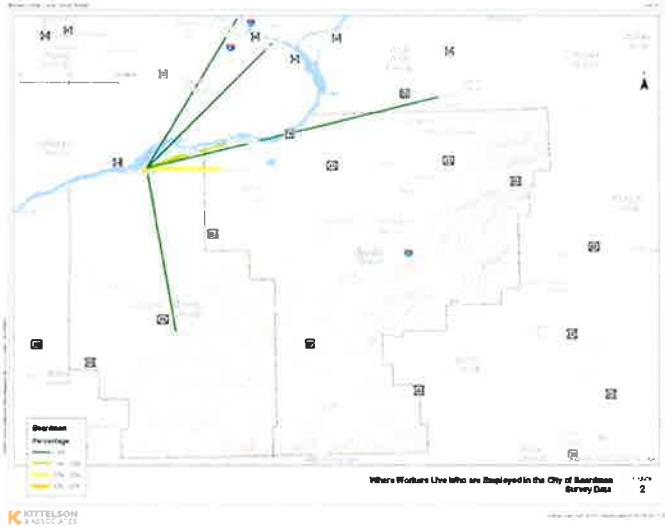
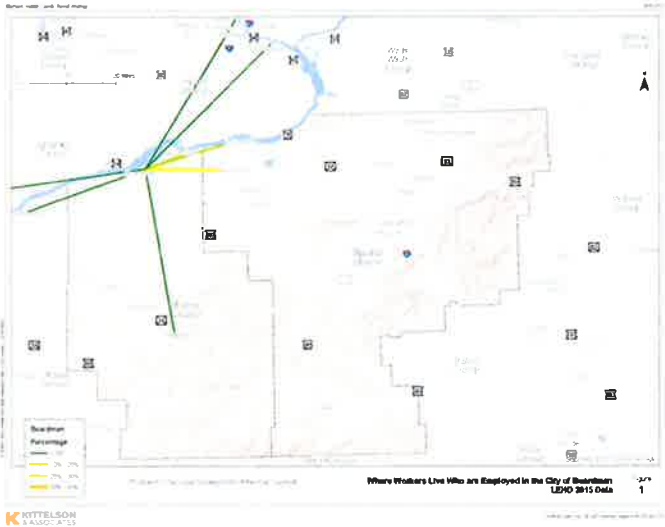




Exhibit 7 - Where Workers Live Who Are Employed in the City of Boardman



Chapter 4
Overview of Existing Public Transportation Services



OVERVIEW OF EXISTING PUBLIC TRANSPORTATION SERVICES

The section presents an overview of existing transit service in Morrow and Umatilla County. A detailed summary has been prepared as part of their respective Coordinated Human Service Public Transportation Plans. Given the level of detail and recent publication of these documents, only a short summary of transit service is provided in the following sections.

Morrow County Transit Service Overview

- The Loop
 - Free dial-a-ride service for Morrow County residents
 - Volunteer drivers
 - Coordinated by Morrow County Transportation Coordinator
- Kayak Public Transit
 - Free transit fixed route transit service
 - Operated by Confederate Tribes of the Umatilla Indian Reservation (CTUIR)
 - Serves Irrigon within Morrow County. Other service areas include Pendleton, Hermiston, Umatilla, Mission, Pilot Rock, La Grande and Walla Walls, WA.
- Client Based Service
 - Good Shepherd Health Care System
 - Medical transport to/from Good Shepherd's Hermiston medial campus
 - Serves Boardman and Irrigon (Echo, Stanfield, and Umatilla)
 - CAPECO
 - Dial a ride service for select Medicaid recipients and other individuals
 - Safe T Transport
 - For profit service select clientele in Boardman and Irrigon

Umatilla County Transit Service Overview

- Milton-Freewater Transit Service
 - Fixed route bus service and dial-a-ride service
 - Operates between Milton-Freewater and Walla Walla, WA
- Kayak Public Transit
 - Free transit fixed route transit service
 - Operated by CTUIR



- Service areas in Umatilla County include Pendleton, Hermiston, Umatilla, Mission, Pilot Rock, La Grande and Walla Walla, WA.
- Hermiston Taxi Voucher Program
 - Available to Hermiston residents who are seniors or have qualifying disabilities
- Pendleton Let'er Bus
 - Programs include senior taxi, daily van service, Elite Transit tickets, Aquatic Center transportation, Parks and Rec Interpark Transportation, Care-Ride
- Grant County People Mover
 - Fixed route bus service.
 - Two routes serve Umatilla County locations (Ukiah, Pilot Rock, Pendleton, Milton-Freewater) on their way to Walla Walla, WA
- Pilot Rock medical transport
- Ukiah medical transport
- Weston medical transport
- Client-Based Service
 - CAPECO
 - Dial a ride service for select Medicaid recipients and other individuals
 - Clearview Mediation and Disability Resource
 - Good Shepherd Health Care System
 - CareVan provides medical transportation for appointments at any affiliated medical provided with offices in Hermiston. Travels to Echo, Umatilla, Irrigon, and Boardman
 - Safe T Transport
 - Dial-a-ride service for medical and private appointments
 - Various Taxi services (Umatilla Cab and Elite Taxi)

Chapter 5
Transit Solutions Analysis

**Morrow
County**



**Umatilla
County**



TRANSIT SOLUTIONS ASSESSMENT

This chapter identifies potential transit improvements to address the existing transit and employment commuting needs.

TRANSIT NEEDS

The following list of transit needs was generated based on a review of the Morrow County and Umatilla County Coordinated Human Services Public Transportation Plans, feedback obtained from advisory committee meetings, and a review of the employment-based commuting patterns.

Transit Service

- Add transit service not just to major population centers, but to the various rural employment clusters that exist throughout Morrow and Umatilla County. Major employment clusters that should be a focus of this study include:
 - Port of Morrow
 - I-84/I-82/Westland Road interchange area
 - US 395 (south of Hermiston) industrial area
 - McNary/Port of Umatilla area
- Increase the geographic scope of fixed route transit service. Areas for consideration include:
 - City of Boardman/Port of Morrow
 - City of Arlington
 - City of Heppner/City of Lexington
 - Tri-Cities in Washington State
 - OR 11 corridor between Pendleton and Milton-Freewater/Walla Walla, WA.
- Consider the special needs of providing transit service to industrial areas and rural employment clusters.
 - Take into account employee shift patterns when considering transit service to industrial areas and employment clusters.
 - Broad service spans that accommodate the variety of work shifts that exist at many large-scale employment centers.
- Some employment clusters such as the Port of Morrow and Port of Umatilla/McNary area have a large geographic footprint. Transit service to these areas may necessitate smaller shuttle service to more efficiently serve the various businesses that are located too far from transit stops or lack adequate pedestrian facilities.



Infrastructure Needs

- Construct and integrate Park-and-Ride facilities along the I-84 corridor. Planning for Park-and-Ride facilities has already been included in the recent City of Pendleton Transportation System Plan and Mission Area Community Plan.
- Construct new pedestrian improvements to accommodate transit service in employment clusters.

Coordination and Organizational Needs

- Coordinate services that cross jurisdictional and transit provider service area boundaries.
- Coordinate services among social service agencies, senior centers, medical facilities, employers, and other organizations to share information about local transportation options, training opportunities, and other information.
- Apply technological solutions to facilitate coordination efforts.

Capital and Funding Needs

- Sustainable funding to maintain and provide for service additions and route enhancements.
- Fare subsidies for several population groups (fixed incomes, those with medical plans that don't cover transportation, for medical trips, for accompanying caregivers).

POTENTIAL TRANSIT SOLUTIONS

Projects have been developed to begin to address these transit service, infrastructure, and coordination/organizational needs. To assist in this effort, the ODOT staff used the transit planning software Remix to generate and test potential transit solutions. The following pages summarize and assess these potential solutions.



Modifications to Existing Fixed-Route Service

Several potential modifications could be considered for existing fixed-route transit service lines. The activation of additional stops along lines provided by Kayak Public Transit could significantly increase the population and jobs exposure and illustrated and summarized in Exhibit 8 and Table 12.

Exhibit 8 – Modifications to Existing Fixed-Route Service Concept

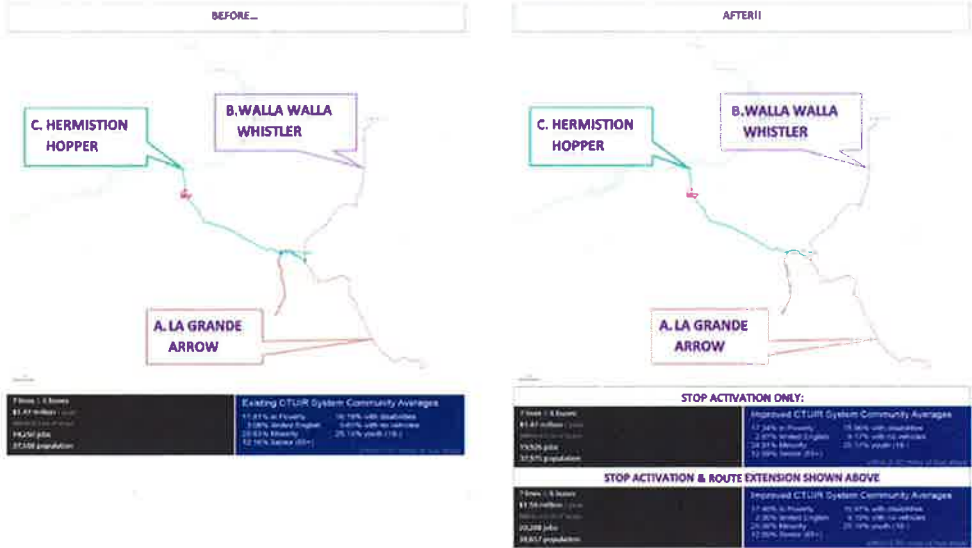


Table 12 – Assessment of Modifications to Existing Fixed-Route Service

Project	Benefit	Implementing Agency	Considerations
Activate/Increase stops along existing fixed-transit routes.	<ul style="list-style-type: none"> La Grande Arrow: Population Exposure Increase 8.3%, Jobs Exposure Increase – 2.2% Walla Walla Whistler: Population Exposure Increase 8.6%, Jobs Exposure Increase 4.1% Hermiston Hopper: Population Exposure Increase 28.9%, Jobs Exposure Increase 23.6% 	Kayak Public Transit	<ul style="list-style-type: none"> Transit lines receiving Section 53.11F funds limit the number of stops in each community to two stops which would lower the jobs and population exposure.



Develop a Fixed-Route Connection to Boardman/Port of Morrow (Option #1)

Establishing a fixed-route connection to Boardman/Port of Morrow would significantly improve the accessibility to a major employment cluster. One potential option involves the modification of Kayak's existing Hermiston Hopper line as illustrated in Exhibit 9 and Table 13.

Exhibit 9 – Fixed-Route Connection to Boardman/Port of Morrow (Option #1)

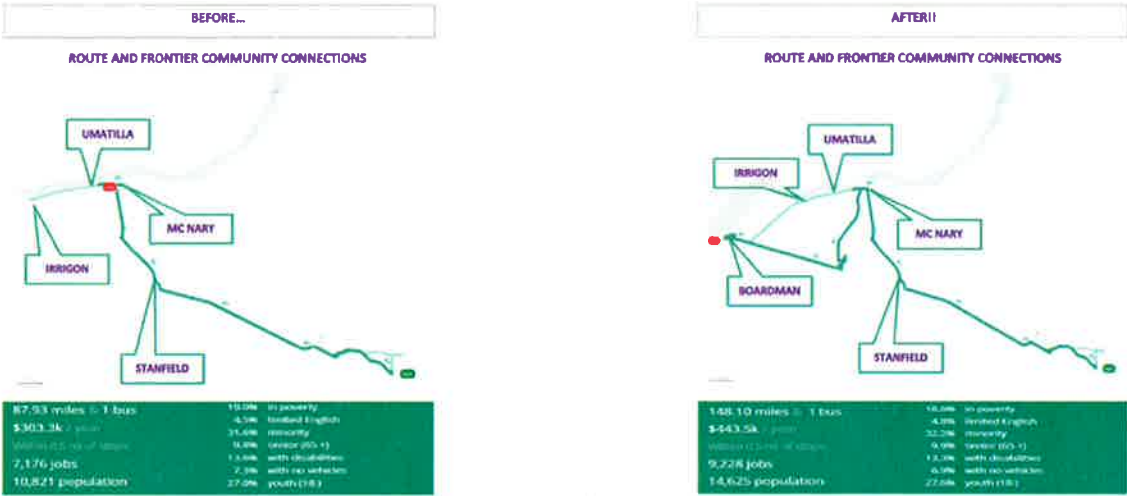


Table 13 – Assessment of Fixed-Route Connection to Boardman/Port of Morrow (Option #1)

Project	Benefit	Implementing Agency	Considerations
Develop a fixed-route connection to Boardman/Port of Morrow	<ul style="list-style-type: none"> Increases population exposure by 35% and job access by approximately 29% Route modifications could include employment clusters such as the I-84/I-82/Westland Road area. 	Kayak Public Transit	<ul style="list-style-type: none"> Would require a complete overhaul of the Hermiston Hopper. Increases the travel distance for the bus line from approximately 88 miles to 148 miles. Given this distance, a separate route may be more efficient.



Develop a Fixed-Route Connection to Boardman/Port of Morrow (Option #2)

A second option for establishing a fixed-route Boardman/Port of Morrow Connection would involve a completely new route that would loop along the I-84, US 730, and US 395 corridors. This option is illustrated in Exhibit 10 and summarized in Table 13.

Exhibit 10 - Fixed-Route Connection to Boardman/Port of Morrow (Option #2)

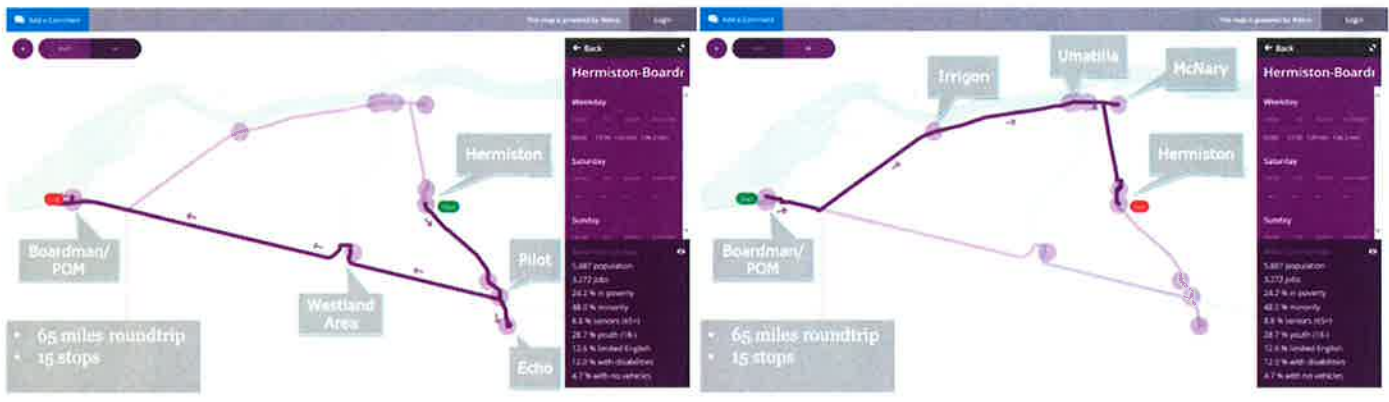


Table 14 - Assessment of Fixed-Route Connection to Boardman/Port of Morrow (Option #2)

Project	Benefit	Implementing Agency	Considerations
Develop a fixed-route connection to Boardman/Port of Morrow	<ul style="list-style-type: none"> Does not require modification of established routes (Hermiston Hopper) Route would hit three major employment clusters (South Hermiston Industrial area, I-84/I-82/Westland Road, Port of Morrow) 	Kayak Public Transit Port of Morrow	<ul style="list-style-type: none"> Would require new bus infrastructure 65-mile loop. Not as easy/convenient to get from Irrigon to Port of Morrow.



Small Modifications to The Loop

Establishing a fixed-route connection to Boardman/Port of Morrow would significantly improve the accessibility to a major employment cluster. One potential option involves the modification of the existing Kayak Hermiston Hopper line as illustrated in Exhibit 11 and Table 15.

Exhibit 11 – Small Modifications to The Loop Concept

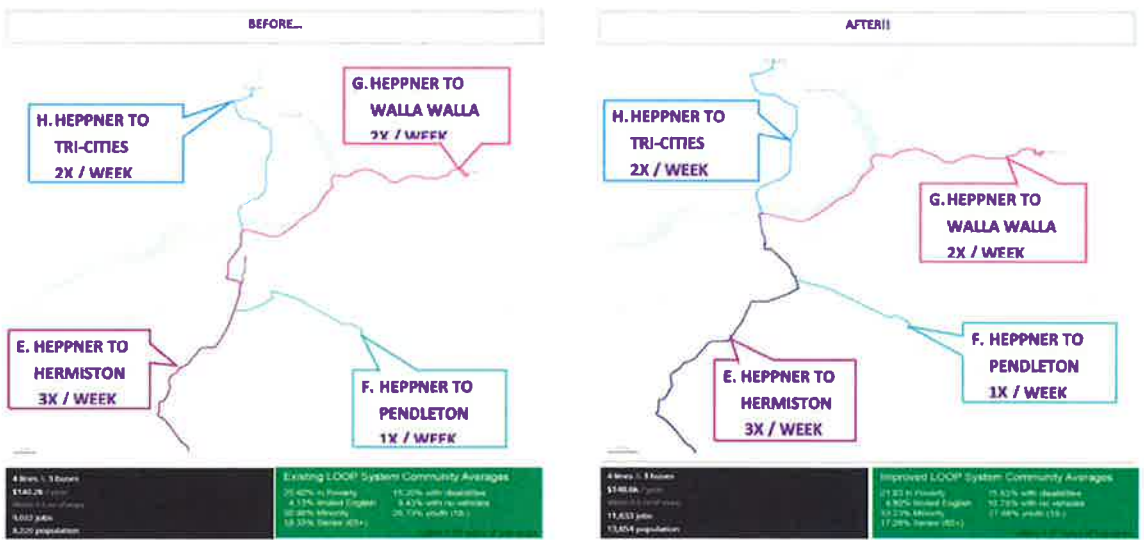


Table 15 – Assessment of Small Modifications to The Loop

Project	Benefit	Implementing Agency	Considerations
Modifications to existing weekly The Loop medical commitment runs that incorporate other communities	<ul style="list-style-type: none"> Takes advantage of existing weekly medical appointment runs by incorporating other communities along the way such as Echo, Stanfield and Good Shepherd Medical Center in Hermiston. 	The Loop	<ul style="list-style-type: none"> Would increase the cost by approximately \$8,000 per year. Dependent upon weekly medical appointments by others.



Modifications to Grant County People Mover

East Umatilla County could also benefit from expanded transit coverage. The activation of additional stops along the Prairie City to Walla Walla line by the Grand County People Mover could significantly increase the population and jobs exposure and illustrated and summarized in Exhibit 12 and Table 16.

Exhibit 12 – Modifications to Grant County People Mover Concept

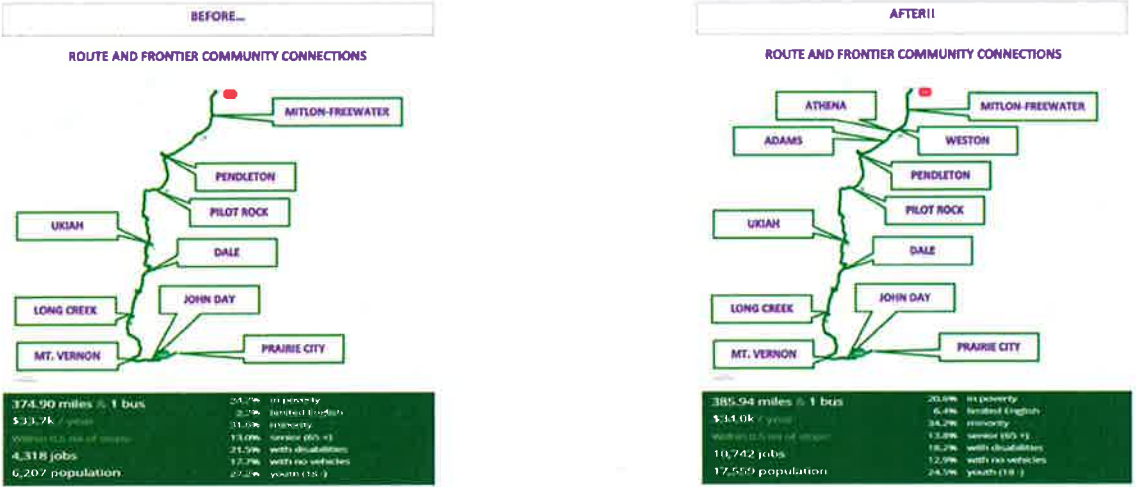


Table 16 – Assessment of Modifications to Grant County People Mover

Project	Benefit	Implementing Agency	Considerations
Activate/increase stops along existing route	<ul style="list-style-type: none"> New stops could be provided in Pendleton (various locations, Adams, Athena, and Weston). 	Grant County People Mover	<ul style="list-style-type: none"> Route only runs once a week and is not a local priority for expansion under HB 2017. Could be seen as a feeder service that supplies passengers to other fixed route lines to Walla Walla.



Arlington to Boardman/Port of Morrow Connection

Morrow County lacks any kind of transit service east of Boardman along the I-84 corridor. A new transit line connecting the City of Arlington to Boardman/Port of Morrow would significantly improve access to the employment cluster at the Port of Morrow as summarized in Exhibit 13 and Table 17.

Exhibit 13 – Arlington to Boardman/Port of Morrow Connection Concept



Table 17 – Assessment of Boardman/Port of Morrow Connection

Project	Benefit	Implementing Agency	Considerations
New transit service between Arlington and Boardman/Port of Morrow	<ul style="list-style-type: none"> Regional transit connection. Increases access to jobs for an area that has been auto dependent. Reduces commuting costs and environmental impacts. 	The Loop	<ul style="list-style-type: none"> Will need to work with Port of Morrow employers to identify optimal service times based on employment shift hours.



Heppner – Boardman Connector

A new transit line connecting the City of Heppner and City of Lexington to Boardman/Port of Morrow would significantly improve access to the employment cluster at the Port of Morrow as summarized in Exhibit 14 and Table 18.

Exhibit 14 – Heppner-Boardman Connector Concept

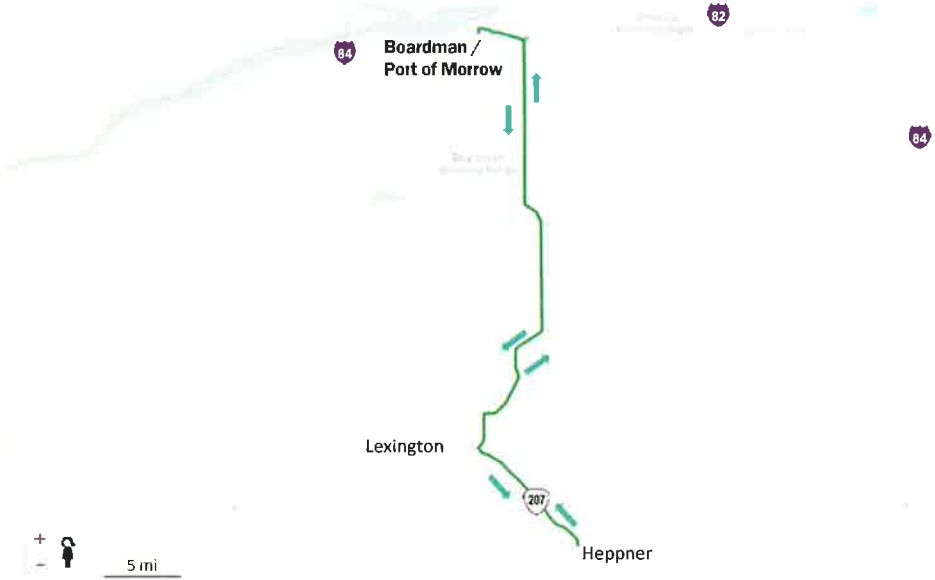


Table 18 – Assessment of Heppner-Boardman Connector

Project	Benefit	Implementing Agency	Considerations
New transit service between Heppner and Boardman/Port of Morrow	<ul style="list-style-type: none"> Regional transit connection. Increases access to jobs for an area that has been auto dependent. Reduces commuting costs and environmental impacts. 	The Loop	<ul style="list-style-type: none"> Will need to work with Port of Morrow employers to identify optimal service times based on employment shift hours.



Pendleton – Kennewick Connector

Reestablishing a connection to the Tri-Cities area in Washington State will significantly improve regional mobility and accessibility to jobs and services. One potential concept is illustrated in Exhibit 15 and Table 19.

Exhibit 15 – Pendleton – Kennewick Connector Concept

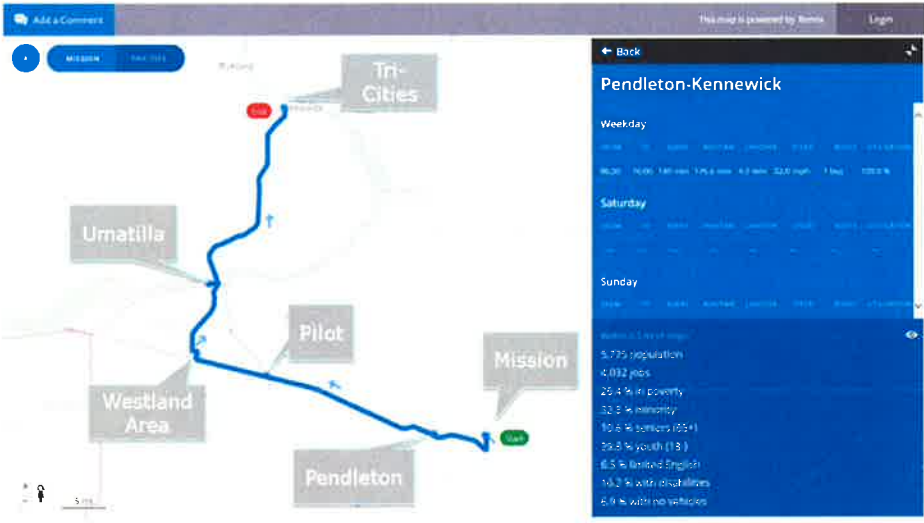


Table 19 – Assessment of Pendleton – Kennewick Connector

Project	Benefit	Implementing Agency	Considerations
Reestablishment of fixed-route transit service between Kennewick and Pendleton/Mission area	<ul style="list-style-type: none"> Reestablishes an inter-state transit connection. Links the two largest metropolitan areas in eastern Washington and eastern Oregon. Coupled with the Hermiston-Boardman Connector, increases access to jobs and services. 	Kayak Public Transit	<ul style="list-style-type: none"> Work with CTUIR, City of Pendleton, City of Stanfield, City of Umatilla, and City of Kennewick to identify specific local route and stop locations that will maximize rider convenience. Coordinate service with proposed Hermiston-Boardman Connector and existing Kayak routes.



Park-n-Ride Locations

The establishment of a network of Park-n-Ride locations along the major freeway corridors as summarized in Exhibit 16 and Table 20 could provide a more formal and structured opportunity for commuters to use regional fixed transit lines.

Exhibit 16 – Park-n-Ride Locations Concept

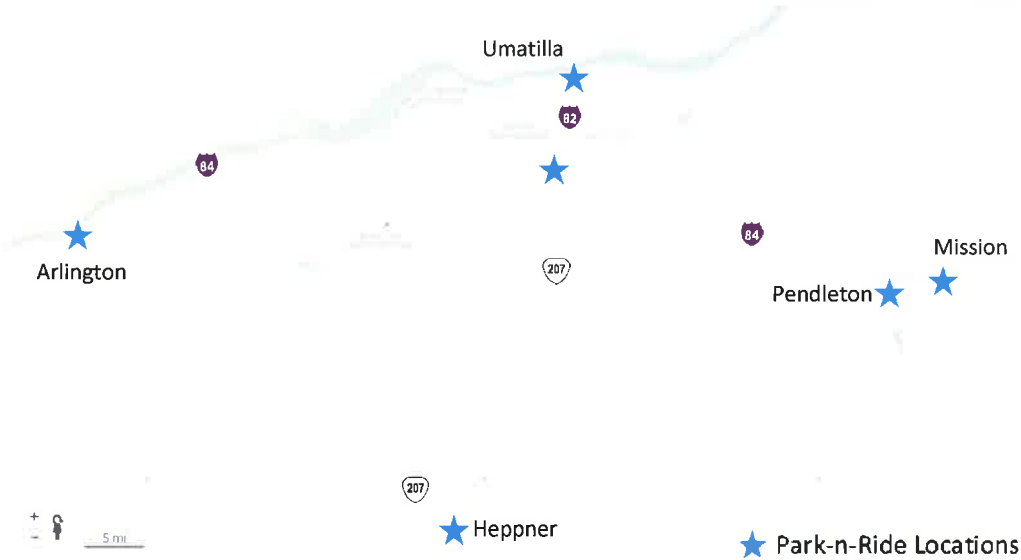


Table 20 – Assessment of Park-n-Ride Locations

Project	Benefit	Implementing Agency	Considerations
Establish formal Park-n-Ride locations	<ul style="list-style-type: none"> Provides a more formal and structured opportunity for commuters to use regional fixed route transit lines for employment commuting. Reduces commuting costs, congestion, and environmental impacts 	Arlington, Heppner, Umatilla, Mission/CTUIR, Pendleton, Umatilla County	<ul style="list-style-type: none"> Park-n-Ride facilities are currently identified in the CTUIR, Pendleton, and Heppner Transportation System Plans. Work with these jurisdictions to accelerate the design/implementation of the park-n-ride facilities.

**Morrow
County**



**Umatilla
County**

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Chapter 6
Priorities and Strategies



TRANSIT DEVELOPMENT STRATEGIES

This chapter presents an overview of new transit development strategies to improve transit-based circulation within and amongst both Morrow County and Umatilla County. The strategies were generated with input from the technical advisory committee, the existing Morrow and Umatilla County Coordinated Plans, and analysis generated by the project team to address the regional transit needs.

The strategies presented below are intended to address transit needs for the larger region's employment-based commuters as well as the transit-dependent population. This is an important element of the Plan as it provides an opportunity to document regional service priorities as well as to identify lead entities responsible to implement them. Table 21 summarizes the specific transit development strategies while the following project sheets provide a detailed overview and graphical summary.



Table 21 – Transit Development Strategy Summary

Project	Benefit	Potential Implementing Agency ¹	Time Frame	Priority	Annual Operating Cost
New Transit Service Strategies					
Arlington-Boardman-Port of Morrow Connector	<ul style="list-style-type: none"> Regional transit connection. Increases access to jobs for an area that has been auto dependent. Reduces commuting costs and environmental impacts. 	Morrow County / The Loop, or other service provider	Long-Term	Medium	\$100k-\$150k
Heppler-Boardman Connector	<ul style="list-style-type: none"> Provides fixed-route transit service to auto-dependent southern Morrow County. Increases access to jobs. Reduces commuting costs and environmental impacts. 	Morrow County, The Loop, or other service provider	Near-Term	High	\$150k-\$200k
Hermiston-Boardman Connector	<ul style="list-style-type: none"> Directly links the Umatilla County to Morrow County and the major employment clusters that exist along portions of the US 730, US 395, and I-84 corridors. Better integrates the Cities of Irrigon, Umatilla, Hermiston, Stanfield, and Echo to the regional employment base. Improves regional commuting for jobs and services. 	Kayak or other service provider	Near-Term	High	\$250-\$350k
Port of Morrow Circulator	<ul style="list-style-type: none"> Provides localized service within the Port of Morrow. Improves access to businesses that are not centrally located within the Port of Morrow. 	The Loop / Port of Morrow or other service provider	Near-Term	High	\$150k-\$200k
Pendleton-Kennewick Connector	<ul style="list-style-type: none"> Reestablishes an inter-state transit connection. Links the two largest metropolitan areas in eastern Washington and eastern Oregon. Coupled with the Hermiston-Boardman Connector, increases access to jobs and services. 	Kayak or other service provider	Near-Term	High	\$300k-\$350k
Expanded Transit Service Strategies					
The Loop – Route Modification	<ul style="list-style-type: none"> With increased frequency, can be used for jobs access. 	The Loop	Mid-Term	Medium	\$150k-\$200k
Grant County People Mover – Increased Frequency	<ul style="list-style-type: none"> Would provide access to existing regional fixed transit routes in Walla Walla and Pendleton 	Grant County People Mover	Mid-Term	Medium	\$300
Infrastructure Strategies					
Park-N-Ride	<ul style="list-style-type: none"> Reduces commuting costs, congestion, and environmental impacts for some commuters. Provides a formal and structured opportunity to use regional fixed-route transit. 	Various City Partners	Long-Term	Low	<\$50k per Park-N-Ride
Coordination Strategies					
Create and/or maintain a Transit Coordinator Position	<ul style="list-style-type: none"> Identifies transit funding opportunities. Writes grants for new transit funding opportunities. Ensures better regional transit coordination. 	Morrow County and Umatilla County	Near-Term	High	<\$100k
Form and maintain appropriate Advisory Committees	<ul style="list-style-type: none"> Assesses and disperses transit funding. Ensures better County-wide participation in transit decision making. 	Morrow County and Umatilla County	Near-Term	High	<\$50k

¹ Transit providers listed are preliminary and based on current service characteristics/trends. Formal implementation details would be determined based on the interests of local transit service providers and funding availability.



Arlington-Boardman-Port of Morrow Connector

Description: Add a weekday fixed-route bus line connecting the City of Arlington to the City of Boardman/Port of Morrow (POM). Route would be 57-miles roundtrip and would travel along the I-84 corridor.

Benefit: Provides a regional transit connection for work-based commutes to/from the City of Arlington to a major employment cluster at the Port of Morrow. Reduces commuting costs and environmental impacts.

Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
525	396	30%	54.9%	7.6%	14.2%	2.5%	30.8%

Action Items:

- Secure funding and infrastructure needed to begin a new fixed route transit line.
- Work with the Cities of Arlington, Boardman, and Port of Morrow to identify specific route and stop locations that will maximize rider convenience.
- Work with Port of Morrow employers to identify optimal service times based on employment shift hours.

Cost: \$100-
\$150k

Time Frame: Long-Term

Priority: Medium

Consistent with Morrow County Coordinated Human Services Plan?: Yes

Implementing Agency: Morrow County / The Loop or other service provider

Project Partners: Morrow County, City of Arlington, City of Boardman, Port of Morrow

Conceptual Route Details:

Route Details:

- 57 miles roundtrip
- 7 stops
- 8 Daily trips



Map Source: Remix



Heppner-Boardman Connector

Description: Add a weekday fixed-route bus line connecting the Cities of Heppner and Lexington to the City of Boardman/Port of Morrow (POM). Route would be 87-miles roundtrip and would travel along Highway 207, Bombing Range Road, and I-84.

Benefit: Provides a regional transit connection that better links the major population centers of south Morrow County to the major employment clusters in north Morrow County.

Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
527	396	29.9%	54.7%	7.6%	14.2%	2.5%	30.8%

- Action Items:**
- Secure funding and infrastructure needed to begin a new fixed route transit line.
 - Work with the Cities of Heppner, Lexington, Boardman, and Port of Morrow to identify specific route and stop locations that will maximize rider convenience.
 - Work with Port of Morrow employers to identify optimal service times based on employment shift hours.

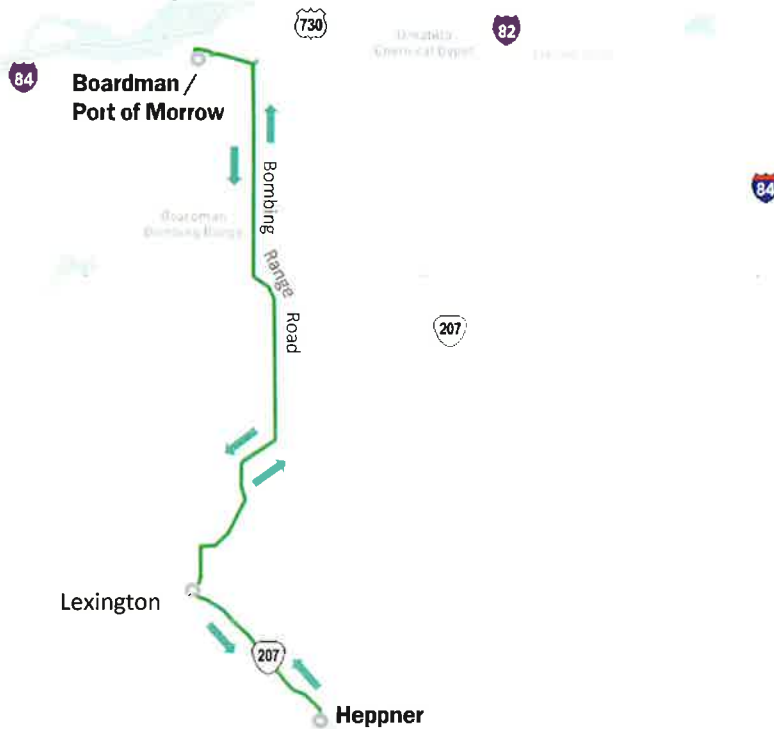
Cost: \$150-\$200k **Time Frame:** Near-Term **Priority:** High **Consistent with Morrow County Coordinated Human Services Plan?:** Yes

Implementing Agency: Morrow County / The Loop or other service provider

Project Partners: Morrow County, City of Heppner, City of Lexington, Port of Morrow, City of Boardman

Conceptual Route Details:

Route Details:
 - 87 miles roundtrip
 - 10 stops
 - 8 trips



Map Source: Remix



Hermiston-Boardman Connector

Description: Add weekday fixed-route bus lines connecting the Cities of Hermiston, Stanfield, Echo, the Westland Road employment cluster, Port of Morrow, Boardman, Irrigon, Umatilla, and McNary. Route A would connect Hermiston to Boardman via the US 395/US 730 corridors. Route B would connect Hermiston to Boardman via the US 395/I-84 corridors.

Benefit: Links the Cities of Boardman, Irrigon, Umatilla, Hermiston, Stanfield, and Echo to employment clusters at the Port of Morrow and other employment clusters near the cities of Hermiston and Umatilla.

Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
5,887	3,272	24.2%	48%	8.8%	12%	4.7%	28.7%

- Action Items:**
- Integrate with or phase out existing fixed-route service in Hermiston such as the Hermiston Hopper.
 - Work with the Cities of Hermiston, Stanfield, Echo, Port of Morrow, Boardman, Irrigon, and Umatilla to identify specific stop locations that will maximize rider convenience and provide the pedestrian accessibility.
 - Work with Port of Morrow employers and other major employers to identify optimal service times based on employment shift hours. Explore the possibility of a companion shuttle route within the Port of Morrow to provide localized service to major employers.
 - Incorporate planned regional park-n-ride locations as they are implemented.

Cost: \$250-\$350k **Time Frame:** Near-Term **Priority:** High **Consistent with Morrow/Umatilla County Coordinated Human Services Plans?:** Yes

Implementing Agency: Kayak or other service provider

Project Partners: The Loop, City of Hermiston, City of Stanfield City of Echo, Port of Morrow, City of Boardman, City of Irrigon, City of Umatilla, McNary/Port of Umatilla

Conceptual Route Details:





Port of Morrow Circulator

Description: Add a shuttle van that will circulate amongst the various business located throughout the Port of Morrow. The shuttle van will complement the regional fixed route transit lines from Arlington, Heppner, and Hermiston/Umatilla County.

Benefit: Will provide more localized service to the various Port of Morrow businesses not located within a close or safe walking distance from the regional fixed route transit stop(s).

Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
-	2,000+	-	-	-	-	-	-

- Action Items:**
- Secure funding and infrastructure to accommodate a shuttle van.
 - Work with the Port of Morrow to investigate the need for expanded pedestrian infrastructure.
 - Work interested employers to develop on-site transit stops that are convenient and accessible to business entrances/security gates.

Cost: \$150-
\$200k

Time Frame: Long-Term

Priority: Low

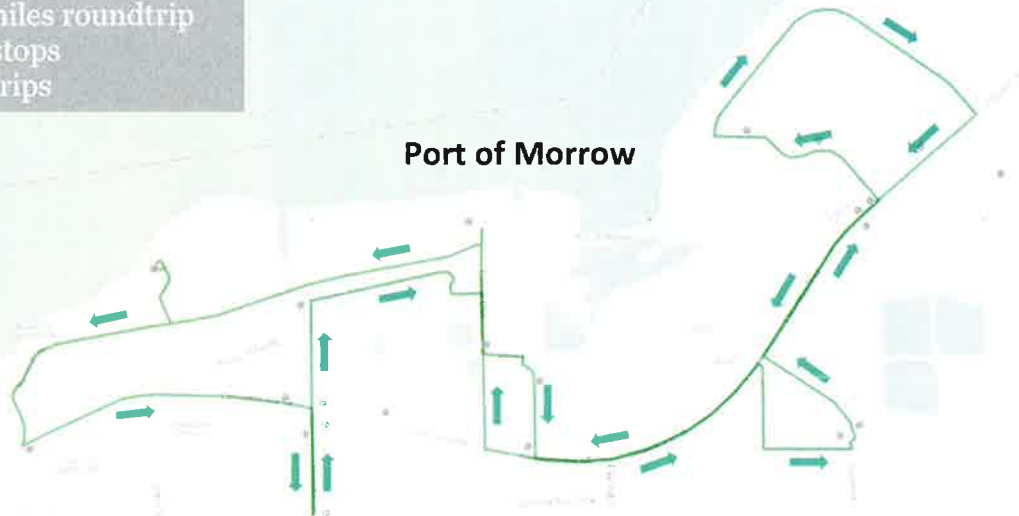
Consistent with Umatilla County Coordinated Human Services Plan?: Yes

Implementing Agency: The Loop, Port of Morrow, or other service provider

Project Partners: Morrow County and Port of Morrow Businesses

Conceptual Route Details:

- Route Details:**
- 11 miles roundtrip
 - 34 stops
 - 56 trips



Map Source: Remix



Pendleton-Kennewick Connector

Description: Add a weekday fixed-route bus line connecting Mission, City of Pendleton, City of Umatilla, and City of Kennewick. Route would be 153-miles roundtrip and would primarily travel along I-84 and I-82. Stops would include Mission, Pendleton, Stanfield, Westland Road employment cluster, Umatilla, Kennewick

Benefit: Provides an inter-state transit connection that addresses a significant gap in the regional transit coverage between the Tri-Cities area in Washington and the two largest population centers in eastern Oregon.

Transit Dependent Population Within ½ Mile of Route Stops

Population Served 5,775	Jobs 4,032	% in Poverty 26.4%	% Minority 32.8%	% Aged 65+ 10.6%	% with Disability 16.2%	% with No Vehicle 6.9%	% Youth <18 29.8%
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- Action Items:**
- Work with CTUIR, City of Pendleton, City of Stanfield, City of Umatilla, and City of Kennewick to identify specific local route and stop locations that will maximize rider convenience.
 - Coordinate service with proposed Hermiston-Boardman Connector and existing Kayak routes.
 - Work with major employers in the Westland Road employment cluster to identify optimal service times based on employment shift hours.

Cost: \$300-\$350k **Time Frame:** Near-Term **Priority:** High **Consistent with Umatilla County Coordinated Human Services Plan?:** Yes

Implementing Agency: Kayak or other service provider

Project Partners: CTUIR, City of Pendleton, City of Umatilla, City of Kennewick

Conceptual Route Details:





The Loop – Route Modification and Increased Frequency

Description: Modify the travel routes of existing demand-responsive trips to incorporate nearby population centers such as the Cities of Echo, Stanfield, Umatilla/McNary. Increase the frequency of trips from Heppner to Hermiston from three times per week to five times per week.

Benefit: Takes advantage of existing and consistent weekly medical appointments. Shared capacity along with increased frequency can then be used for potential jobs access and reverse commuting.

Increased Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
+5,434	+2,611	+1.43%	2.25%	1.05%	0.43%	1.35%	1.15%

Action Items:

- Secure funding to formally staff and develop modified route plans.

Cost: \$150-
\$200k

Time Frame: Mid-Term

Priority: Medium

Consistent with Morrow/Umatilla County Coordinated Human Services Plan?: Yes

Implementing Agency: Morrow County / The Loop

Project Partners: Morrow County, City of Echo, City of Stanfield

Conceptual Route Details:





Regional Park-n-Ride

Description: Formally develop and incorporate regional park-n-ride facilities.

Benefit: Provides a more formal and structured opportunity for commuters to use regional fixed route transit lines for employment commuting. Reduces commuting costs, congestion, and environmental impacts.

Increased Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
-	-	-	-	-	-	-	-

Action Items:

- Park-n-Ride facilities are currently identified in the CTUIR, Pendleton, and Heppner Transportation System Plans. Work with these jurisdictions to accelerate the design/implementation of the park-n-ride facilities
- Work with the City of Arlington, City of Umatilla, and Umatilla County to acquire land or agreements with land owners for the development of formal park-n-ride facilities.
- Work with transit providers to incorporate park-n-ride locations into fixed bus routes.

Cost: Varies **Time Frame:** Mid-Term **Priority:** Medium **Consistent with Morrow/Umatilla County Coordinated Human Services Plan?:** No

Implementing Agency: CTUIR, City of Pendleton, City of Heppner, City of Arlington, City of Umatilla, Umatilla County

Project Partners: The Loop, Kayak, other service providers

Project Location/Images:



★ Potential Park-n-Ride Locations

Map Source: Remix



Grant County People Mover Increased Frequency

Description: Modify the route to include the inclusion of communities/major attractions already in route such as Pendleton (Saint Anthony Hospital, Safeway), Adams Post Office, Athena Post Office, Weston Post Office, and Walla Walla (Walmart, Andy's Market, Walla Walla Transfer Center, Saint Mary's Hospital)

Benefit: Since this route only runs one day per week, these improvements do not represent a viable line for daily job access. It would be better suited to feeder access supplying access to existing fixed-service.

Increased Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
+11,352	+6,424	+4.1%	2.6%	0.8%	3.3%	4.8%	2.7%

Action Items:

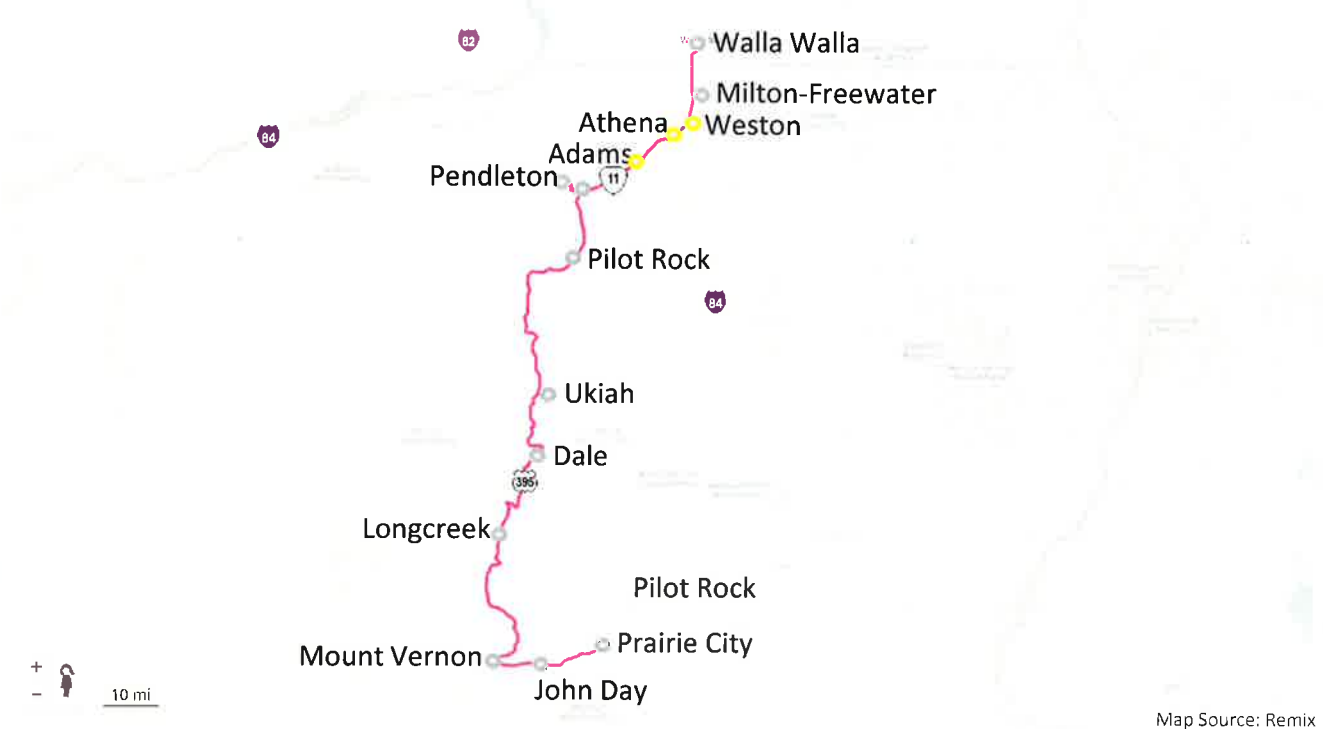
- Secure funding to formally staff and develop modified route plans.

Cost: \$300k **Time Frame:** Mid-Term **Priority:** Medium **Consistent with Umatilla County Coordinated Human Services Plan?:** Yes

Implementing Agency: Grant County People Mover

Project Partners: Kayak, City of Pendleton, City of Athena, City of Weston, City of Walla Walla

Conceptual Route Details:



Map Source: Remix



Create or Maintain a Transportation Coordinator Position

Description: Create or maintain a county-wide transportation coordinator position that will be responsible for identifying transit funding opportunities, writing funding grants, and coordinating opportunities to enhance regional transit connections.

Benefit: Ensures better local and regional transit coordination.

Increased Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
-	-	-	-	-	-	-	-

Action Items:

- Maintain or secure funding to staff the transportation coordinator position.

Cost: <\$100k **Time Frame:** Near-Term **Priority:** High **Consistent with Umatilla County Coordinated Human Services Plan?:** Yes

Implementing Agency: Morrow County and Umatilla County

Project Partners: -

Form or Maintain Appropriate Advisory Committees

Description: Assesses and disperses transit funding.

Benefit: Ensures better County-wide participation in transit decision making.

Increased Transit Dependent Population Within ½ Mile of Route Stops

Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
-	-	-	-	-	-	-	-

Action Items:

- Form or maintain appropriate advisory committees

Cost: <\$50k **Time Frame:** Near-Term **Priority:** High **Consistent with Umatilla County Coordinated Human Services Plan?:** Yes

Implementing Agency: Morrow County and Umatilla County

Project Partners: -

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

This is a follow up to a work session discussion August 22, 2018, concerning several roads in and around Boardman. The Port of Morrow has requested that Morrow County consider transferring certain roads to the City of Boardman and others to the Port of Morrow. Both Planning and Public Works Directors have been supportive of this request, but wanted to be sure that adequate research was done to accomplish this correctly. Having met with Port of Morrow staff on two occasions it is appropriate to bring the Board of Commissioners up to date. After this update the next step will be to draft the necessary Orders to accomplish the requested road authority transfers.

See the included update memorandum for a summary of the requested transfers and current thinking. While Resolutions are often referred to, the final instruments may likely be Orders.

2. FISCAL IMPACT:

Not at this time.

3. SUGGESTED ACTION(S)/MOTION(S):

While probably not required, both the Planning and Public Works Directors would suggest the following motion: I move, based on this update, to direct the Morrow County Public Works Director and Planning Director to continue work with the Port of Morrow and City of Boardman representatives to draft the necessary Orders or Resolutions for the transfer of roads in the Boardman area, bringing those Orders or Resolutions before the Board after securing County Counsel approval.

Attach additional background documentation as needed.



PUBLIC WORKS DEPARTMENT

Airport General Maintenance Road Department Parks Transfer Stations

365 W. Highway 74
P.O. Box 428
Lexington, OR. 97839
Phone: (541) 989-9500
Fax: (541) 989-8352

Matt Scrivner
Public Works Director

Sandi Putman
Management Asst.

Eric Imes
Asst. Road Master

Kirsti Cason
Administrative Asst.

Proposed County Road Authority Transfer:

1) Columbia Avenue, from Olson Road East and Northeasterly to the South Boundary of the Union Pacific Railroad Mainline Right of Way. Authority to the City of Boardman.

Resolution to transfer right of way or authority to City of Boardman after doing more research into the exact details of how Morrow County acquired road.

2) Columbia Avenue, from the South boundary of the Union Pacific Railroad mainline Right of Way, Northeasterly to the North Line of Section 31, T.5N, R.26E, AKA full Boundary of the Umatilla National Wildlife Area. Authority to the Port of Morrow.

Resolution to transfer right of way or authority to Port of Morrow after doing more research into the exact details of how Morrow County acquired road.

3) Industrial Way, from the boundary of the Port of Morrow Food Processing Park Plat East to the intersection with Columbia Avenue. Authority to the Port of Morrow.

After review of documents, there was a motion made on 6-1-1994 declaring an intent to vacate a portion of County road in section 10 & 11. Resolution and Order RO-3-94 declared an intent to vacate said road. R-40-95 was a resolution of initiating process for relinquishing jurisdiction over county road. R-20-2012 was a resolution rescinding R0-3-94 because the current Public Works and Planning Directors can find no evidence that the road in question is a county road. We are still looking back beyond 1994 to locate any documents to prove ownership in this road. At this point we feel there is not any proof that it was a county road and therefore a Resolution to relinquish any County interest in this road is the appropriate action to take.

4) Rippee Road, from the intersection of Columbia Avenue Southeast and South to the North Boundary of that portion of Rippee Road vacated by Order OR-2014-3. Authority to the Port of Morrow.

Resolution, or other appropriate instrument, to transfer right of way or authority to the Port of Morrow. Research continues, but will be completed by the time of Board action.

5) Lindsay Way, all that portion remaining in Section 10, T.4N, R.25E. after vacation Order OR-2013-06. Authority to the Port of Morrow.

After review of documents it is our belief that Lindsay Way is part of Industrial way and would be taken care of in the Resolution mentioned above in #3 Industrial Way.

6) Laurel Road, from the North Boundary of the Port of Morrow/I84 interchange to Columbia Avenue. Authority to the City of Boardman.

After review of documents it has been determined that this portion of Laurel lane is included in the easement of Columbia Avenue and would be taken care of in the Resolution mentioned above in #1 Columbia Avenue.

7) After Researching the history of this portion of Morrow County and working with the City of Boardman and Port of Morrow it is our recommendation that after finishing the above mentioned (4) Resolutions that there is a fifth resolution with a detailed map that will relinquish any interest of Morrow County in the roads north of I84 and give all authority to either the City of Boardman and the Port of Morrow as detailed on a map to be developed as per city and port boundaries.

Matt Scrivner, Morrow County Public Works Director
Carla McLane, Morrow County Planning Director
Ron McKinnis, Port of Morrow Engineer, Agent for City of Boardman



Matt Scrivner
Morrow County Public Works Director
365 W. Hwy. 74, P.O. Box 428
Lexington, Oregon 97839

August 15, 2018

Matt,

Acting as an agent for both the Port of Morrow and the City of Boardman, I hereby formally request Transfer of Authority for various County Roads located within the Port of Morrow and the City of Boardman. For your convenience, I have attached both the Description and a Map that addresses each County Road and the associated Authority it will be transferred to. I realize that this will require action by the County Commissioners and may also require Public Hearings dependent on adjacent property ownership for each proposed roadway.

Should you need further information and/or further action from me as we proceed, I would be glad to assist.

Thank you,

A handwritten signature in blue ink, appearing to read 'Ron McKinnis', is written over a blue circular stamp or seal.

Ronald V. McKinnis PE, PLS, WRE
Port of Morrow Engineer,
PH. 541-481-7678
Fax 541-481-2679
ronm@portofmorrow.com

Proposed County Road Authority Transfer:

1. Columbia Avenue, from Olson Road East and Northeasterly to the South Boundary of the Union Pacific Railroad Mainline Right of Way – Authority to the City of Boardman.
2. Columbia Avenue, from the South Boundary of the Union Pacific Railroad Mainline Right of Way Northeasterly to the North Line of Section 31, T. 5N, R. 26 E, AKA full Boundary of the Umatilla National Wildlife Area - Authority to the Port of Morrow.
3. Industrial Way, from the East boundary of the Port of Morrow Food Processing Park Plat East to the intersection with Columbia Avenue – Authority to the Port of Morrow.
4. Rippee Road, from the intersection of Columbia Avenue Southeast and South to the North Boundary of that Portion of Rippee Road Vacated by Order OR-2014-3- Authority to the Port of Morrow
5. Lindsay Way, All that Portion remaining in Section 10, T. 4N, R. 25 E. after Vacation Order OR-2013-06 – Authority to the Port of Morrow.
6. Laural Road, from the North Boundary of the Port of Morrow/I-84 Interchange to Columbia Avenue - Authority to the City of Boardman.

ROAD AUTHORITY
Morrow County To: 
City of Boardman 
Port of Morrow

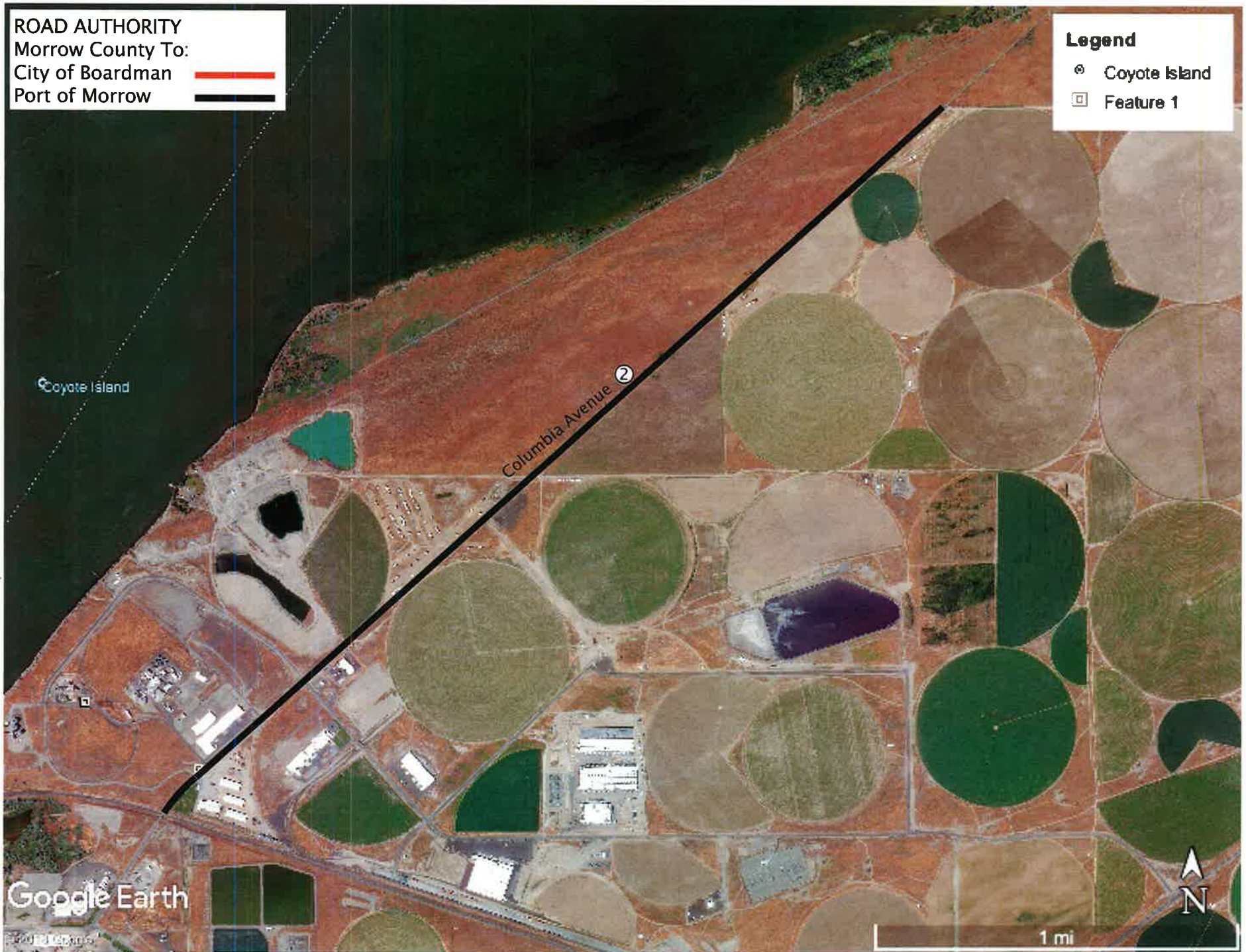
Legend
 Coyote Island
 Feature 1

Coyote Island

Columbia Avenue ②

Google Earth

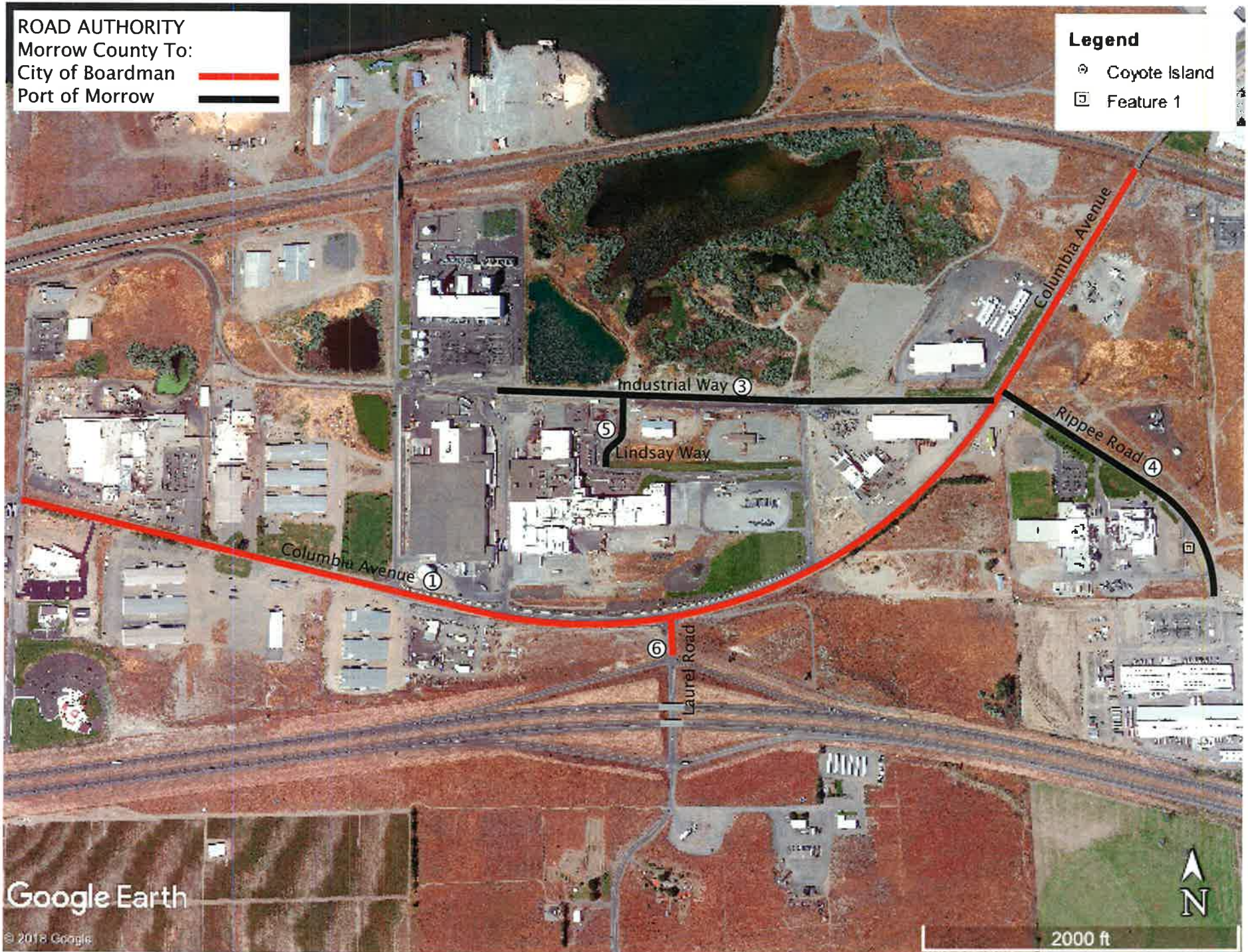
1 mi



ROAD AUTHORITY
Morrow County To:
City of Boardman
Port of Morrow



Legend
⑥ Coyote Island
⑤ Feature 1



Google Earth

© 2018 Google

2000 ft



A neighborly community providing safe services, developing innovative partnerships, focusing on quality and life giving opportunities

Morrow County and Board of Commissioners
Attn: Darryl Green – County Administrator
PO Box 788
Heppner, OR 97836

October 2, 2018

Re: Update on FY18-19 Infrastructure Funds

Dear Morrow County Commissioners:

It has been requested that I attend a meeting or report on how the funds are proposed to be spent or the anticipated allocated for this Fiscal Year.

As previously noted these funds are greatly appreciated in assisting the City of Irrigon for infrastructure items. The funds received are considered restricted toward infrastructure needs where there may be shortfalls and not anticipated projects. As previously noted, by the Board of Commissioners, these funds may be held over from year to year but expended for the express purpose of infrastructure use.

At this time the fiscal year has just started. At the conclusion of the fiscal year we will provide an update of any funds expended and/or carried forward.

At the present time, the City carried forward \$14,488.00 from funds provided last fiscal year and with the funds provided this fiscal year available funds for infrastructure use are \$104,041.00

The City of Irrigon has major infrastructure needs, as do the other communities in Morrow County. The need to save for such efforts to successfully meet the lack and failing fiscal needs of our infrastructure system(s) is paramount in Irrigon.

Thank you again for your strong and continued support of Irrigon and all of our communities. These funds provide for our community a stronger ability to meet improvements which have been deferred for too long.

Please contact me at 541-922-3047 for questions or further information. You may also email me at aaron.palmquist@ci.irrigon.or.us.

Regards,

Aaron Palmquist, MBA/PA
City Manager
PO Box 428 / 500 NE Main Ave.
Irrigon, OR 97844
541-922-3047



AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 1 of 2)

Item #
5h

Please complete for each agenda item submitted for consideration by the Board of Commissioners
(See notations at bottom of form)

Staff Contact: Anita Pranger
Department: Public Transportation
Short Title of Agenda Item:

Phone Number (Ext): 541-676-LOOP(5667)
Requested Agenda Date: October 17, 2018

Title VI Program Policy Update (Public Transportation Related)

This Item Involves: (Check all that apply for this meeting.)

- Order or Resolution
Ordinance/Public Hearing:
1st Reading 2nd Reading
Public Comment Anticipated:
Estimated Time:
Document Recording Required
Contract/Agreement
Appointments
Update on Project/Committee
Consent Agenda Eligible
Discussion & Action
Estimated Time:
Purchase Pre-Authorization
Other Adopt Title VI Policy Update

N/A

Purchase Pre-Authorizations, Contracts & Agreements

Contractor/Entity:
Contractor/Entity Address:
Effective Dates - From: Through:
Total Contract Amount: Budget Line:
Does the contract amount exceed \$5,000? Yes No

Reviewed By:

Anita Pranger September 25, 2018 Department Head Required for all BOC meetings
Admin. Officer/BOC Office Required for all BOC meetings
County Counsel *Required for all legal documents
Finance Office *Required for all contracts; other items as appropriate.
Human Resources *If appropriate

*Allow 1 week for review (submit to all simultaneously). When each office has notified the submitting department of approval, then submit the request to the BOC for placement on the agenda.

Note: All other entities must sign contracts/agreements before they are presented to the Board of Commissioners (originals preferred). Agendas are published each Friday afternoon, so requests must be received in the BOC Office by 1:00 p.m. on the Friday prior to the Board's Wednesday meeting. Once this form is completed, including County Counsel, Finance and HR review/sign-off (if appropriate), then submit it to the Board of Commissioners Office.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

The Loop Morrow County Transportation has to update its Title VI Program Policy every three years. ODOT Rail and Public Transportation Division notified this Department in August about this. The last two months ODOT RPTD has been working with Anita to get this policy updated. The policy has been updated and ODOT RPTD has signed off on the policy and Morrow County Board of Commissioners needs to adopt this revision of the policy.

2. FISCAL IMPACT:

There is no fiscal impact to Morrow County.

3. SUGGESTED ACTION(S)/MOTION(S):

Move to adopt the revision to The Loop Morrow County Transportation Title VI Program Policy.

Attach additional background documentation as needed.



Oregon

Kate Brown, Governor

Department of Transportation

Office of Civil Rights

3930 Fairview Industrial Dr. SE

Salem, Oregon 97302

Phone: (503) 986-4371

Fax: (503) 986-6382

September 20, 2018

Anita Pranger
Special Transportation Coordinator
Morrow County Transportation
110 N. Court St.
Heppner, OR 97836

RE: Morrow County Transportation 2018 Title VI Plan Completion

Dear Ms. Pranger,

The Oregon Department of Transportation (ODOT) Office of Civil Rights acknowledges receipt of the completed 2018 Morrow County Transportation Title VI Plan. ODOT Office of Civil Rights has reviewed your Title VI Plan, as well as other documents, and has determined that your Title VI Plan demonstrates a comprehensive program that contains the necessary components to comply with Title VI provisions of the Civil Rights Act of 1964.

In accordance with 49 CFR 21.9(b), Title VI Plans must be reviewed every three years. Morrow County Transportation's Title VI Plan will be due for review again in August 2021. Additionally, Morrow County Transportation will need to submit annual reports to the ODOT Office of Civil Rights informing us of any public outreach activities, complaints, lawsuits or major Title VI Plan changes that occurred during the annual reporting period.

Should you have any questions or concerns, feel free to contact me at 503-986-1369 or email carroll.j.cottingham@odot.state.or.us. We look forward to continued collaboration with your organization in the future, as we strive to make Oregon a leader in Title VI awareness and implementation.

Sincerely,

Carroll Cottingham
Intermodal Civil Rights Manager
Office of Civil Rights

The Loop Morrow County Transportation Title VI Program Policy

September 12

2018

Includes Program, Public Participation Plan, Language Assistance Plan, and Policies; Appendices include Title VI Notice, Complaint Form and Investigations List. Morrow County STF Advisory Board approved 10/16/2018 Morrow County Board of Commissioners approved 10/17/2018 Revised September 2018

THE LOOP MORROW CO TRANSPORTATION **TITLE VI PROGRAM POLICY**

Ref: FTA Circular 4702.B (October 1, 2012), Title VI Dependent Guidelines for Federal Transit Administration (FTA) Recipients, 49 CFR Part 21

Purpose: The purpose of this policy is to establish guidelines to effectively monitor and ensure that The Loop Morrow County Transportation is in compliance with all FTA Title VI requirements and regulations in order to carry out the provisions of the Department of Transportation's (DOT) Title VI of the Civil Rights Act of 1964, 49 CFR Part 21, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination in Employment Act of 1967, Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990, Executive Order 12898 Environmental Justice, Executive Order 13166 Limited English Proficiency and applicable Department policies. Any person who feels that he or she has been subjected to discrimination on the basis of race, color, national origin, gender, age, disability, or because they are low income, has the right to file a complaint. The procedure is to describe the process used by the Office of Civil Rights (OCR).

Policy: Discrimination is defined as an intentional or unintentional action through which a person feels that he or she has been subjected to discrimination, (unequal treatment) under a program or activity on the basis of race, color, national origin, gender, age, disability, or because they are low income has the right to file a complaint. The procedure is to describe the process used by the Office of Civil Rights (OCR). The Loop Morrow County Transportation is committed to creating and maintaining public transit service that is free of all forms of discrimination. No person or group of persons shall be discriminated against. The Loop Morrow County Transportation will take whatever preventive, corrective or disciplinary action necessary for behavior that violates this policy or the rights and privileges it is designed to protect.

Title VI Complaints must be filed within 180 days of:

- The alleged act of discrimination; or
- The date when the person(s) became aware of the alleged discrimination; or
- Where there has been a continuing course of conduct, the date on which the conduct was discontinued.

PROGRAM

Providing information

The Loop Morrow County Transportation shall provide information to the public regarding The Loop Morrow Transportation's Title VI obligations and advise members of the public of the protections against discrimination afforded to them by Title VI. The Loop Morrow County Transportation has information on its web site (www.co.morrow.or.us) as well as signage posted on all buses and on transit bus schedules. (Appendix A). The Title VI notice will include, at a minimum:

The Loop Morrow County Transportation operates programs without regard to race, color, or national origin.

Additional information about The Loop Morrow County Transportation Title VI obligations are located in The Loop Morrow County Transportation Office at 110 N. Court St., Heppner, Oregon. This includes such items as how to file a complaint, the location of the complaint form, etc.

Information on how to request Title VI information in other languages are available in The Loop Morrow County Transportation Office.

Procedures for complaints

The Loop Morrow County Transportation has developed procedures for investigating and tracking Title VI complaints filed against The Loop Morrow County Transportation. The Discrimination Complaint Process information is available at The Loop Morrow County Transportation's Office located at: 110 N. Court Street, Heppner, Oregon 97836 for the Discrimination Complaint process.

These procedures are as follows:

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by The Loop Morrow County Transportation may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form (Appendix B). The completed form may be submitted by mail, drop off or email and must be received within 180 days after the alleged incident occurred.

Once the complaint is received, the Morrow County Title VI Officer (Transportation Coordinator) will review the complaint and forward immediately to the legal department of City County Insurance Services for investigation. Complaints may also be filed with:

- ODOT-Civil Rights Office
- FHA-Federal Highway Administration
- FTA-Federal Transit Administration
- USDOT-U.S. Department of Transportation

The complainant will be sent a letter acknowledging receipt of the complaint and where it has been forwarded for investigation within 10 working days after receiving the complaint in The Loop Morrow County Transportations office.

If more information is needed to resolve the case, the investigator may contact the complainant in 30 working days.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident. It explains whether any disciplinary action, additional training of the staff or other action will occur. If the complainant wishes to appeal the decision, s/he has 30 days after the date of the letter or the LOF to do so.

For additional information, help or filing the customer may:
- Phone the transit office at (844) 676-5667

- E-mail the transit office at apranger@co.morrow.or.us
- Come to the transit office located at 110 N. Court Street, Heppner, OR 97836
- Mail written complaint to PO Box 495, Heppner, OR 97836

A person may also file a complaint directly with the Federal Transit Administration if not fully satisfied at:

Federal Transit Administration Office of Civil Rights
 Attention: Title VI Program Coordinator
 1200 New Jersey Avenue SE
 Washington, DC 20590

TTY= 1-800-877-8339, Voice= 1-866-377-8642, VCO= 1-877-877-6280

Transit -related Title VI Investigations, Complaints and Lawsuits List

The Loop Morrow County Transportation shall maintain a list of any active investigations, lawsuits or complaints conducted by entities other than the FTA that name The Loop Morrow County Transportation and allege discrimination on the basis of race, color, or national origin (See Appendix C). This list shall include the date of filing, a summary of the allegation(s), the status, and actions taken by the recipient in response. The Loop Morrow County Transportation Title VI Complaint Coordinator maintains these files. The Loop Morrow County Transportation has had no Title VI investigations, complaints or lawsuits.

Reporting

The Loop Morrow County Transportation will report certain general information to determine their compliance with Title VI annually to ODOT RPTD as part of The Loop Morrow County Transportation's Title VI Program. To ensure compliance with 49 CFR Section 21.9(b), The Loop Morrow County Transportation will submit a Title VI Program to FTA's designated recipient, ODOT RPTD, once every three years.

The Loop Morrow County Transportation Responsibilities:

It is the responsibility of all The Loop Morrow County Transportation employees and volunteers to follow the intent of these guidelines in a manner that reflects The Loop Morrow County Transportation policy.

The Transportation Coordinator and staff/volunteers receiving information regarding violation(s) of this order shall determine if there is any basis for the allegation and shall proceed with resolution as stated in the section Complaint Procedure. They shall:

- Ensure that there are no barriers to service or accommodation that would prevent Public transit usage or access.
- Train subordinates as to what constitutes discrimination and barriers to access.
- Take prompt and appropriate action to avoid and minimize the incidence of any form of discrimination.
- Notify the Transportation Coordinator in writing of the circumstances surrounding any reported allegations of discrimination no later than the next business day.

Public Participation Plan

The Loop Morrow County Transportation's public participation strategy offers, in conjunction with Morrow County (the County), early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions. Transportation decisions include and are not limited to transportation development and Coordinated Plans, service design changes, new services, fare changes, and changes of service policy that may limit access to service. The Loop Morrow County Transportation and the County will seek out and consider the viewpoints of minority, low-income, and LEP populations in the course of conducting public outreach and involvement activities. The Loop Morrow County Transportation and the County will comply with grant-related public involvement requirements as defined by grant application documents.

The Loop Morrow County Transportation's public involvement will be proactive in providing information, timely public notice, full public access to key decisions, and opportunities for early and continuing participation.

This involves:

- the identification of social, economic, and environmental impacts of The Loop Morrow County Transportation's proposed transportation changes
- timely information about transportation issues and processes to citizens, Morrow County, other affected public agencies, other providers of transportation, other interested parties and segments of the community who would be affected by The Loop Morrow County Transportation's transportation plans, programs, and projects
- adequate public notice of public involvement activities and time for public review and comment at key decision points
- seeking out and considering the needs of those who may be underserved by existing transportation systems, including persons with low-income, minority populations and those with limited English proficiency (LEP)
- contact of agencies and individuals who are, or who represent, minorities, people with low-incomes, and people with low English proficiency to participate in The Loop Morrow County Transportation's program.
- a process for demonstrating explicit consideration and response to public input during the planning and program development process
- periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all

The processes to be used will vary from time to time depending on the subject, purpose and scope of the program, policy and funding decisions. They include but are not limited to:

- Public surveys
- Stakeholder advisory committees
- Website information
- Formal solicitation of comments within a public announcement
- Open public meetings (including STF meetings)
- All The Loop Morrow County Transportation STF Advisory Board meetings
- Morrow County Board of Commissioners Meetings

Meetings

-All meetings shall be held in accessible locations, at convenient meeting times and with appropriate notice. As a public body, all meetings are consistent with Oregon's Public Meetings Law.

- Meeting materials are prepared in alternative formats for people with disabilities if requested.
- Provide adequate public notice
- All meeting agendas will include time for public comment. The meetings are open to the public; the meeting schedule and agenda are published on The Loop Morrow County Transportation's bulletin Board and the local newspaper; meeting information and a contact number are posted on the website
- When possible, committee members should represent people with disabilities, people with low-income and seniors, as well as the transit community and local government.
- Ensure that program and planning timelines include a public comment period.
- Offer time for adequate review of material at key decision points.
- Demonstrate explicit and considered responses to input by maintaining documentation of responses.
- Record advisory meeting minutes and post on the County's website.

Announce new information to participants and stakeholders at meetings, on the website, and by email.

Title VI Language Assistance Plan

The Loop Morrow County Transportation Needs Assessment for LEP using the U.S. Department of Transportation (DOT)'s Four Factor Analysis was done to determine the presence of LEP individuals. Morrow County is a rural area with 5 towns in it, 3 located on Oregon Hwy 74, one located on Interstate 84 and one located on Oregon Hwy 730.

Four Factor Analysis:

Factor 1. Demography or the number or proportion and LEP persons served and languages spoken in the service area.

The Loop Morrow County Transportation used U.S. Census's American Community Survey (ACS) Estimates for 2012-2016 data for Morrow County to determine the percentages of LEP people. Because children under 5 years of age cannot under any circumstances ride alone, this data does not include them in the figures.

Population age 5 years or older – 10,391

	%	Individuals
Speak only English	68.9%	7,157
Speak language other than English	31.1%	3,234
Spanish	30.4%	3,162
Indo-European	.4%	37
Asian and Pacific Islander	.3%	29
Other	.1%	6

Factor 2. Frequency of contact with LEP persons

Morrow County is a rural area with a population of 10,391 and 5 very small towns in it, 3 located along Hwy 74, 1 located on I-84 and 1 located on Hwy 730. The Loop Morrow County Transportation, has monthly contact with LEP people. The Loop Morrow County Transportation is a dial-a-ride only rural service running 5 days a week. It travels to Hermiston, Pendleton,

The Dalles, and Portland, Oregon and Walla Walla and the Tri-Cities, Washington areas for shopping, banking & personal business. For various medical appointments the bus travels as needed.

Factor 3. Nature and Importance of the program or service affected people's lives

The Loop Morrow County Transportation is a curb to curb dial a ride request service throughout Morrow County. Common destinations of riders include medical services & hospitals, entertainment and shopping. The Loop Morrow County Transportation is the only public transportation service provider within Morrow County and provides an important link to anyone wishing to travel that does not have or cannot afford a vehicle to be able to get to services outside of the area.

Factor 4. Available Resources and Costs

Because of the very low population density, people who use The Loop Morrow County Transportation are scattered throughout Morrow County. LEP individuals who need a ride can call Columbia River Health and they will translate and schedule the ride for the client to use our service. The Loop Morrow County Transportation's posters are in both English and Spanish and are posted in public areas throughout Morrow County for LEP individual information about the services. Information about The Loop Morrow County Transportation is regularly taken to Columbia River Health Clinic and the Irrigon Medical Clinic for the minority and LEP's as part of outreach for this population in the Morrow County. Posters advertising The Loop top half are in English and bottom half are in Spanish. These poster are placed on public bulletin boards. Drivers are trained to call Columbia River Health for translation services.

Analysis Conclusion: Title VI and its implementing regulations require that FTA recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP). If other language groups are identified, The Loop Morrow County Transportation will respond by providing instructions on how to use the public transit system in their language with approval of the Board of Commissioners. The plan monitored by the Transportation Coordinator and updated every three years as per ODOT regulations.

Minority Representation Table

	Caucasian	Hispanic/Latino	African American	Asian	Native American	Pacific Islander
Service Area Population	78%	9.5%	.5%	.9%	1.0%	.1%
STF Advisory Committee	100%	0%	0%	0%	0%	0%

Vehicle Load Standards

The average of all loads during the peak operating period does not exceed the vehicles' achievable capacity of 12-14 seated passengers for a 23' cutaway bus.

Vehicle Headway Standards and Periods of Operation

Dispatch for all services is open from 8:00 a.m-5:00 p.m. Monday through Friday, with a 48-hour headway.

On-Time Performance Standards

A vehicle is considered on time if it departs a scheduled time and is no more than 10 minutes late. The Loop Morrow County Transportation buses are on time approximately 95% of the time. Construction is an issue in the summer at certain locations and weather can be a factor in the winter.

Our vehicles stop curb-to curb in all 5 towns, and make other stops along the route as needed.

Vehicle Assignment Standard

Vehicles are assigned for rides according to the fit of access ease, lift or ramp as needed, appropriate for weather conditions, number of seats needed and if maintenance is scheduled for a particular vehicle are all important considerations.

Appendix A

Title VI Notice

Morrow County Special Transportation

Morrow County Special Transportation operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been subjected to any unlawful discriminatory practice under Title VI may file a complaint with Morrow County Special Transportation.

MCST has information on its web site (www.co.morrow.or.us) as well as signage posted on all buses and on transit bus brochures. For more information on Morrow Public Transit's civil rights program, and the obligations and procedures to file a complaint, contact 541-676-5667 (1-844-676-5667) or TTY 1-800-235-2900 for Telecommunications Relay Service), email at apranger@co.morrow.or.us or visit The Loop Morrow County Transportation office at 110 N. Court St, Heppner, OR 97836.

A person may also file a complaint directly with the Federal Transit Administration: Office of Civil Rights, Attn: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

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Appendix B

TITLE VI COMPLAINT FORM

Section I

Name: _____

Address: _____

Telephone (Home): _____

Telephone (Work): _____

E-Mail Address: _____

Accessible Format Requirements? Large Print _____ Audio Tape _____
TTY _____ Other _____

Section II

Are you filing this complaint on your own behalf? Yes _____ No _____ (If you answered "yes" to this question, go to Section III.)

If not, please supply the name and relationship of the person for whom you are complaining: _____

Please explain why you have filed for a third party: _____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party. Yes _____ No _____

Section III

I believe the discrimination I experienced was based on (check all that apply): [] Race
[] Color [] National Origin [] Sex [] Disability [] Low Income
[] Limited English Proficiency

Date of Alleged Discrimination (Month, Day, Year): _____

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all person(s) who were involved, including the name and contact information of the person(s) who discriminated against you (if known). List name(s) and contact information of any witnesses. If more space is needed, please use the back of this form.

Section IV

Have you previously filed a Title VI complaint with this agency? Yes _____ No _____

Section V

Have you filed this complaint with any other federal, state, or local agency, or with any federal or state court? [] Yes [] No

If yes, check all that apply and enter name of agency or court:

[] Federal Agency: [] Federal Court [] State Agency [] State Court
[] Local Agency

Please provide information about a contact person at the agency or court where the complaint was filed:

Name: _____

Title: _____

Agency: _____

Address: _____

Telephone: _____

Section VI

Name of agency complaint is against: _____

Contact person: _____

Title: _____

Telephone: _____

Please attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

Signature

Date

Please submit this form in person at the address below, or mail this form to:
The Loop Morrow County Transportation
Anita Pranger, Title VI Coordinator
PO Box 495
Heppner, OR 97836



AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 1 of 2)

Item #
51

Please complete for each agenda item submitted for consideration by the Board of Commissioners
(See notations at bottom of form)

Staff Contact: Anita Pranger
Department: Public Transportation
Short Title of Agenda Item:

Phone Number (Ext): 541-676-LOOP(5667)
Requested Agenda Date: October 17, 2018

Statewide Transportation Improvement Fund Plan Template

This Item Involves: (Check all that apply for this meeting.)
List of checkboxes for various meeting items including Order or Resolution, Ordinance/Public Hearing, Appointments, etc.

N/A
Purchase Pre-Authorizations, Contracts & Agreements
Contractor/Entity: ODOT Rail and Public Transit
Contractor/Entity Address: Salem
Effective Dates - From: May 1, 2019 Through: June 30, 2021
Does the contract amount exceed \$5,000? Yes No

Reviewed By:

Anita Pranger October 5, 2018 Department Head Required for all BOC meetings
Admin. Officer/BOC Office Required for all BOC meetings
County Counsel *Required for all legal documents
Finance Office *Required for all contracts; other items as appropriate.
Human Resources *If appropriate

Note: All other entities must sign contracts/agreements before they are presented to the Board of Commissioners (originals preferred). Agendas are published each Friday afternoon, so requests must be received in the BOC Office by 1:00 p.m. on the Friday prior to the Board's Wednesday meeting.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

The Loop Morrow County Transportation will be receiving funds from the Statewide Transportation Improvement Fund (STIF). In order for The Loop to receive these funds, projects have to be planned for. After public open houses and many meetings of The Loop Morrow County Transportation STIF Advisory Committee, the enclosed template of projects have been developed.

2. FISCAL IMPACT:

These funds will become a big part of Morrow County's public transportation system. Without the addition of these funds to The Loop, Morrow County Transportation will not be able to grow and prosper.

3. SUGGESTED ACTION(S)/MOTION(S):

Move to adopt The Loop Morrow County Transportation plan of projects and advise Coordinator Anita Pranger to submit the plan template to ODOT Rail and Public Transportation so Morrow County can receive these funds from the State.

Attach additional background documentation as needed.

STIF Projects

		<u>Project #</u>	<u>100%</u>			<u>130%</u>		
			2019	2020	2021	2019	2020	2021
Starts								
Page								
10	Full Time Dispatcher	1	\$50,750.00	\$50,750.00	\$65,000.00			
5	MDT	2	\$15,000.00	\$ 10,000.00				
15	Port of Morrow 1	3	\$40,000.00	\$170,000.00	\$170,000.00			
33	Bus Stop Poles/Signage Se	4			\$15,000.00			
43	Outreach materials	5	\$5,000.00	\$5,000.00	5,000.00			
28	Fixed Route H-L-B-I-U-H	1				\$50,000.00	\$100,000.00	\$100,000.00
24	Fixed Route H-L-I	2				\$50,000.00	\$100,000.00	\$100,000.00
38	Fixed Route B-A	3				\$50,000.00	\$100,000.00	\$100,000.00
19	Kayak	4					\$ 20,000.00	\$ 20,000.00
37	Land Purchases	5				\$50,000.00	\$50,000.00	\$50,000.00
Totals			\$110,750.00	\$235,750.00	\$255,000.00	\$200,000.00	\$370,000.00	\$370,000.00



STIF Plan Template

1. Qualified Entity

Qualified Entity Name *

Qualified Entity Address *

Employer Identification Number (EIN) *

STIF Plan Contact Name *

STIF Plan Contact Title *

STIF Plan Contact Phone Number *

STIF Plan Contact Email *

Will any of the projects in this STIF Plan use funds jointly managed with one or more other Qualified Entities? *

1.2 Public Transportation Service Providers in this STIF Plan

✕ **Provider 1**

Service Provider Name *

Employer Identification Number (EIN) *

Service Provider Website *

Service Provider Contact Name *

Anita Pranger

Service Provider Contact Title *

Transportation Coordinator

Service Provider Phone Number *

(541) 676-5667

Service Provider Email *

apranger@co.morrow.or.us

Service Provider Type *

County ▼

[+ Add Provider](#)

2. Advisory Committees

2.1 Advisory Committee Website

By checking this box I agree all Advisory Committee requirements of OARs 732-040-0030, 732-040-0035 and 732-042-0020 have been met, including but not limited to, required constituencies, bylaws that include method for determining high percentage of Low-Income Households, public meetings, review and prioritization of STIF Plan Projects.

Advisory Committee Web Address *

http://www.co.morrow.or.us

If this information is not available on a website, you may upload other documentation that demonstrates how Advisory Committee information was published.

[Upload](#) or drag files here.

Limit 100 MB

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

× Local Plan 1


Local Plan Name *

Morrow County Coordinated Human Se

Governing Body that adopted Local Plan *

Morrow County Board of Commissioner

Plan Adoption Date *

9/30/2016 

Local Plan Web Address *

http://www.co.morrow.or.us

Upload copy of Local Plan if it is not available on a website.

or drag files here.

Limit 100 MB

3.2 Local Plan requirements

I agree all Local Plans are consistent with the STIF requirements specified in OAR 732-040-0005(18) *

- Yes
- No, one or more Local Plans are not yet consistent with STIF rule requirements.

If one or more Local Plans are non-compliant, identify which Local Plan is non-compliant, describe how it is non-compliant, and the schedule to bring it into compliance.

Limit 500 Characters

4. Accountability

You may insert a web address in place of a description or document upload, as long as the information is sufficient enough to warrant approval of the STIF Plan and comply with STIF Rule.

4.1 Accountability methods

- By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, including, but not limited to program and financial management, operations management, procurement, use and maintenance of equipment, records retention, compliance with state and federal laws, civil rights and compliance with ADA.
- By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance of all Sub-Recipients with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, address deficiencies in Sub-Recipient performance, and to ensure the Qualified Entity can accomplish the applicable requirements of these rules, including but not limited to, audit and compliance requirements, accounting requirements, capital asset requirements and reporting requirements.

4.2 Sub-Allocation method

Describe the Qualified Entity's method for sub-allocating STIF Formula Fund moneys and the collaborative process used to work with Public Transportation Service Providers and other potential Sub-Recipients, as relevant, to develop the sub-allocation method. *

Morrow County is the qualified entity and the only public transportation provider in Morrow County is The Loop Morrow County Transportation. Morrow County used public meetings and had meetings with potential Sub-Recipient for allocating funds for the STIF Formula Fund moneys.

Limit 1000 Characters

Upload Response

or drag files here.

Limit 100 MB

4.3 High Percentage of Low-Income Households

Explain how the STIF Plan defines and identifies communities with a high percentage of Low-Income Households. *

Areas of High Percentage of Low-Income Households mean geographic areas within Morrow County which are determined to have a high percentage of low income households. Pursuant to OAR 732-040-0035(2)(a) The plan used in help determining this is the Morrow County Coordinated Human Services Public Transportation Plan. Census from the internet are also part of the determining process.

Limit 1000 Characters

Upload Response

or drag files here.

Limit 100 MB

5. STIF Plan Period and Adoption

5.1 Period Covered By STIF Plan

Provide start and end dates for projects proposed for funding in this STIF Plan. The earliest possible start date for the initial solicitation cycle is July 1, 2018. For this first funding cycle, providers are required to end the Plan period no later than June 30, 2021.

Start Date: *



End Date: *



End date is set to 6/30/2021. Do not adjust this date.

5.2 STIF Plan Adoption

STIF Plan Advisory Committee recommendation date *



STIF Plan Governing Body adoption date *



Website where Governing Body adoption document is located *

Upload Governing Body adoption document if website is unavailable.

or drag files here.

Limit 100 MB

Did the Governing Body modify the Advisory Committee's recommended STIF Plan? *

No

6. Projects

6.1 Project Detail Entry

✕ Project 1

Public Transportation Service Provider or Qualified Entity Name *

Morrow County - The Loop Morrow County Transportation

Project Name *

Mobile Data Transmitters - MDT's

Limit 50 characters

Project Description *

Purchase approximately 10 Mobile Data Transmitter's that will communicate with Adept Software to keep better track of vehicle usage and for more accurate reporting in ODOT Optis.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

100 % List

100% List Project Rank *

2

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-7

Multi-Phase Project

Is your project part of a larger multi-phase project? *

No ▼

6.1.1 Project Scope

× Task 1

Category *

Operations 300-00 Operations ▼

Specify the mode that this task will support.

- Fixed Route Demand Response

300.00 Operations Activity Type *

- Operating Assistance 30.09

Operating Assistance Activity Detail *

- 30.09.01 Operating Assistance
 44.26.14 Communications
 11.7L.00 Mobility Management

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *		2019	2020	2021	Total
× Fund Source 1	STIF	\$15,000.00	\$10,000.00		\$25,000.00
× Fund Source 2	Federal				\$0.00
× Fund Source 3	Other State				\$0.00
× Fund Source 4	Local				\$0.00
× Fund Source 5	Other Funds				\$0.00
		\$15,000.00	\$10,000.00	\$0.00	\$25,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Is this project supporting student transportation? *

Yes 

Choose at least one

Operations *

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Operations - Demand Response *

- Number of students in grades 9-12 served by demand response

Number of students in grades 9-12 served by demand response *

637

Optional Outcome Measures

× Outcome Measure 1

Operations - Communications

Number of impressions (# of times a person receives the information, tracked by advertisers) or other measures that indicate how many people receive information about transit service.

1

Number of new users due to communications (could be determined by asking a question about how the rider learned about this service as part of a regular onboard survey)

4

All Project Types

Other Measure:

Number of Units:

 Add Outcome Measure



6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$15,000.00

FY 2020 STIF Total
\$10,000.00

FY 2021 STIF Total
\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
✕ # 1 Criterion 1	0.0 %	0.0 %	0.0 %
✕ # 2 Criterion 2	0.0 %	0.0 %	0.0 %
✕ # 3 Criterion 3	0.0 %	0.0 %	0.0 %
✕ # 4 Criterion 4	0.0 %	0.0 %	0.0 %
✕ # 5 Criterion 5	100.0 %	100.0 %	100.0 %
✕ # 6 Criterion 6	0.0 %	0.0 %	0.0 %
✕ # 7 Criterion 7	0.0 %	0.0 %	0.0 %
	100.0 %	100.0 %	100.0 %



6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 1 Policies - Select all that apply. *

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

Goal 3 Policies - Select all that apply. *

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

6.4 Project Summary**Project Name**

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$25,000.00

FY 2019 STIF Project Total

\$15,000.00

FY 2020 STIF Project Total

\$10,000.00

FY 2021 STIF Project Total

\$0.00

FY 2019 percent of STIF Funds supporting student transportation

0.00 %

FY 2020 percent of STIF Funds supporting student transportation

0.00 %

FY 2021 percent of STIF Funds supporting student transportation

✘ **Project 2**

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Full time Dispatcher

Limit 50 characters

Project Description *

This project will be for a full time dispatcher position.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

100 % List

100% List Project Rank *

1

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-1

Multi-Phase Project

Is your project part of a larger multi-phase project? *

No ▼

6.1.1 Project Scope

✕ Task 1

Category *

Operations 300-00 Operations ▼

Specify the mode that this task will support.

- Fixed Route Demand Response

300.00 Operations Activity Type *

- Operating Assistance 30.09

Operating Assistance Activity Detail *

- 30.09.01 Operating Assistance
 44.26.14 Communications
 11.7L.00 Mobility Management

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *		2019	2020	2021	Total
✕ Fund Source 1	STIF	\$50,750.00	\$50,750.00	\$65,000.00	\$166,500.00
✕ Fund Source 2	Federal	\$14,250.00	\$14,250.00		\$28,500.00
✕ Fund Source 3	Other State				\$0.00
✕ Fund Source 4	Local				\$0.00
✕ Fund Source 5	Other Funds				\$0.00
		\$65,000.00	\$65,000.00	\$65,000.00	\$195,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Is this project supporting student transportation? *

Yes 

Choose at least one

Operations *

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Operations - Demand Response *

- Number of students in grades 9-12 served by demand response

Number of students in grades 9-12 with free or reduced fare transit pass *

637

Number of students in grades 9-12 served by demand response *

637

Optional Outcome Measures

× Outcome Measure 1

Operations - Mobility Management

Number of individuals that received transit training

1

Number of individuals that are served by a coordinated demand response call center

600

All Project Types

Other Measure:

Number of Units:

+ Add Outcome Measure

+ Add Task

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$50,750.00

FY 2020 STIF Total
\$50,750.00

FY 2021 STIF Total
\$65,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

	Criterion	FY 2019 *	FY 2020 *	FY 2021 *
✕ # 1	Criterion 1			
✕ # 2	Criterion 2			
✕ # 3	Criterion 3			
✕ # 4	Criterion 4			
✕ # 5	Criterion 5	49.0 %	49.0 %	49.0 %
✕ # 6	Criterion 6	49.0 %	49.0 %	49.0 %
✕ # 7	Criterion 7	2.0 %	2.0 %	2.0 %
		100.0 %	100.0 %	100.0 %



6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 1 Policies - Select all that apply. *

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$236,500.00

FY 2019 STIF Project Total

\$50,750.00

FY 2020 STIF Project Total

\$50,750.00

FY 2021 STIF Project Total

\$65,000.00

FY 2019 percent of STIF Funds supporting student transportation
2.00 %

FY 2020 percent of STIF Funds supporting student transportation
2.00 %

FY 2021 percent of STIF Funds supporting student transportation
2.00 %

× Project 3

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Port of Morrow Route 1

Limit 50 characters

Project Description *

Fixed route Port of Morrow in Boardman to Irrigon, Umatilla, Hermiston then return same path to Port of Morrow. Early morning and late afternoon.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

100 % List

100% List Project Rank *

3

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-4

Multi-Phase Project

Is your project part of a larger multi-phase project? *

Yes ▼

Project Timeline *

2019-2021

Total Project Budget (All Phases) *

\$450,000.00

Other Planned Funding Sources *

STIF Federal Other State Local

Phase represented in current STIF Plan *

This is the first phase for startup, planning, researching, and equipment

Limit 200 Characters

6.1.1 Project Scope

× Task 1

Category *

Capital 112-00 Bus Transitways / Lines ▼

112-00 Bus Transitways / Lines Activity Type *

- Engineering & Design 11.21
- Acquisition 11.22
- Construction 11.23
- Rehab / Renovation 11.24
- Lease 11.26

Acquisition 11.22 Activity Detail *

- 11.22.01 Busway
- 11.22.02 Transit Mall
- 11.22.03 Line Equipment / Struc Misc.
- 11.22.06 Elevated Structures
- 11.22.07 People Mover
- 11.22.20 Miscellaneous Equipment

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total	
× Fund Source 1	STIF	\$40,000.00	\$170,000.00	\$170,000.00	\$380,000.00
× Fund					\$0.00

Source 2					
× Fund Source 3	Other State				\$0.00
× Fund Source 4	Local				\$0.00
× Fund Source 5	Other Funds	\$60,000.00	\$60,000.00	\$60,000.00	\$180,000.00
		\$100,000.00	\$230,000.00	\$230,000.00	\$560,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Optional Outcome Measures

× **Outcome Measure 1**

All Project Types

Other Measure:

Increase ridership

Number of Units:

10

+ Add Outcome Measure

+ Add Task

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.

- 5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
- 6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
- 7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$40,000.00

FY 2020 STIF Total
\$170,000.00

FY 2021 STIF Total
\$170,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
× # 1 Criterion 1			
× # 2 Criterion 2	100.0 %	100.0 %	100.0 %
× # 3 Criterion 3			
× # 4 Criterion 4			
× # 5 Criterion 5			
× # 6 Criterion 6			
× # 7 Criterion 7			
	100.0 %	100.0 %	100.0 %

+ Add #

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.

- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 3 Policies - Select all that apply. *

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$380,000.00

FY 2019 STIF Project Total

\$40,000.00

FY 2020 STIF Project Total

\$170,000.00

FY 2021 STIF Project Total

\$170,000.00

FY 2019 percent of STIF Funds supporting student transportation

0.00 %

FY 2020 percent of STIF Funds supporting student transportation

0.00 %

FY 2021 percent of STIF Funds supporting student transportation

0.00 %

× **Project 4**

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Kayak

Limit 50 characters

Project Description *

This phase is for planning and start up operations.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

130 % List

130% List Project Rank *

4

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-4

Multi-Phase Project

Is your project part of a larger multi-phase project? *

No

6.1.1 Project Scope

× **Task 1**

Category *

Planning 442-00 Planning

442.00 Planning Activity Type *

- Planning 44.22

Planning Activity Detail *

- 44.22.00 Planning

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total
× Fund Source 1 STIF	\$0.00	\$20,000.00	\$20,000.00	\$40,000.00
× Fund Source 2 Federal				\$0.00
× Fund Source 3 Other State				\$0.00
× Fund Source 4 Local				\$0.00
× Fund Source 5 Other Funds				\$0.00
	\$0.00	\$20,000.00	\$20,000.00	\$40,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Optional Outcome Measures

× **Outcome Measure 1**

All Project Types

Other Measure:

Increase ridership

Number of Units:

5

+ Add Outcome Measure

+ Add Task

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$0.00

FY 2020 STIF Total
\$20,000.00

FY 2021 STIF Total
\$20,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
✕ # 1 Criterion 1			
✕ # 2 Criterion 2			
✕ # 3 Criterion 3			
✕ # 4 Criterion 4			
✕ # 5 Criterion 5			
✕ # 6 Criterion 6	100.0 %	100.0 %	100.0 %
✕ # 7 Criterion 7			
	100.0 %	100.0 %	100.0 %

+ Add #

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.

- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 10 Policies - Select all that apply. *

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.
- Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$40,000.00

FY 2019 STIF Project Total

\$0.00

FY 2020 STIF Project Total

\$20,000.00

FY 2021 STIF Project Total

\$20,000.00

FY 2019 percent of STIF Funds supporting student transportation

FY 2020 percent of STIF Funds supporting student transportation

0.00 %

FY 2021 percent of STIF Funds supporting student transportation

0.00 %

✘ **Project 5**

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Fixed Route Heppner - Lexington - lone

Limit 50 characters

Project Description *

Fixed from Heppner to Lexington, lone and back. To give access to the households in lone and Lexington shopping and medical services.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

Yes

No

Is this project part of your 100% list or 130% list? *

130 % List

130% List Project Rank *

2

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-8

Multi-Phase Project

Is your project part of a larger multi-phase project? *

Yes

Project Timeline *

2019-2024

Total Project Budget (All Phases) *

\$450,000.00

Other Planned Funding Sources *

STIF Federal Other State Local

Phase represented in current STIF Plan *

This is phase one of this project to include start up, planning, and refinement of the route.

Limit 200 Characters

6.1.1 Project Scope

× Task 1

Category*

Planning 442-00 Planning ▼

442.00 Planning Activity Type *

Planning 44.22

Engineering & Design 11.21 Activity Detail *

11.21.01 Busway

11.21.02 Transit Mall

11.21.03 Line Equipment / Struc Misc.

11.21.06 Elevated Structures

11.21.07 People Mover

11.21.20 Miscellaneous Equipment

Planning Activity Detail *

44.22.00 Planning

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total
× Fund Source 1 STIF	\$50,000.00	\$100,000.00	\$100,000.00	\$250,000.00
× Fund Source 2 Federal				\$0.00
× Fund Source 3 Other State				\$0.00
× Fund Source 4 Local				\$0.00
× Fund Source 5 Other Funds				\$0.00
	\$50,000.00	\$100,000.00	\$100,000.00	\$250,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Optional Outcome Measures

× Outcome Measure 1

All Project Types

Other Measure:

Increase of ridership

Number of Units:

10

+ Add Outcome Measure

+ Add Task

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$50,000.00

FY 2020 STIF Total
\$100,000.00

FY 2021 STIF Total
\$100,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
× # 1 Criterion 1			
×			

# 2	Criterion 2	100.0 %	95.0 %	95.0 %
✕ # 3	Criterion 3			
✕ # 4	Criterion 4			
✕ # 5	Criterion 5			
✕ # 6	Criterion 6			
✕ # 7	Criterion 7		5.0 %	5.0 %
		100.0 %	100.0 %	100.0 %

+ Add #

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1: Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 2 Policies - Select all that apply. *

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

- 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.
- 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.
- 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.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$250,000.00

FY 2019 STIF Project Total

\$50,000.00

FY 2020 STIF Project Total

\$100,000.00

FY 2021 STIF Project Total

\$100,000.00

FY 2019 percent of STIF Funds supporting student transportation

0.00 %

FY 2020 percent of STIF Funds supporting student transportation

5.00 %

FY 2021 percent of STIF Funds supporting student transportation

5.00 %

× Project 6

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Fixed Route Heppner Lex Bdmn Irr Uma Hermiston

Limit 50 characters

Project Description *

Establish fixed route Heppner, Lexington, Boardman, Irrigon, Umatilla and to Hermiston then return. Provide access to shopping, medical facilities and entertainment for citizens with limited or no means of transportation in these frontier communities

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

130 % List

130% List Project Rank *

1

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100% 

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-8

Multi-Phase Project

Is your project part of a larger multi-phase project? *

Yes 

Project Timeline *

2019-2024

Total Project Budget (All Phases) *

\$450,000.00

Other Planned Funding Sources *

STIF Federal Other State Local

Phase represented in current STIF Plan *

This is phase one of this project to include startup, planning and refinement of the route.

Limit 200 Characters

6.1.1 Project Scope

✘ Task 1

Category *

Capital 112-00 Bus Transitways / Lines 

112-00 Bus Transitways / Lines Activity Type *

- Engineering & Design 11.21
- Acquisition 11.22
- Construction 11.23
- Rehab / Renovation 11.24
- Lease 11.26

Acquisition 11.22 Activity Detail *

- 11.22.01 Busway
- 11.22.02 Transit Mall
- 11.22.03 Line Equipment / Struc Misc.
- 11.22.06 Elevated Structures
- 11.22.07 People Mover
- 11.22.20 Miscellaneous Equipment

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total
× Fund Source 1 STIF	\$50,000.00	\$100,000.00	\$100,000.00	\$250,000.00
× Fund Source 2 Federal				\$0.00
× Fund Source 3 Other State				\$0.00
× Fund Source 4 Local				\$0.00
× Fund Source 5 Other Funds				\$0.00
	\$50,000.00	\$100,000.00	\$100,000.00	\$250,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Optional Outcome Measures

× Outcome Measure 1

All Project Types

Other Measure:

Increase ridership

Number of Units:

10

+ Add Outcome Measure

+ Add Task

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$50,000.00

FY 2020 STIF Total
\$100,000.00

FY 2021 STIF Total
\$100,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
✗ #1 Criterion 1			
✗ #2 Criterion 2	100.0 %	99.0 %	99.0 %
✗ #3 Criterion 3			
✗ #4 Criterion 4			
✗ #5 Criterion 5			
✗ #6 Criterion 6			
✗ #7 Criterion 7		1.0 %	1.0 %
	100.0 %	100.0 %	100.0 %

+ Add #

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OTP goals that apply to your STIF Plan Projects. *

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.

- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 3 Policies - Select all that apply. *

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

Goal 5 Policies - Select all that apply. *

- Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, health care, and social opportunities via public transportation.
- Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.
- Policy 5.3: Connect public transportation riders to health and social services.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$250,000.00

FY 2019 STIF Project Total

\$50,000.00

FY 2020 STIF Project Total

\$100,000.00

FY 2021 STIF Project Total

\$100,000.00

FY 2019 percent of STIF Funds supporting student transportation
0.00 %

FY 2020 percent of STIF Funds supporting student transportation
1.00 %

FY 2021 percent of STIF Funds supporting student transportation
1.00 %

× Project 7

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Bus stop signage and poles with seats

Limit 50 characters

Project Description *

Bus stop poles with signage and seats for clients. Minimum 12 seats @ \$568 = \$6,816. Poles \$100 x 12 = \$1,200. Dividers 12 x \$130. = \$1,560. Shipping, labor, installation ??

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

100 % List

100% List Project Rank *

4

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-8

Multi-Phase Project

Is your project part of a larger multi-phase project? *

No

6.1.1 Project Scope

× Task 1

Category *

Capital 113-00 Bus Stations / Stops / Terminals ▼

113-00 Bus Stations / Stops / Terminals Activity Type *

- Engineering & Design 11.31
- Acquisition 11.32
- Construction of Bus Stations/Terminal 11.33
- Rehab / Renovation Bus Stations 11.34
- Lease Bus Stations/Terminals 11.35

Acquisition 11.32 Activity Detail *

- 11.32.01 Terminal, Bus
- 11.32.02 Bus Station
- 11.32.03 Terminal, Intermodal (Transit)
- 11.32.04 Bus Park & Ride Lot
- 11.32.06 Stationary Fare Collection Equipment
- 11.32.07 Surveillance / Security Equipment
- 11.32.08 Furniture / Graphics
- 11.32.09 Bus Route Signing
- 11.32.10 Bus Passenger Shelters
- 11.32.11 Terminal, intermodal (Intercity bus)
- 11.32.12 Terminal, intermodal (Intercity rail)
- 11.32.20 Miscellaneous Bus Station Equipment

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total
× Fund Source 1 STIF			\$15,000.00	\$15,000.00
× Fund Source 2 Federal				\$0.00
× Fund Source 3 Other State				\$0.00
× Fund Source 4 Local				\$0.00
× Fund Source 5 Other Funds				\$0.00
	\$0.00	\$0.00	\$15,000.00	\$15,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Optional Outcome Measures

× Outcome Measure 1

All Project Types

Other Measure:

Number of Units:

+ Add Outcome Measure

+ Add Task

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$0.00

FY 2020 STIF Total
\$0.00

FY 2021 STIF Total
\$15,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
× # 1 Criterion 1			
×			

# 2				
✕ # 3	Criterion 3			
✕ # 4	Criterion 4			
✕ # 5	Criterion 5	100.0 %	100.0 %	100.0 %
✕ # 6	Criterion 6			
✕ # 7	Criterion 7			
		100.0 %	100.0 %	100.0 %

+ Add #

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1: Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 6 Policies - Select all that apply. *

- Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.

- Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.
- Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.
- Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.
- Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.
- Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$15,000.00

FY 2019 STIF Project Total

\$0.00

FY 2020 STIF Project Total

\$0.00

FY 2021 STIF Project Total

\$15,000.00

FY 2019 percent of STIF Funds supporting student transportation

FY 2020 percent of STIF Funds supporting student transportation

FY 2021 percent of STIF Funds supporting student transportation
0.00 %

× Project 8

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Land Purchase

Limit 50 characters

Project Description *

Saving for future purchase of land for bus shelters, transit center, bus barns etc.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

If yes, what is the expenditure amount? *

\$1,000,000.00

This will be added to the total amount of STIF funds requested.

What is the project type that you are carrying forward funds for? *

- Holding funds for financial stability
- Capital 111-00 Bus Rolling Stock
- Capital 112-00 Bus Transitways / Lines
- Capital 113-00 Bus Stations / Stops / Terminals
- Capital 114-00 Bus Support Equip / Facilities
- Capital 115-00 Bus Electrification / Power Distribution
- Capital 116-00 Signal and Communication Equipment
- Capital 117-00 Other Capital Items (Bus)
- Operations 300-00
- Planning 442-00
- Administration 620-00

130% List Project Rank *

5

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$1,150,000.00

FY 2019 STIF Project Total

\$50,000.00

FY 2020 STIF Project Total

\$50,000.00

FY 2021 STIF Project Total

\$50,000.00

FY 2019 percent of STIF Funds supporting student transportation
0.00 %

FY 2020 percent of STIF Funds supporting student transportation
0.00 %

FY 2021 percent of STIF Funds supporting student transportation
0.00 %

× Project 9

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Fixed Route Boardman to Arlington

Limit 50 characters

Project Description *

Fixed route Boardman to Arlington

[Empty text box]

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

130 % List

130% List Project Rank *

3

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-8

Multi-Phase Project

Is your project part of a larger multi-phase project? *

Yes

Project Timeline *

2019-2024

Total Project Budget (All Phases) *

\$450,000.00

Other Planned Funding Sources *

- STIF
- Federal
- Other State
- Local

Phase represented in current STIF Plan *

Phase one for startup, planning, and refinement.

Limit 200 Characters

6.1.1 Project Scope

× Task 1

Category *

Capital 112-00 Bus Transitways / Lines

112-00 Bus Transitways / Lines Activity Type *

- Engineering & Design 11.21

- Acquisition 11.22
- Construction 11.23
- Rehab / Renovation 11.24
- Lease 11.26

Acquisition 11.22 Activity Detail *

- 11.22.01 Busway
- 11.22.02 Transit Mall
- 11.22.03 Line Equipment / Struc Misc.
- 11.22.06 Elevated Structures
- 11.22.07 People Mover
- 11.22.20 Miscellaneous Equipment

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total
× Fund Source 1 STIF	\$50,000.00	\$100,000.00	\$100,000.00	\$250,000.00
× Fund Source 2 Federal				\$0.00
× Fund Source 3 Other State				\$0.00
× Fund Source 4 Local				\$0.00
× Fund Source 5 Other Funds				\$0.00
	\$50,000.00	\$100,000.00	\$100,000.00	\$250,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Optional Outcome Measures

× **Outcome Measure 1**

All Project Types

Other Measure:

Increase ridership

Number of Units:

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$50,000.00

FY 2020 STIF Total
\$100,000.00

FY 2021 STIF Total
\$100,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
✕ # 1 Criterion 1			
✕ # 2 Criterion 2			
✕ # 3 Criterion 3			
✕ # 4 Criterion 4			
✕ # 5 Criterion 5			
✕ # 6 Criterion 6	100.0 %	100.0 %	100.0 %
✕ # 7 Criterion 7			

100.0 %

100.0 %

100.0 %



6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1: Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 10 Policies - Select all that apply. *

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.
- Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Lone, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$250,000.00

FY 2019 STIF Project Total

\$50,000.00

FY 2020 STIF Project Total

\$100,000.00

FY 2021 STIF Project Total

\$100,000.00

FY 2019 percent of STIF Funds supporting student transportation

0.00 %

FY 2020 percent of STIF Funds supporting student transportation

0.00 %

FY 2021 percent of STIF Funds supporting student transportation

0.00 %

× **Project 10**

Public Transportation Service Provider or Qualified Entity Name *

Morrow County The Loop Morrow County Transportation

Project Name *

Outreach Materials

Limit 50 characters

Project Description *

This will cover brochures, magnets, promotional items with logo and materials needed to do outreach to schools and communities.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period? *

- Yes
- No

Is this project part of your 100% list or 130% list? *

100 % List

100% List Project Rank *

5

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service *

100%

Maintain Service

0 %

Local Plan from which this project is derived: *

Morrow County Coordinated Human Services Public Transportation Plan

Local Plan page number *

6-2

Multi-Phase Project

Is your project part of a larger multi-phase project? *

No ▼

6.1.1 Project Scope

× Task 1

Category *

Administration 620-00 Project Administration ▼

620-00 Project Administration *

Project Administration 11.79

Project Administration Activity Detail *

11.79.00 Project Administration

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *		2019	2020	2021	Total
× Fund Source 1	STIF	\$5,000.00	\$5,000.00	\$5,000.00	\$15,000.00
× Fund Source 2	Federal				\$0.00
× Fund Source 3	Other State				\$0.00
× Fund Source 4	Local				\$0.00
× Fund Source 5	Other Funds				\$0.00
		\$5,000.00	\$5,000.00	\$5,000.00	\$15,000.00

+ Add Fund Source

6.1.3 Outcome Measures

Optional Outcome Measures

× **Outcome Measure 1**

All Project Types

Other Measure:

Ridership increase

Number of Units:

5

+ Add Outcome Measure

+ Add Task

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$5,000.00

FY 2020 STIF Total
\$5,000.00

FY 2021 STIF Total
\$5,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
× # 1 Criterion 1			
× # 2 Criterion 2	50.0 %	50.0 %	50.0 %
×			

# 3				
# 4	Criterion 4			
# 5	Criterion 5			
# 6	Criterion 6			
# 7	Criterion 7	50.0 %	50.0 %	50.0 %
		100.0 %	100.0 %	100.0 %

+ Add #

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects. *

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Goal 3 Policies - Select all that apply. *

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

6.4 Project Summary

Project Name

Mobile Data Transmitters - MDT's, Full time Dispatcher, Port of Morrow Route 1, Kayak, Fixed Route Heppner - Lexington - Ione, Fixed Route Heppner Lex Bdmn Irr Uma Hermiston, Bus stop signage and poles with seats, Land Purchase, Fixed Route Boardman to Arlington, Outreach Materials

STIF Project Grand Total

\$15,000.00

FY 2019 STIF Project Total

\$5,000.00

FY 2020 STIF Project Total

\$5,000.00

FY 2021 STIF Project Total

\$5,000.00

FY 2019 percent of STIF Funds supporting student transportation

50.00 %

FY 2020 percent of STIF Funds supporting student transportation

50.00 %

FY 2021 percent of STIF Funds supporting student transportation

50.00 %

[+ Add Project](#)

7. STIF Plan Summary

STIF Plan Total

\$2,611,500.00

Amount Carried Forward

\$1,070,000.00

FY 2019 Total STIF Funds

\$310,750.00

FY 2020 Total STIF Funds

\$605,750.00

FY 2021 Total STIF Funds

\$625,000.00

FY 2019 Student STIF Funds

\$3,515.00

FY 2020 Student STIF Funds

\$9,515.00

FY 2021 Student STIF Funds

\$9,800.00

FY 2019 Percent of STIF Funds supporting student transportation

1.13 %

FY 2020 Percent of STIF Funds supporting student transportation

1.57 %

FY 2021 Percent of STIF Funds supporting student transportation

1.57 %

Effective Date

This STIF Plan shall become effective as of the date it is approved by the Oregon Transportation Commission and it shall terminate as of the end date specified in Section 5 of the approved STIF Plan.

Signature

This STIF Plan serves as a legally binding agreement between the Qualified Entity and the State of Oregon, acting by and through its Department of Transportation.

Download the signature page here [STIF Plan signature page.](#)

Upload signature page here. *

Upload

or drag files here.

Limit 100 MB

Submit STIF Plan

Save

**FY 2019-2021 Statewide Transportation Improvement Fund
Formula Fund STIF Plan Certification of Agreement**

This STIF Plan submitted by Morrow County, a Qualified Entity, serves as a legally binding agreement between the Qualified Entity and the State of Oregon, acting by and through its Department of Transportation.

By signing below, I certify that I am authorized to execute this STIF Plan on behalf of Morrow County, a Qualified Entity as defined in ORS 184.752 (2), under the direction or approval of the Qualified Entity's Governing Body, and to legally bind the Qualified Entity.

I further acknowledge and represent on behalf of the Qualified Entity each of the following:

- The Qualified Entity, through its agents, officers or employees responsible to administer the STIF Plan and oversee completion of the projects included in the STIF Plan, has read and understands ORS 184.751 through ORS 184.766 and OAR chapter 732, divisions 40 and 42;
- The Qualified Entity agrees to be bound by ORS 184.751 through ORS 184.766 and OAR chapter 732, divisions 40 and 42 and any other laws applicable to STIF Formula Fund program administration and to the completion of the projects described in this STIF Plan;
- The associated STIF Plan is complete and includes all of the required documentation and information;
- The STIF Plan does not contain and is not based on any false or fraudulent information;
- The STIF Plan does not contain any statement or representation that is untrue in whole or part;
- The STIF Plan does not omit information that could have a material effect on the value, validity or authenticity of the STIF Formula Fund distributions made to the Qualified Entity;
- The Qualified Entity agrees to deliver the project(s) described in this STIF Plan within the identified timelines; and
- The Qualified Entity understands that it may request STIF Formula Fund distributions from the Oregon Department of Transportation after the Oregon Transportation Commission has approved the STIF Plan, but may not make a request prior to July 1, 2018.

Name of authorized representative: _____

Authorized representative signature: _____

Date of authorized representative's certification, acknowledgement and representation: _____

Name of authorized representative: _____

Authorized representative signature: _____

Date of authorized representative's certification, acknowledgement and representation: _____

Name of authorized representative: _____

Authorized representative signature: _____

Date of authorized representative's certification, acknowledgement and representation: _____

AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Annual Second Season Special Youth Spike Only Elk Hunt at the Morrow/Grant County OHV Park. To be held during the regularly scheduled second season elk hunt for the area as stated by Oregon Department of Fish and Wildlife (ODFW) - November 03-11, 2018
Draw for up to six applicants to hunt with no more than four alternates that are residents of Morrow or Grant County between the ages of 12 - 17 unless participating in the ODFW Mentored Youth Hunter Program.
Goal is to have equal amounts of youth from Morrow and Grant County participate.

There was a total of 4 - applications submitted on due date (October 10, 2018 @5:00pm)

2. FISCAL IMPACT:

Little to None
- Employees Time - Assisting with Program
- Promotion of the park to area youth and families.

3. SUGGESTED ACTION(S)/MOTION(S):

Motion to approve applicants meeting criteria to participate in Special Youth Hunt.

Attach additional background documentation as needed.

**Morrow/Grant County
OHV Park
Special Youth Hunt
Elk Second Season – Spike ONLY
2018
Applicants Morrow/Grant County
*Try for equal numbers
from Grant and Morrow County***

**TOTAL OF FOUR (4) APPLICATIONS RECEIVED
by Cutoff time October 10, 2018 @ 5:00pm
ALL APPLICANTS SUCCESSFUL IN DRAW**

- 1. Successful – (up to 6)**
First Name – Last Name --- City from – phone #
 - a. First name/Last name – city, state – phone #
 - b.
 - c.
 - d.
 - e.
 - f.

- 2. Alternate – (up to 4)**
 - a.
 - b.
 - c.
 - d.

- 3. Unsuccessful – (any others)**
 - a.
 - b.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

July - September was spent on updating The Loop Morrow County Transportations Title VI Plan as per State rules and regulations. There were several areas in this plan that needed to be updated. This plan is one that will be update every three years.

July got the Statewide Transportation Improvement Fund (STIF) by-laws approved. August had the STIF Advisory Committee appointed. It is made up of 7 members at this time. August and September had two Open Houses for the Public to weigh in on projects for the STIF Plan Template. One was held in Heppner and the other was in Boardman. I felt both of these had good attendance. The last of September I met with Kayak about a project that they wanted included in the STIF Plan Template. There have been a total of 4 STIF Advisory Committee meetings between September and the first of October to put together the STIF Plan Template.

July 23 and 24 I was in Salem at a Transit 1 Training course.

Nichole High the part - time dispatcher started July 1, 2018. She has been a wonderful asset to the office.

2. FISCAL IMPACT:

None

3. SUGGESTED ACTION(S)/MOTION(S):

None

Attach additional background documentation as needed.

Ridership

	2014	2015	Vets	2016	Vets	2017	Vets	2018	Vets	2019	Vets	2020 Vets
January	170	172	12	322	13	344	11	358	21			
February	168	168	2	350	12	369	27	382	11			
March	272	242	4	430	21	481	11	472	11			
April	393	186	6	372	19	427	21	408	10			
May	266	135	8	345	13	480	25	504	15			
June	260	158	20	340	15	428	10	402	12			
July	289	208	32	316	21	422	14	314	12			
August	246	226	26	340	18	594	10	454	18			
September	219	209	28	362	9	412	12	388	12			
October	212	358	18	418	23	430	13					
November	210	239	16	435	11	348	19					
December	235	292	19	433	14	412	22					
Yearly Totals	2940	2593	191	4463	189	5147	195	3682	122			

Juvenile Department Quarterly Report to the Board of County Commissioners (Quarter 1, 2018-2019)

Year: 2018-19 Last Quarter: 1st (July 1, 2018-September 30, 2018)
 Director: Tom Meier Report Date: October 17, 2018

Referral Stats: (Youth/Referrals)

Quarter: #1	Kids	14	Referrals	16	10 refs, 8 youth SRO
Quarter: #2	Kids	16	Referrals	16	
Quarter: #3	Kids	23	Referrals	27	
Quarter: #4	Kids	24	Referrals	37	

Quarter: #1 Kids 22 Referrals 51 (27 runaways same kid)

Year (7/1/18-6/30/19)	Kids	22	Referrals	51	
Year (7/1/17-6/30/18)	Kids	77	Referrals	96	
Year (7/1/16-6/30/17)	Kids	54	Referrals	61	<u>Record low</u>
Year (7/1/15-6/30/16)	Kids	86	Referrals	96	
Year (7/1/14-6/30/15)	Kids	62	Referrals	78	
Year (7/1/13-6/30/14)	Kids	68	Referrals	85	
Year (7/1/12-6/30/13)	Kids	71	Referrals	79	
Year (7/1/11-6/30/12)	Kids	91	Referrals	116	
Year (7/1/10-6/30/11)	Kids	96	Referrals	123	

Detention Stats:

@ 180.00 per day.

Quarter #1	New Admits	3	New Law	2	PV/CR 1
Quarter #2	New Admits	3 (one kid 2x)	New Law	2	PV/CR 1
Quarter #3	New Admits	3	New Law	3	PV/CR-0
Quarter #4	New Admits	2	New Law	2	PV/CR-0

Quarter #1 New Admits 4 New Law 2 PV/CR-2

Total Detention Admissions (All Reasons)

2017-2018	15	
2016-2017	10	<u>Record low</u>
2015-2016	13	
2014-2015	15	
2013-2014	16	
2012-2013	15	
2011-2012	14	
2010-2011	30	
2009-2010	16	
2008-2009	19	
2007-2008	24	

Quarter 1 18 regular detention days plus 30 CSC for a total of 48 days
Quarter 2 44 regular detention days plus 30 CSC for a total of 74 days
Quarter 3 23 regular detention days. One carry over youth from December (17)
Quarter 4 12 regular detention days (1 YCC Long Term Program placement)

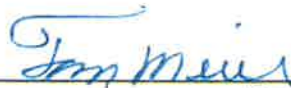
Quarter 1 10 regular detention days.

Length of Stay 2014-15 159 days total detention served
Length of Stay 2015-16 189 days served
Length of Stay 2016-17 265 days served Record High
Length of Stay 2017-18 157 days served (Not Counting CEOJJC YCC Referral)
Length of Stay 2018-19 10 days

News/Notes

1. Participated in LPSCC long term strategy and planning session in July and September (6 hours total).
2. Attended Town Hall (Heppner) August 20 regarding Juvenile/young adult crime and other city concerns.
3. Sherry Wright obtained her Basic Certification for Juvenile Probation Counselor in August after completing the Fundamental Skills training from OJDDA.
4. LeAnn Wright completed a 4 day JJIS business "Reports" training in September.
5. Three separate school shooting threat incidents occurred in September and October with two of the three being detained at NORCOR for a period of time.

Respectfully Submitted by:



Tom Meier - Juvenile Department Director

00057a - Allegation Report by Referral Received Date

Original Referral County: **Morrow**
 Start Date: **07/01/2018**
 End Date: **09/30/2018**

Crime Group	Total	% of Grand Total	Gender			Age @ Referral			Race/Ethnicity					
			Females	Males	Unknown	12 and Younger	13 - 15	16 and Older	African American	Asian	Hispanic	Native American	Other/Unknown	White
<u>Criminal</u>														
Driving Privileges, Licenses and Permits														
Offenses	1		0	1	0	0	0	1	0	0	0	0	1	0
Total	1		0	1	0	0	0	1	0	0	0	0	1	0
Fraud/Decep														
Forgery	1		0	1	0	0	0	1	0	0	0	0	1	0
Misc. Fraud or Deception	1		0	1	0	0	0	1	0	0	0	0	1	0
Total	2		0	2	0	0	0	2	0	0	0	0	2	0
Person														
Assault	3		2	1	0	1	2	0	0	0	0	0	3	0
Total	3		2	1	0	1	2	0	0	0	0	0	3	0
Property														
Arson	2		0	2	0	0	2	0	0	0	0	0	0	2
Criminal Mischief	4		0	4	0	0	4	0	0	0	0	0	1	3
Theft	6		2	4	0	3	3	0	0	0	2	0	4	0
Total	12		2	10	0	3	9	0	0	0	2	0	5	5
Public Order/Firearm/Weapons/Racketeerin g														
Disorderly Conduct	5		3	2	0	1	3	1	0	0	0	0	4	1
Harassment	4		2	2	0	1	2	1	0	0	0	0	3	1
Total	9		5	4	0	2	5	2	0	0	0	0	7	2
Rules of the Road for Drivers														
Accidents	2		0	2	0	0	1	1	0	0	0	0	2	0
Total	2		0	2	0	0	1	1	0	0	0	0	2	0
Total Criminal	29		9	20	0	6	17	6	0	0	2	0	20	7
%		45.3%	31.0%	69.0	0.0	20.7	58.6	20.7	0.0	0.0	6.9	0.0	69.0	24.1
<u>Non-Criminal</u>														
Alcohol														
Prohibitions	3		3	0	0	0	1	2	0	0	0	0	3	0
Total	3		3	0	0	0	1	2	0	0	0	0	3	0
Contr Substance; Drugs														
Prohibitions	1		0	1	0	0	1	0	0	0	0	0	1	0
Total	1		0	1	0	0	1	0	0	0	0	0	1	0
Driving Privileges, Licenses and Permits														

Crime Group	Total	% of Grand Total	Gender			Age @ Referral			Race/Ethnicity						
			Females	Males	Unknown	12 and Younger	13 - 15	16 and Older	African American	Asian	Hispanic	Native American	Other/Unknown	White	
<u>Non-Criminal</u>															
Driving Privileges, Licenses and Permits															
Requirement	2		0	2	0	0	1	1	0	0	0	0	0	2	0
Total	2		0	2	0	0	1	1	0	0	0	0	0	2	0
Financial Responsibility Law															
General Provisions	1		0	1	0	0	1	0	0	0	0	0	0	1	0
Total	1		0	1	0	0	1	0	0	0	0	0	0	1	0
Rules of the Road for Drivers															
Careless and Reckless Driving	1		0	1	0	0	1	0	0	0	0	0	0	1	0
Total	1		0	1	0	0	1	0	0	0	0	0	0	1	0
<u>Total Non-Criminal</u>	8		3	5	0	0	5	3	0	0	0	0	0	8	0
%		12.5%	37.5%	62.5	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	100.0	0.0
<u>Dependency Status Offense</u>															
Dependency Status Offense															
Runaway	27		1	26	0	0	1	26	0	0	0	0	0	1	26
Total	27		1	26	0	0	1	26	0	0	0	0	0	1	26
<u>Total Dependency Status Offens</u>	27		1	26	0	0	1	26	0	0	0	0	0	1	26
%		42.2%	3.7%	96.3	0.0	0.0	3.7	96.3	0.0	0.0	0.0	0.0	0.0	3.7	96.3
Totals Allegations															
%	64		13	51	0	6	23	35	0	0	2	0	29	33	
			20.3%	79.7	0.0	9.4	35.9	54.7	0.0	0.0	3.1	0.0	45.3	51.6	

Unduplicated Count of Referrals 51

Unduplicated Count of Youth 22

Crime Group	Total	% of Grand Total	Gender			Age @ Referral			Race/Ethnicity				
			Females	Males	Unknown	12 and Younger	13 - 15	16 and Older	African American	Asian	Hispanic	Native American	Other/Unknown

ORS Type Code by ORS Class Code

	A	B	C	None	Total Allegations
Felony	0	0	6	0	6
Misdemeanor	10	9	4	0	23
Violation	0	8	0	0	8
Dependency Status	0	0	0	27	27
Total Allegations	10	17	10	27	64

Crime Group	Total		Gender			Age @ Referral			Race/Ethnicity				
		% of Grand Total	Females	Males	Unknown	12 and Younger	13 - 15	16 and Older	African American	Asian	Hispanic	Native American	Other/Unknown

ORS Chapter by ORS Type Code

	Felony	Misdemeanor	Violation	Dependency Status	Total Allegations
Alcohol	0	0	3	0	3
Contr Substance; Drugs	0	0	1	0	1
Dependency Status Offense	0	0	0	27	27
Driving Privileges, Licenses and Permits	0	1	2	0	3
Financial Responsibility Law	0	0	1	0	1
Fraud/Decp	1	1	0	0	2
Person	2	1	0	0	3
Property	3	9	0	0	12
Public Order/Firearm/Weapons/Racketeering	0	9	0	0	9
Rules of the Road for Drivers	0	2	1	0	3
Total Allegations	6	23	8	27	64



MORROW COUNTY SHERIFF

325 Willow View Drive -- P.O. Box 159
 Heppner, OR 97836
 Phone: (541)676-5317
 Fax: (541)676-5577

Kenneth W. Matlack, Sheriff
 John A. Bowles, Undersheriff

MEMORANDUM

Morrow County Sheriff's Office

Date: 10-17-2018

To: Morrow County Court

From: John A. Bowles, Undersheriff

Re: 1st. Quarter Emergency Management Report (July-Sept)

Recent activities regarding Morrow County Emergency Management.

1. I have been sending out Emergency Management Notifications to all County Staff and posting to Facebook (weather, accidents, alerts, warnings, traffic, and preparedness).
2. **July 01/ 2018**, Ham Radio Net Check. (1Hr.)
3. **July 04/ 2018**, Parade in Boardman, Parade and Festival in Ione. (10Hrs.)
4. **July 08/ 2018**, Ham Radio Net Check. (1Hr.)
5. **July 15/ 2018**, Ham Radio Net Check. (1Hr.)
6. **July 17/ 2018**, Morrow County LEPC Meeting (Local Emergency Planning Committee). (2Hrs.)
7. **July 17/ 2018**, Hinton Creek Fire. 10 Hrs. 8 Hrs. follow-up meetings. 10 Hrs. Reports. (28Hrs.)
8. **July 18/ 2018**, Board of Commissioners Meeting. (2Hrs.)
9. **July 22/ 2018**, Ham Radio Net Check. (1Hr.)
10. **July 23-Aug 01/ 2018**, Wilson Prairie Fire. Meetings Presentations (25 Hrs.)
11. **July 24/ 2018**, House District 57 Public Safety Meeting. (2Hrs.)
12. **July 27/ 2018**, I-84 MP 144 Fire 1800 acres burned. No structures, no injuries. (10 Hrs.)
13. **July 28/ 2018**, Irrigon Watermelon Festival. (10 Hrs.)
14. **July 29/ 2018**, Ham Radio Net Check. (1Hr.)
15. **Aug 03/ 2018**, Ham Radio 4 in stalls in Command Vehicle, MCSO Antenna. (10 Hrs.)
16. **Aug 04/ 2018**, Umatilla County Fair and Rodeo Parade. (3Hrs.)
17. **Aug 04/ 2018**, Ham Radio Net Check. (1Hr.)
18. **Aug 08-10/ 2018**, 2018 CIS Law Enforcement Conference. (16Hrs)
19. **Aug 12/ 2018**, Ham Radio Net Check. (1Hr.)
20. **Aug 13/ 2018**, Ham Radio Meeting and Training. (6Hrs.)
21. **Aug 15-19/ 2018**, Morrow County Fair and Rodeo. (50 Hrs.)
22. **Aug 19/ 2018**, Ham Radio Net Check. (1Hr.)
23. **Aug 26/ 2018**, Ham Radio Net Check. (1Hr.)
24. **Aug 27/ 2018**, Conference Call with Corps of Engineers, possible contract. (2Hrs.)
25. **Aug 29/ 2018**, Conference Call with Corps of Engineers, Todd, Keasha and Tim. (2Hrs.)
26. **Aug 30/ 2018**, Search and Rescue 1 adult male. Located Code four. (1Hr.)
27. **Sept 02/ 2018**, Ham Radio Net Check. (1Hr.)

28. **Sept 09/ 2018**, Ham Radio Net Check. (1Hr.)
29. **Sept 11/ 2018**, Marine Rescue 1 adult male, 1 adult female rescued. (5Hrs.)
30. **Sept 13/ 2018**, Easter Oregon Interoperable Communications Study Planning Meeting. (2.5Hrs.)
31. **Sept 16/ 2018**, Ham Radio Net Check. (1Hr.)
32. **Sept 17/ 2018**, Hanford Site Tour. (5Hrs.)
33. **Sept 18/ 2018**, Morrow County LEPC Meeting (Local Emergency Planning Committee). (2Hrs.)
34. **Sept 20/ 2018**, Emergency Management Thought Leadership Webinar Training. (1Hr.)
35. **Sept 20/ 2018**, OPS Division Meeting. (4Hrs.)
36. **Sept 23/ 2018**, Ham Radio Net Check. (1Hr.)
37. **Sept 30/ 2018**, Ham Radio Net Check. (1Hr.)

I have been working with the US Corps of Engineers on a new process (Contract) for covering the US Corps property (Complete). I have been working on the 2018-2019 EMPG (Emergency Management Performance Grant) Grant amount will be \$52,542.00. The final Grant paperwork should be in soon for Board approval.

A lot of work has been put into updating our Ham Radio Division. Five MCSO Staff are now Ham certified.

All MCSO staff have completed ICS 100, 200, 700, 800.

Supervisory staff is working on completing ICS 300, 400.

Having a trained and informed staff has been a big help when working major incidents. Incidents that involve many agencies and jurisdictions.

HEPPNER JUSTICE COURT
 P O BOX 1125
 HEPPNER, OR 97836

JCDI S2

DI STRI BUTI ON OF FI NES AND ASSESSMENTS
 8/01/18 - 8/31/18

DOCKET CODE/ DESCR I PTI ON	TOTAL AMOUNT	CITY SHARE	COURT COSTS	COUNTY SHARE	JAIL ASSESS	STATE SHARE	IDP FEES	LEMLA	SUPPL. ASSESS	ALL OTHER
O COUNTY OFFI CER	475.00	.00	.00	339.00	32.00	.00	.00	.00	4.00	100.00
T STATE OFFI CER	305.00	.00	.00	72.00	32.00	97.00	.00	.00	4.00	100.00
Z DUI I	25.00	.00	.00	25.00	.00	.00	.00	.00	.00	.00
V MI SD.	1050.00	.00	75.00	912.00	16.00	.00	.00	.00	2.00	45.00
** COLUMN TOTALS **	1855.00 *	.00 *	75.00 *	1348.00 *	80.00 *	97.00 *	.00 *	.00 *	10.00 *	245.00 *

CITY SHARE BREAKDOWN		COUNTY SHARE BREAKDOWN		STATE SHARE BREAKDOWN		MI SCELLANEOUS OTHER	
FINE SHARE.....	.00	FINE SHARE.....	1348.00	FINE SHARE.....	97.00	OTHER.....	.00
COURT COSTS.....	.00	COURT COSTS.....	75.00	UNI TARY AS.....	.00	COMP. FINES.....	.00
CLERK COSTS.....	.00	CLERK COSTS.....	.00	DMV FEES.....	.00	RESTI TUTI ON.....	.00
		JAIL 60%.....	.00	STATE MI SC.....	.00		
SUPPL ASSESS.....	.00	SUPPL ASSESS.....	10.00	DWS CONV FEE.....	.00		
		JAIL HB2562.....	80.00	STATE OBLI G.....	.00		
NON-COST COURT...	.00	NON-COST COURT...	.00	VI CTI M ASSI ST.....	.00		
		SMALL CLAI MS.....	.00			REFUNDS.....	.00
COURT SECURI TY...	.00	COURT SECURI TY...	.00	JAIL 40%.....	.00	COLL. AGY.....	.00
				LEMLA.....	.00		
TOTAL CITY	.00 **	TOTAL COUNTY	1513.00 **	IDP.....	.00		
				COURT SECURI TY.....	.00		
				SECTI ON 6B-CFA	245.00		
				TOTAL STATE	342.00 **		

I CERTIFY THAT THIS IS A TRUE STATEMENT OF FINES LEVIED AND COLLECTED AND BAIL BONDS FORFEITED IN THIS COURT DURING THE MONTH OF AUGUST 2018

SIGNED



TITLE - JUSTICE CT JUDGE DATE 10/15/18

Item # 6d

HEPPNER JUSTICE COURT
 P O BOX 1125
 HEPPNER, OR 97836

JCDI S2

DI STRI BUTI ON OF FI NES AND ASSESSMENTS
 9/01/18 - 9/31/18

DOCKET CODE/ DESCR I PTI ON	TOTAL AMOUNT	CITY SHARE	COURT COSTS	COUNTY SHARE	JAI L ASSESS	STATE SHARE	IDP FEES	LEMLA	SUPPL. ASSESS	ALL OTHER
O COUNTY OFFICER	1750.00	.00	50.00	1247.00	96.00	5.00	.00	.00	12.00	340.00
T STATE OFFICER	230.00	.00	.00	47.00	32.00	47.00	.00	.00	4.00	100.00
Z DUI I	50.00	.00	25.00	25.00	.00	.00	.00	.00	.00	.00
V MI SD.	100.00	.00	.00	100.00	.00	.00	.00	.00	.00	.00
** COLUMN TOTALS **	2130.00 *	.00 *	75.00 *	1419.00 *	128.00 *	52.00 *	.00 *	.00 *	16.00 *	440.00 *

CITY SHARE BREAKDOWN

COUNTY SHARE BREAKDOWN

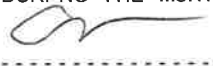
STATE SHARE BREAKDOWN

MISCELLANEOUS OTHER

FINE SHARE.....	.00	FINE SHARE.....	1419.00	FINE SHARE.....	47.00	OTHER.....	.00
COURT COSTS.....	.00	COURT COSTS.....	25.00	UNI TARY AS.....	5.00	COMP. FINES.....	.00
CLERK COSTS.....	.00	CLERK COSTS.....	.00	DMV FEES.....	.00	RESTI TUTI ON.....	.00
		JAI L 60%.....	.00	STATE MI SC.....	.00		
SUPPL ASSESS.....	.00	SUPPL ASSESS.....	16.00	DWS CONV FEE.....	.00		
		JAI L HB2562.....	128.00	STATE OBLI G.....	.00		
NON-COST COURT...	.00	NON-COST COURT...	50.00	VI CTI M ASSI ST.....	.00		
		SMALL CLAI MS.....	.00			REFUNDS.....	.00
COURT SECURI TY...	.00	COURT SECURI TY...	.00	JAI L 40%.....	.00	COLL. AGY.....	.00
				LEMLA.....	.00		
TOTAL CITY	.00 **	TOTAL COUNTY	1638.00 **	IDP.....	.00		
				COURT SECURI TY.....	.00		
				SECTI ON 6B-CFA	440.00		
				TOTAL STATE	492.00 **		

I CERTIFY THAT THIS IS A TRUE STATEMENT OF FINES LEVIED AND COLLECTED AND BAIL BONDS FORFEITED IN THIS COURT DURING THE MONTH OF SEPTEMBER 2018

SIGNED



TITLE-- JUSTICE CT JUDGE DATE 10/15/18

HEPPNER JUSTICE COURT
 P O BOX 1125
 HEPPNER, OR 97836

JCDI S2

DI STRI BUTI ON OF FI NES AND ASSESSMENTS
 7/01/18 - 7/31/18

DOCKET CODE/ DESCR I PTI ON	TOTAL AMOUNT	CITY SHARE	COURT COSTS	COUNTY SHARE	JAI L ASSESS	STATE SHARE	IDP FEES	LEMLA	SUPPL. ASSESS	ALL OTHER
O COUNTY OFFI CER	1550.00	.00	75.00	1089.00	122.00	.00	.00	.00	14.00	250.00
T STATE OFFI CER	605.00	.00	.00	197.00	32.00	247.00	.00	.00	4.00	125.00
Z DUI I	100.00	.00	50.00	50.00	.00	.00	.00	.00	.00	.00
V MI SD.	75.00	.00	.00	30.00	.00	.00	.00	.00	.00	45.00
** COLUMN TOTALS **	2330.00 *	.00 *	125.00 *	1366.00 *	154.00 *	247.00 *	.00 *	.00 *	18.00 *	420.00 *

CITY SHARE BREAKDOWN

COUNTY SHARE BREAKDOWN

STATE SHARE BREAKDOWN

MISCELLANEOUS OTHER

FINE SHARE.....	.00	FINE SHARE.....	1366.00	FINE SHARE.....	247.00	OTHER.....	.00
COURT COSTS.....	.00	COURT COSTS.....	50.00	UNI TARY AS.....	.00	COMP. FI NES.....	.00
CLERK COSTS.....	.00	CLERK COSTS.....	.00	DMV FEES.....	.00	RESTI TUTI ON.....	.00
		JAI L 60%.....	.00	STATE MI SC.....	.00		
SUPPL ASSESS.....	.00	SUPPL ASSESS.....	18.00	DWS CONV FEE.....	.00		
		JAI L HB2562.....	154.00	STATE OBLI G.....	.00		
NON-COST COURT....	.00	NON-COST COURT....	75.00	VI CTI M ASSI ST.....	.00		
		SMALL CLAI MS.....	.00	JAI L 40%.....	.00	REFUNDS.....	.00
COURT SECURI TY....	.00	COURT SECURI TY....	.00	LEMLA.....	.00	COLL. AGY.....	.00
				IDP.....	.00		
TOTAL CITY	.00 **	TOTAL COUNTY	1663.00 **	COURT SECURI TY....	.00		
				SECTI ON 6B-CFA	420.00		
				TOTAL STATE	667.00 **		

I CERTIFY THAT THIS IS A TRUE STATEMENT OF FINES LEVIED AND COLLECTED AND BAIL BONDS FORFEITED IN THIS COURT DURING THE MONTH OF JULY 2018

SIGNED



TITLE-- JUSTICE CT JUDGE DATE 10/15/18

IRRI GON IRRI GON COURT
 THIRD & MAIN PO BOX 130
 IRRI GON, OREGON 97844

JCDI S2

DI STRI BUTI ON OF FI NES AND ASSESSMENTS
 7/01/18 - 7/31/18

DOCKET CODE/ DESCR I PTI ON	TOTAL AMOUNT	CITY SHARE	COURT COSTS	COUNTY SHARE	JAI L ASSESS	STATE SHARE	IDP FEES	LEMLA	SUPPL. ASSESS	ALL OTHER
* SMALL CLAIMS	254.00	.00	254.00	.00	.00	.00	.00	.00	.00	.00
I CITY OF BOARDMA	129.00	.00	52.00	38.00	.00	37.00	.00	.00	2.00	.00
O COUNTY OFFI CER	17270.77	.00	845.01	12748.15	824.00	81.82	.00	2.00	102.00	2667.79
T STATE OFFI CER	36374.79	.00	499.88	14025.96	1766.00	13908.95	.00	4.00	220.00	5950.00
Z DUI I	1645.00	.00	360.00	1212.50	.00	7.50	.00	.00	.00	65.00
W STATE VEI GHMAST	440.00	.00	.00	372.00	16.00	.00	.00	.00	2.00	50.00
V MI SD.	2439.00	.00	568.00	1577.00	48.00	.00	.00	.00	6.00	240.00
C MI P/ FURNI SHI NG	40.00	.00	.00	13.00	.00	27.00	.00	.00	.00	.00
F MARI JUANA LESS	150.00	.00	.00	150.00	.00	.00	.00	.00	.00	.00
D ANI MAL VI OLATI O	290.00	.00	.00	247.00	16.00	.00	.00	.00	2.00	25.00
** COLUMN TOTALS **	59032.56 *	.00 *	2578.89 *	30383.61 *	2670.00 *	14062.27 *	.00 *	6.00 *	334.00 *	8997.79 *

CITY SHARE BREAKDOWN

COUNTY SHARE BREAKDOWN

STATE SHARE BREAKDOWN

MI SCELLANEOUS OTHER

FINE SHARE.....	.00	FINE SHARE.....	30295.11	FINE SHARE.....	13873.95	OTHER.....	.00
COURT COSTS.....	.00	COURT COSTS.....	539.00	UNI TARY AS.....	188.32	COMP. FI NES.....	75.00
CLERK COSTS.....	.00	CLERK COSTS.....	.00	DMV FEES.....	.00	RESTI TUTI ON.....	125.00
		JAI L 60%.....	34.80	STATE MI SC.....	.00		
SUPPL ASSESS.....	.00	SUPPL ASSESS.....	334.00	DWS CONV FEE.....	.00		
		JAI L HB2562.....	2612.00	STATE OBLI G.....	.00		
NON- COST COURT...	.00	NON- COST COURT...	1331.89	VI CTI M ASSI ST.....	.00		
		SMALL CLAIMS.....	.00	JAI L 40%.....	23.20	REFUNDS.....	12.00
COURT SECURI TY...	.00	COURT SECURI TY.....	.00	LEMLA.....	6.00	COLL. AGY.....	.00
		OFFENSE SURCHG.....	88.50	IDP.....	.00		
		ATTORNEY FEES.....	708.00	COURT SECURI TY.....	160.00		
TOTAL CITY	.00 **	TOTAL COUNTY	35943.30 **	SECTI ON 6B- CFA	8637.79		
				TOTAL STATE	22889.26 **		

I CERTIFY THAT THIS IS A TRUE STATEMENT OF FINES LEVIED AND COLLECTED AND BAIL BONDS FORFEITED IN THIS COURT DURING THE MONTH OF JULY 2018

SIGNED

TITLE-- JUSTICE CT JUDGE DATE 10/15/18

IRRI GON IRRI GON COURT
 THIRD & MAIN PO BOX 130
 IRRI GON, OREGON 97844

JCDI S2

DI STRIBUTION OF FINES AND ASSESSMENTS
 8/01/18 - 8/31/18

DOCKET CODE/ DESCR IPTION	TOTAL AMOUNT	CITY SHARE	COURT COSTS	COUNTY SHARE	JAIL ASSESS	STATE SHARE	IDP FEES	LEMLA	SUPL. ASSESS	ALL OTHER
* SMALL CLAIMS	83.00	.00	83.00	.00	.00	.00	.00	.00	.00	.00
I CITY OF BOARDMA	306.41	.00	25.00	241.41	1.00	37.00	.00	.00	2.00	.00
O COUNTY OFFICER	20095.46	.00	704.71	14897.75	886.00	37.00	.00	6.00	122.00	3442.00
T STATE OFFICER	24910.21	.00	1354.00	8835.60	1180.00	9456.20	.00	.00	152.00	3932.41
Z DUI	2309.00	.00	261.50	1841.50	70.00	75.00	.00	.00	4.00	57.00
W STATE WEIGHMAST	200.00	.00	.00	132.00	16.00	.00	.00	.00	2.00	50.00
G FISH & GAME	120.00	.00	.00	26.00	16.00	26.00	.00	.00	2.00	50.00
V MISD.	1209.34	.00	290.00	653.34	5.00	.00	.00	5.00	4.00	252.00
C MIP/FURNISHING	80.00	.00	.00	80.00	.00	.00	.00	.00	.00	.00
F MARIJUANA LESS	307.80	.00	.00	144.00	.00	163.80	.00	.00	.00	.00
D ANIMAL VIOLATIO	75.00	.00	.00	50.00	.00	.00	.00	.00	.00	25.00
** COLUMN TOTALS **	49696.22 *	.00 *	2718.21 *	26901.60 *	2174.00 *	9795.00 *	.00 *	11.00 *	288.00 *	7808.41 *

CITY SHARE BREAKDOWN

COUNTY SHARE BREAKDOWN

STATE SHARE BREAKDOWN

MISCELLANEOUS OTHER

FINE SHARE.....	.00	FINE SHARE.....	26834.60	FINE SHARE.....	9646.00	OTHER.....	.00
COURT COSTS.....	.00	COURT COSTS.....	768.00	UNI TARY AS.....	149.00	COMP. FINES.....	85.00
CLERK COSTS.....	.00	CLERK COSTS.....	.00	DMV FEES.....	.00	RESTI TUTI ON.....	125.00
		JAIL 60%.....	67.80	STATE MIS C.....	.00		
SUPL ASSESS.....	.00	SUPL ASSESS.....	288.00	DWS CONV FEE.....	.00		
		JAIL HB2562.....	2061.00	STATE OBLI G.....	.00		
NON-COST COURT...	.00	NON-COST COURT...	1663.71	VI CTI M ASSI ST.....	.00		
		SMALL CLAIMS.....	.00	JAIL 40%.....	45.20	REFUNDS.....	.00
COURT SECURITY...	.00	COURT SECURITY....	.00	LEMLA.....	11.00	COLL. AGY.....	.00
		OFFENSE SURCHG....	67.00	IDP.....	.00		
		ATTORNEY FEES.....	286.50	COURT SECURITY....	49.00		
TOTAL CITY.....	.00 **	TOTAL COUNTY.....	32036.61 **	SECTION 6B-CFA.....	7549.41		
				TOTAL STATE.....	17449.61 **		

I CERTIFY THAT THIS IS A TRUE STATEMENT OF FINES LEVIED AND COLLECTED AND BAIL BONDS FORFEITED IN THIS COURT DURING THE MONTH OF AUGUST 2018

SIGNED



TITLE-- JUSTICE CT JUDGE DATE 10/15/18

IRRI GON I RRI GON COURT
 THIR D & MAI N PO BOX 130
 I RRI GON, OREGON 97844

JCDI S2

DI STRI BUTI ON OF FI NES AND ASSESSMENTS
 9/01/18 - 9/30/18

DOCKET CODE/ DESCR I PTI ON	TOTAL AMOUNT	CITY SHARE	COURT COSTS	COUNTY SHARE	JAI L ASSESS	STATE SHARE	IDP FEES	LEMLA	SUPPL. ASSESS	ALL OTHER
* SMALL CLAI MS	332.00	.00	332.00	.00	.00	.00	.00	.00	.00	.00
I CITY OF BOARDMA	462.97	.00	.00	390.97	18.00	.00	.00	2.00	2.00	50.00
O COUNTY OFFI CER	20354.34	.00	877.78	15040.53	1007.00	97.00	.00	6.00	130.00	3196.03
T STATE OFFI CER	21959.00	.00	1008.00	7644.95	923.00	8918.28	.00	.00	120.00	3344.77
Z DUI I	475.00	.00	75.00	400.00	.00	.00	.00	.00	.00	.00
W STATE WEI GHMAST	1240.00	.00	100.00	941.00	48.00	.00	.00	.00	6.00	145.00
1 MARI NE, ALL OTH	40.00	.00	.00	.00	.00	.00	.00	.00	.00	40.00
V MI SD.	1164.00	.00	222.00	599.00	41.00	5.00	.00	.00	2.00	295.00
C MI P/ FURNI SHI NG	80.00	.00	.00	80.00	.00	.00	.00	.00	.00	.00
F MARI JUANA LESS	402.34	.00	5.46	.00	.00	394.88	.00	.00	2.00	.00
D ANI MAL VI OLATI O	650.00	.00	.00	292.00	32.00	.00	.00	.00	4.00	322.00
** COLUMN TOTALS **	47159.65 *	.00 *	2620.24 *	25388.45 *	2069.00 *	9415.16 *	.00 *	8.00 *	266.00 *	7392.80 *

CITY SHARE BREAKDOWN

COUNTY SHARE BREAKDOWN

STATE SHARE BREAKDOWN

MISCELLANEOUS OTHER

FINE SHARE.....	.00	FINE SHARE.....	25370.45	FINE SHARE.....	9313.16	OTHER.....	.00
COURT COSTS.....	.00	COURT COSTS.....	554.00	UNI TARY AS.....	102.00	COMP. FI NES.....	100.00-
CLERK COSTS.....	.00	CLERK COSTS.....	.00	DMV FEES.....	.00	RESTI TUTI ON.....	375.00
		JAI L 60%.....	63.00	STATE MI SC.....	.00		
SUPPL ASSESS.....	.00	SUPPL ASSESS.....	266.00	DWS CONV FEE.....	.00		
		JAI L HB2562.....	1964.00	STATE OBLI G.....	.00		
NON- COST COURT.....	.00	NON- COST COURT.....	1916.24	VI CTI M ASSI ST.....	.00		
		SMALL CLAI MS.....	.00			JAI L 40%.....	42.00
COURT SECURI TY.....	.00	COURT SECURI TY.....	.00	LEMLA.....	8.00	IDP.....	.00
		OFFENSE SURCHG.....	18.00	COURT SECURI TY.....	207.00	REFUNDS.....	19.00
		ATTORNEY FEES.....	150.00			COLL. AGY.....	.00
TOTAL CI TY.....	.00 **	TOTAL COUNTY.....	30301.69 **	SECTI ON 6B-CFA.....	6910.80		
				TOTAL STATE.....	16582.96 **		

I CERTIFY THAT THIS IS A TRUE STATEMENT OF FINES LEVIED AND COLLECTED AND BAIL BONDS FORFEITED IN THIS COURT DURING THE MONTH OF SEPTEMBER 2018

SIGNED



TITLE-- JUSTICE CT JUDGE DATE 10/15/18



Correspondence

PLANNING DEPARTMENT

PO Box 40 • 205 Third Street NE
Irrigon, Oregon 97844
(541) 922-4624

PUBLIC NOTICE

October 3, 2018

Dear Adjoining Landowner and Interested Parties:

Under provisions of the Morrow County Zoning Ordinance you are an "adjoining landowner" or an interested party concerned with the public hearing on the attached Public Notice. The Morrow County Board of Commissioners will hold a public hearing on Wednesday, October 24, 2018, at 9:00 a.m at the Bartholomew Building in Heppner, Oregon.

You may obtain a copy of the Planning Commission Final Findings of Fact and the Memorandum to the Board of Commissioners regarding the application from our office anytime after Friday, October 12, 2018. If you have any information you feel should be addressed by the Board of Commissioners, or be included in the Boards findings, please contact our office. If you object to the request or feel that certain aspects need to be discussed in a public forum, you are invited to attend the Board of Commissioners public hearing on October 24, 2018. You may also submit comments in writing. We would appreciate any written comments prior to close of business on Friday, October 19, 2018, so they can be provided to the Board of Commissioners in their final meeting packet.

If you wish to be advised of the results of this or any other land use public hearings, please send a request to this office. We would also encourage you to visit the Morrow County Planning Department web pages at <https://www.co.morrow.or.us/planning> to learn more about the work of the Planning Department and the Planning Commission.

Cordially,

A handwritten signature in cursive script that reads "Carla McLane".

Carla McLane
Planning Director

Enclosures: Public Notice
Map

**PUBLIC NOTICE
MORROW COUNTY LAND USE HEARING**

THE MORROW COUNTY BOARD OF COMMISSIONERS will hold the following hearing of public interest on Wednesday, October 24, 2018, at 9:00 a.m. at the Bartholomew Building, Heppner, Oregon.

Transportation System Plan Amendment ATSP-123-18: Morrow County Public Works, applicant and owner. The property is described as tax lot 300 of Assessor's Map 1S 25, is the Lexington Airport, and is zoned EFU with the Air Industrial use zone applied as an overlay. It is located just north of the Town of Lexington and west of Highway 207. Request is to adopt the Airport Layout Plan as part of the Morrow County Transportation System Plan. Criteria for approval includes MCZO Article 8 Amendments and the MCCP Review and Revision Process. This is the second of at least two public hearings with the final hearing before the Board of Commissioners.

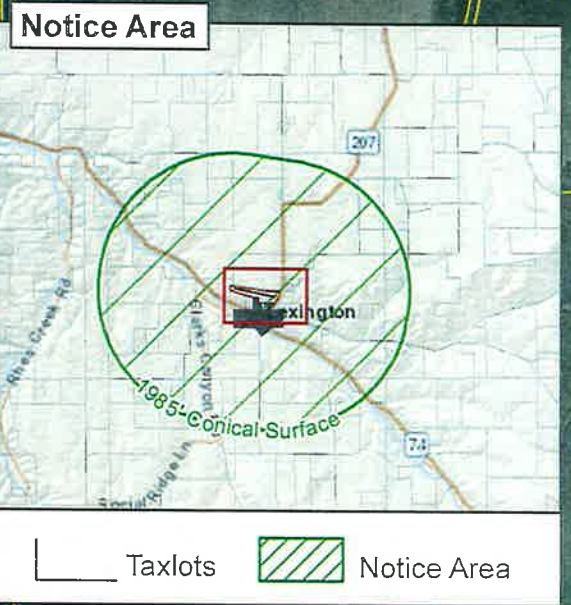
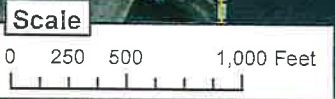
Opportunity to voice support or opposition to the above proposal or to ask questions will be provided. Failure to raise an issue in person or by letter or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on those issues.

Copies of the staff reports and all relevant documents will be available after October 12, 2018. For more information, please contact Carla McLane at 541-922-4624 or 541-676-9061, extension 5505.

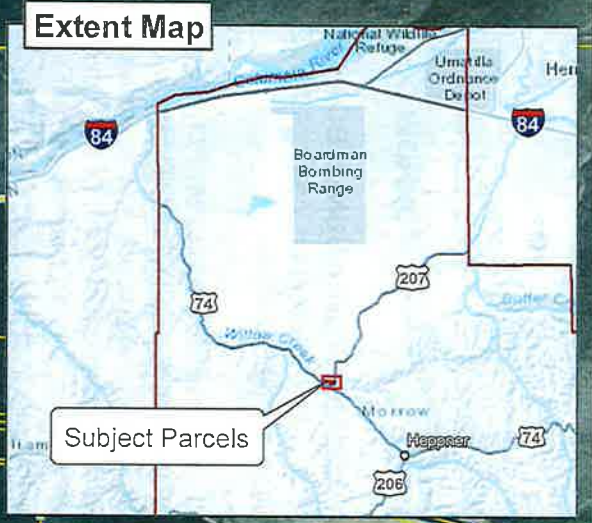
DATED this 3rd day of October 2018.
MORROW COUNTY PLANNING DEPARTMENT
Published: October 3, 2018
Affidavit of Publication

Vicinity Map

Lexington Airport Layout Plan



Taxlots
 Notice Area



Cartography By: Stephen Wreccics
 Morrow County Planning Department
 Date Saved: 9/28/2018 3:41:52 PM

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601
 Projection: Lambert Conformal Conic
 Datum: North American 1983 HARN

ATSP-123-18
 1S 25E 27 TL 200 & 300



Oregon

Kate Brown, Governor



550 Capitol St. N.E., 1st Floor
Salem, OR 97301-3737
Phone: (503) 378-4040
Toll Free: 1-800-221-8035
FAX: (503) 373-7806
www.Oregon.gov/ENERGY

MEMORANDUM

DATE: October 1, 2018

TO: Special Advisory Groups

FROM: Kellen Tardaewether, Senior Siting Analyst
Phone: (503) 373-0214
Toll-free: 800-221-8035 (in-state only)
Fax: (503) 373-7806
Email: kellen.tardaewether@oregon.gov

RE: Request for Agency Report on Compliance and Recommended Site Certificate Conditions on the Complete Application for Site Certificate for the Proposed Boardman to Hemingway Transmission Line

Summary of the Proposed Facility

Facility Name:	Boardman to Hemingway Transmission Line
Applicant:	Idaho Power Company
Required Approval:	Site certificate from the Oregon Energy Facility Siting Council
Review Status:	Complete Application for Site Certificate filed on September 28, 2018; Notice of the Application issued on October 3, 2018
Comment Period	A 47-day agency review and comment period will begin on October 10, 2018
Comment Deadline:	Monday, November 26, 2018
Proposed Facility:	A proposed 500-kilovolt (kV) transmission line approximately 300 miles long with approximately 273 miles in Oregon
Location:	Morrow, Umatilla, Union, Baker, and Malheur counties

Introduction

On September 21, 2018, the Oregon Department of Energy (ODOE or Department), as staff to the Energy Facility Siting Council (EFSC or Council), determined that Idaho Power Company's (applicant) Amended preliminary Application for a Site Certificate (ApASC) for the Boardman to Hemingway Transmission Line is complete. On September 28, 2018, the applicant filed with the Department its Application for Site Certificate (ASC). An application is complete when the Department finds that the applicant has submitted information adequate for the Council to make findings or impose conditions on all applicable Council standards.

In accordance with Oregon Revised Statute (ORS) 469.480(1), and according to Department records, the Council previously appointed the governing body of your local government as a Special Advisory Group (SAG) for Boardman to Hemingway Transmission Line. Pursuant to OAR 345-022-0030(2)(b), the applicant has elected to obtain a Council determination under ORS 469.504(1)(b) to determine that the proposed facility complies with applicable substantive criteria, Land Conservation and Development Commission administrative rules, and directly applicable land use statutes; or the proposed facility does not comply with one or more applicable substantive criteria, but the proposed facility otherwise complies with the statewide planning goals or an exception is justified.

In accordance to Oregon Revised Statute (ORS) 469.350(2) and OAR 345-015-0200, the Department requests an agency report including your comments associated with the facility's compliance with applicable statutes, rules and ordinances and recommended site certificate conditions. In accordance with ORS 469.350(3), please reply to this request as soon as possible, but no later than **November 26, 2018**. A list of exhibits in the ASC, and suggested agency reviewers, is included as Table 1 to this memo.

You will be sent copies of the ASC in either print or electronic copy, or both, based on your preferences on record at the Department. The ASC is otherwise available for download through ODOE's project web page for the Boardman to Hemingway Transmission Line at: <https://www.oregon.gov/energy/facilities-safety/facilities/Pages/B2H.aspx>

Location and Description of the Proposed Facility (see Exhibit B and C of the ASC)

The proposed Boardman to Hemingway Transmission Line would extend approximately 300 miles from Boardman, Oregon to the Hemingway Substation in southwestern Idaho. The proposed transmission line and proposed alternative routes would cross five counties in Oregon including Morrow, Umatilla, Union, Baker, and Malheur counties. Specific proposed locational maps can be found in the ASC, Exhibit C.

EFSC Review Process and Agency Comments Requested

Before it is authorized to construct and operate the proposed facility, the applicant must have a site certificate from EFSC. To be granted a site certificate, the applicant must demonstrate that

the proposed facility meets the EFSC standards established under ORS 469.501 and OAR Chapter 345, Divisions 22 and 24, as well as all other applicable statutes, rules, and standards, including those of other state and local agencies. In accordance with OAR 345-015-0200, ODOE requests reviewing agencies, including SAGs, to provide an agency report that contains the following information:

- Your agency's recommendations regarding any applications for permits administered by the agency that are applicable to construction or operation of the proposed facility.
- Issues significant to the agency.
- Your agency's conclusions concerning the proposed facility's compliance with state statutes, administrative rules, or ordinances administered by the agency.
- A list of site certificate conditions recommended by your agency.
- Any other information that the reviewing agency believes will be useful to the Council in reviewing the site certificate application.

In addition to items listed above, ODOE requests that SAGs review the application materials related to compliance with their jurisdiction's land use regulations (Exhibit K) and provide recommendations, comments and interpretations regarding compliance with local land use requirements, including:

- An assessment of the accuracy of the applicable substantive criteria the applicant identified in the site certificate application; and
- A report from the SAG regarding the proposed facility's compliance with the applicable substantive criteria for a land use decision under ORS 469.504(1)(b).

SAGs may rely on planning staff to evaluate compliance with local land use requirements, but responses must be submitted by, or clearly state that they are submitted on behalf of, the Special Advisory Group.

Your comments will assist ODOE in the preparation and issuance of a Draft Proposed Order (DPO), which will include preliminary evaluation and findings on whether the application meets EFSC standards. The DPO will also include recommended conditions of approval for the construction, operation and retirement of the facility. The reports provided by your agency are part of the decision record on the ASC. The DPO is discussed more below.

More information about the site certificate application process is available at <http://www.oregon.gov/energy/facilities-safety/facilities/Documents/Fact-Sheets/EFSC-Process-Flowchart.pdf>.

Draft Proposed Order and Condition Guidance

The Department is currently preparing the DPO, which will include analysis of the application and recommended findings. Based on the Department's review of the ASC, as well as the agency reports received from state agencies, Tribal Governments, local governments, and special advisory groups (SAGs). The DPO will include a recommendation to EFSC of approval or

denial of the site certificate. If staff recommends approval, the DPO will include recommended site certificate condition language. If your agency recommends condition language or edits to conditions the applicant proposes in the ASC, any recommended conditions should be within the jurisdiction of your agency and legally defensible with respect to your agency's applicable statutes, rules and ordinances. The Department will review all proposed conditions for consistency and compliance with the applicable statutes, rules and ordinances and make recommendations to EFSC.

Some conditions reference "draft plans" (e.g., Draft Traffic Management Plans, Draft Revegetation Plans, Draft Mitigation Plans) that will be finalized prior to construction. Final approval of Plans is typically done by ODOE, on delegation from EFSC, after issuance of the site certificate. If EFSC approves the facility and imposes these pre-construction conditions, ODOE will review the final Plans and solicit comments on their sufficiency by coordinating with SAGs, local governments, agencies, and Tribal Governments. Final approval is delegated to ODOE, however, enforcement of Plans may be done by ODOE and/or the applicable agency or Government.

Following issuance of the DPO, the Department will open a public comment period and EFSC will conduct a series of public hearings, in each affected county, on the order. At that time, agencies, SAGs, Tribal Governments, and members of the public must provide written comment during the public comment period, or oral or written testimony on the record of the public hearings in the manner described in OAR 345-015-0016, to preserve the right to participate in the contested case proceeding and subsequent appeals of EFSC's decision. The Department anticipates issuing the DPO during the first quarter of 2019. The Department will issue notice of the public hearings and comment period when it issues the DPO.

Due Date for Comments

Please reply with your comments as soon as possible, but no later than November 26, 2018. For your convenience, you may use the enclosed memo comment form, or provide comments by separate letter or email. This review request memo will also be sent to you by ODOE via email. After your review of the ASC, if your agency has no comment, please provide that response. Please mail, fax or email your response to Kellen Tardaewether, the Department siting analyst for the Boardman to Hemingway Transmission Line, at the address, fax or email listed above.

If your agency does not provide comments by November 26, 2018, the Department will conclude that your agency has no comments and will conduct the review of all regulations administered by your agency on your behalf.

Cost Recovery

Costs associated with reviewing the application and preparing comments may be eligible for reimbursement. In order to receive reimbursement, the Department must have an interagency or intergovernmental agreement in place with your organization. If you do not have an

agreement and would like to establish one, please contact the Department's fiscal analyst Sisily Fleming at sisily.fleming@oregon.gov or 503-378-8356.

Public Information Meetings

The Department will hold a series of public informational meetings with the applicant to provide the public with more information about the proposed facility and the EFSC review process. The informational meetings will include a presentation starting at 5:30 p.m. Department staff and the applicant will be available to answer questions after the presentation, but public testimony will not be taken at this point in the process. Below are the times, dates and locations for the meetings:

County: Malheur

Date: Monday, October 15, 2018

Time: 5:00 pm – 8:00 pm

Location: Four Rivers Cultural Center, 676 SW 5th Ave, Ontario, OR

County: Baker

Date: Tuesday, October 16, 2018

Time: 5:00 pm – 8:00 pm

Location: Community Connections - Baker County Senior Center, 2810 Cedar St, Baker City, OR

County: Union

Date: Wednesday, October 17, 2018

Time: 5:00 pm – 8:00 pm

Location: Blue Mountain Conference Center, 404 12th St, La Grande, OR

County: Umatilla

Date: Thursday, October 18, 2018

Time: 5:00 pm – 8:00 pm

Location: Pendleton Convention Center, 1601, Westgate, Pendleton, OR

County: Morrow

Date: Thursday, October 18, 2018

Time: 5:00 pm – 8:00 pm

Location: Sage Center, 101 Olson Road, Boardman, OR

Application Exhibit and Agency Guide

Table 1 outlines the Exhibits in the application that agencies, local and Tribal Governments may wish to review to locate information applicable to them. The scope of this review request on the ASC is associated with the facility's compliance with applicable statutes, rules and ordinances, issues significant to your agency, and recommended site certificate conditions, as listed above.

Table 1. List of ASC Exhibits and Suggested Reviewing Agency		
Exhibit	Exhibit Title	Agency
A	Applicant Information	All
B	Project Description	All
C	Project Location	All
D	Organizational Expertise	All
E	Permits Required	All
F	Adjacent Property Owners and Addresses	Counties
G	Materials Analysis	Local Governments, DEQ, OSFM
H	Geological and Soil Stability	DOGAMI, ODA
I	Soil Conditions	Counties, DEQ, ODA, DLCD, ODFW, BLM, USFS, BOR, COE
J	Wetlands and other Jurisdictional Waters	DSL, DEQ, COE, NMFS
K	Land Use	Local Governments, DLCD, BLM, USFS, BOR, ODA
L	Protected Areas	DEQ, BLM, OPRD, ODFW, USFS, SHPO, ODA, ODF, USFWS, Tribes, ODOT
M	Financial Capability	PUC
N	Non-Generating Facility Need	PUC
O	Water Use	Local Governments, OWRD, DEQ
P	Fish and Wildlife Habitats and Species	ODFW, BLM, USFWS, Tribes, USFS, NMFS
Q	Threatened and Endangered Plant and Animal Species	ODA, ODFW, BLM, USFWS, Tribes
R	Scenic Resources	OPRD, BLM, USFS, Local Governments, DLCD, Tribes, ODOT
S	Historic, Cultural, and Archeological Resources	SHPO, BLM, USFS, Counties, Tribes
T	Recreational Opportunities	BLM, OPRD, ODFW, USFS, ODF
U	Public Services	Local Governments, USFM, ODOT
V	Solid Waste and Wastewater	DEQ, Local Governments
W	Facility Retirement and Site Restoration	PUC
X	Noise	DEQ, ODFW, BLM, USFS
Y	Carbon Dioxide Emissions	N/A
Z	Evaporative Cooling Towers	N/A
AA	Electric Transmission Line EMFs	Local Governments, PUC
BB	Other Information	DEQ, ODF, Tribes
CC	Other Applicable Statutes, Rules, and Ordinances	All
DD	Specific Requirements	Local Governments, ODA, PUC



Oregon

Kate Brown, Governor



550 Capitol St. N.E., 1st Floor
Salem, OR 97301-3737
Phone: (503) 378-4040
Toll Free: 1-800-221-8035
FAX: (503) 373-7806
www.Oregon.gov/ENERGY

TO: Kellen Tardaewether
Oregon Department of Energy
550 Capitol St N.E., 1st Floor
Salem, OR 97301

FROM: [Name, Title]
[SAG Name]
[Street Address]
[City, State Zip Code]
[Phone #]
[Email]

DATE: [Date]

RE: [SAG's Name] Agency Report on the Application for Site Certificate for the Boardman to Hemingway Transmission Line

General Comments: [Include general comments here.]

Specific Comments: [If there are comments related to a specific location in the ASC, please include in the comment table below. Please utilize the table format on the following page—this will allow easier collating of comments from multiple agencies on any particular exhibit.]

**Public Informational Meetings on the Application for Site Certificate for the
Boardman to Hemingway Transmission Line**

Monday, October 15, 2018 through Thursday, October 18, 2018
All Meetings Begin at 5:00 p.m.

Meeting Location Information on Page 2

Please Note: Presentations will begin at 5:30 p.m.; duration of each session may vary. Each meeting will follow the same format.

Agenda

Time	Activity/topic
5:00 - 5:30 p.m.	Open house session: Meet and greet with Oregon Department of Energy and Idaho Power representatives <ul style="list-style-type: none"> • <i>Energy Facility Siting Council (EFSC) process information provided by ODOE</i> • <i>Project information provided by Idaho Power</i>
5:30 - 6:00 p.m.	ODOE presentation: Introduction and process information <ul style="list-style-type: none"> • <i>Current phase of the EFSC review process</i> • <i>Next steps</i> • <i>Opportunities for the public to participate</i>
6:00 - 6:20 p.m.	Idaho Power presentation: Project information and county overview
6:20 - 7:00 p.m.	Question and answer session: ODOE and Idaho Power answer questions from meeting attendees
7:00 - 8:00 p.m.	Open house session: One-on-one questions and answers with ODOE and Idaho Power



Meeting Dates and Locations

Date: Monday, October 15, 2018

Location: Four Rivers Cultural Center, 676 SW 5th Ave, Ontario, OR
County: Malheur

Date: Tuesday, October 16, 2018

Location: Community Connections - Baker County Senior Center, 2810 Cedar St, Baker City, OR
County: Baker

Date: Wednesday, October 17, 2018

Location: Blue Mountain Conference Center, 404 12th St, La Grande, OR
County: Union

Date: Thursday, October 18, 2018

Location: Pendleton Convention Center, 1601 Westgate, Pendleton, OR
County: Umatilla

Date: Thursday, October 18, 2018

Location: Sage Center, 101 Olson Road, Boardman, OR
County: Morrow

Americans with Disabilities Act: The Oregon Department of Energy will make reasonable accommodations upon request. Please contact the Department at least 72 hours before the first meeting on October 15, 2018. Call Esther Kooistra at 503-378-3895; Fax 503-373-7806, or toll free in Oregon at 800-221-8035. TTY users should call the Oregon Relay Service at 711.



ENERGY FACILITY SITING COUNCIL

Energy Facility Siting Council Meeting Notice and Agenda

**Boardman City Hall
200 City Center Circle
Boardman, OR**

Thursday, October 25, 2018 at 4:15 p.m.
Friday, October 26, 2018 at 8:30 a.m.

Please Note: Every effort will be made to consider items as they are indicated. However, the Council agenda and the order of agenda items are subject to change.

Thursday, October 25, 2018

A. Consent Calendar – Approval of minutes; Council Secretary Report; and other routine Council business.

B. Golden Hills Wind Project, Request for Amendment 5 of the Site Certificate: (Action Item) – Sarah Esterson, Senior Siting Analyst. The Council will first consider requests for contested case on the Proposed Order on Request for Amendment 5. If Council denies the contested case request(s), Council will proceed to review the Proposed Order on Amendment 5 and will either adopt, modify, or reject the proposed order.

- i. **Council Decision on Request for Contested Case** - The Council will consider requests for contested case on the Proposed Order on Request for Amendment 5.
- ii. **Council Decision on Proposed Order** - Unless a contested case proceeding is granted, Council will proceed to review the Proposed Order on Amendment 5 and will either adopt, modify, or reject the proposed order.

C. [5:30 pm] Wheatridge Wind Energy Facility, Public Hearing on the Draft Proposed Order on Request for Amendment 2 of the Site Certificate (Hearing) – Sarah Esterson, Senior Siting Analyst. The public hearing on the Wheatridge Wind Energy Facility Request for Amendment 2 will begin after Council receives a brief overview from staff. The purpose of the hearing is for members of the public to provide verbal comments to Council members on Request for Amendment 2 and the Draft Proposed Order on Request for Amendment 2. Request for Amendment 2 seeks Council approval of the construction and operation of two lithium-ion battery storage systems with a capacity of 20 and 30 megawatts, respectively, to be located adjacent to previously approved but not yet constructed facility substation and operation and maintenance building sites in Morrow and Umatilla counties. The comment period on

the draft proposed order and amendment request closes at the end of the hearing, unless extended by Council.

Friday, October 26, 2018

D. Proposed 2019 Meeting Dates (Information Item) – Todd Cornett, Council Secretary. The Council will review proposed 2019 Council meeting dates.

E. The Climate Trust Audit Update (Information Item) – Todd Cornett, Council Secretary. The Council will receive a presentation on The Climate Trust's 2017 Financial Audit.

F. Public Comment – This time is reserved for the public to address the Council regarding any item within the Council's jurisdiction that is not otherwise closed for comment.

G. Boardman to Hemingway Transmission Line Project Update (Information Item) – Kellen Tardaewether, Senior Siting Analyst. The Council will receive an update on the status of the proposed Boardman to Hemingway Transmission Line application for site certificate.

Break

H. Project Updates (Information Item) – Todd Cornett, Council Secretary, and Sean Mole, Operations Analyst. The Council will receive brief updates on all active projects.

I. [WORKING LUNCH] Wheatridge Wind Energy Facility, Draft Proposed Order on Request for Amendment 2 (Information Item) – Kellen Tardaewether, Senior Siting Analyst. The Council will receive a presentation and review the Draft Proposed Order on Request for Amendment 2. The public comment period closes on October 25, 2018 at the close of the public hearing. The certificate holder's request for amendment and the Department's draft proposed order can be found on the Department's website at: <https://www.oregon.gov/energy/facilities-safety/facilities/Pages/WRW.aspx>

J. Biennial Update to Schedule of Fees (Action Item) – Sisily Fleming, Fiscal Analyst. The Council will consider staff's recommended fee schedule for 2019-2020.

K. Annual Financial Assurance Update (Action Item) – Sisily Fleming, Fiscal Analyst. The Council will consider staff's recommended templates for financial instruments, and financial institutions recommended for the Council's list as approved for use by certificate holders in obtaining financial instruments.

L. Council-Ratified Emergency Order Approving Department to Use Consultants in Review of ASC Compliance with Historic, Cultural and Archeological standard (Action Item) – Todd Cornett, Council Secretary. The Council will be presented with a request to ratify an emergency order, approved by Chair Barry Beyeler, to approve the Department's use of consultants to provide Oregon State Historic Preservation Office assistance in the review of impacts to resources protected under the Council's Historic, Cultural and Archeological standard (Oregon Administrative Rule 345-022-0090).

Adjourn

Anticipated Future Energy Facility Siting Council Meetings: Nov. 15-16, 2018; Dec. 13-14, 2018.
Locations to be determined.

To participate by teleconference please call toll-free: 1-877-873-8017 and enter code 799345.

To register for the meeting's webinar:

<https://connect9.uc.att.com/service32/meet/?ExEventID=8799345>

To prepare in advance for the conference call (for all devices):

<https://connect9.uc.att.com/service32/Prepare/>

Meeting Materials associated with the agenda items are available at:

<https://www.oregon.gov/energy/facilities-safety/facilities/Pages/Council-Meetings.aspx>

Requests to the Council to Address an Issue:

Pursuant to Oregon Administrative Rule 345-011-0035, the public may ask the Council formally to address relevant issues within the Council's jurisdiction at future meetings. Please be sure to include information about why the issue should be on the agenda. Your request must be in writing and received at least 14 days before the Council meeting.

To ask the Council to address an issue, call or write:

EFSC Secretary

Toll-Free (in Oregon): 1-800-221-8035

Energy Siting Division/ODOE

Phone: 503-378-8328

550 Capitol St. NE

<https://www.oregon.gov/energy/facilities-safety/facilities>

Salem, OR 97301-3737

Americans with Disabilities Act: The Oregon Department of Energy will make reasonable accommodations upon request. Please contact us at least 72 hours before the meeting. Call Esther Kooistra at 503-378-3895; Fax 503-373-7806, or toll free in Oregon at 800-221-8035. TTY users should call the Oregon Relay Service at 711.