

**The Loop - Morrow County Transportation
Statewide Transportation Improvement Fund (STIF)
Advisory Committee Agenda**

October 19th, 2021

Immediately Following the STF Meeting, Approximately 3:30 pm

Port of Morrow Riverfront Center – Sand Hollow Conference Room
2 Marine Dr NE, Boardman, OR 97818

See Electronic Meeting Information on Page 2

1. Call to Order, Welcome and Roll Call
2. Public Comment
3. Approve Minutes
 - a. July 20th, 2021
4. Committee Member replacement recommendation
 - a. Mike Jones/ Lexington/ Seniors
5. Update -Transportation Coordinator, Katie Imes
 - a. Covid-19 – CARES funding – sanitization equipment
 - b. Ridership/Drivers
 - c. Budgets - 216, 225, 504
 - d. Current Projects – Vehicle Purchases, Bus Graphics, iTransit Hardware
Planning Transit Infrastructure, ~~TSP~~ Transit update
6. **TSP Update – Tamra Mabbot, Morrow County Planning Director**
7. Other Business
 - a. STIF Committee Membership- **Stephanie Case, Morrow County Planner**
 - b. Department Name Update – Morrow County Public Transit

Next Meeting:
January 18th, 2022 in Heppner.

Adjourn

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 Katie Imes at 1-844-676-5667 or 541-676-5667

Electronic Meeting Information

Morrow County is inviting you to a scheduled Zoom meeting.

Topic: STF/STIF Quarterly Advisory Committee Meeting

Time: Oct 19, 2021 03:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/82370800640?pwd=RTN5U25zWmdtZUxleDVkenRsSmhOdz09>

Meeting ID: 823 7080 0640

Passcode: 860452

One tap mobile

+13462487799,,82370800640#,,,,*860452# US (Houston)

+16699006833,,82370800640#,,,,*860452# US (San Jose)

Dial by your location

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

Meeting ID: 823 7080 0640

Passcode: 860452

Find your local number: <https://us02web.zoom.us/u/kb6ys8uIc9>

The Loop - Morrow County Transportation

Statewide Transportation Improvement Fund (STIF) Meeting Minutes
July 20th, 2021 immediately following the STF meeting

Irrigon City Hall – Large Conference Room • 500 NE Main Ave. • Irrigon, OR 97844

1. Call to Order, Welcome and Roll Call

Welcome: 4:17

Aaron Palmquist

Katie Imes

Heidi Turrell

Scott Green

Sheryll Bates

Debbie Radie

2. Public Comment

None

3. Approve Minutes

a. April 20th, 2021

Aaron moves to approve, Sheryll seconds, motion approved.

4. Update -Transportation Coordinator, Katie Imes

a. Covid-19 – Policy Update, CARES funding – passenger/driver barriers, sanitization equipment, hazard pay, advertising

b. Ridership/Drivers

c. Budget

d. Operating Plan FY 2021-2022

e. STIF Discretionary Agreements

Planning Bus maintenance/storage: Need a design build team. Need to identify what we need and lot size. Engineering outside team. We are looking to build in Boardman.

Aaron: How much land does the county have?

Katie: 5 acres

What would this include? Storage, Maintenance and Transit Hub

The next step is to have some land to apply to grant.

Debbie: The Dollar General that is going up in Boardman, won't allow certain businesses next door, maybe we can look there.

Katie: We are going to have a work session.

Aaron: We should plan on having a maintenance bay.

Debbie: I would like to have hub next to the rec center.

Scott: Next to the Port of Morrow exit, also likes the idea of a transit hub.

Aaron: If we own buses, I would say no the transit hub.

Operating – Heppner Boardman Connector – Next Fiscal Year: Already have a local match

Operating – POM Circular – Will need the buses by next summer.

STIF is not a self-sustaining. You have to have a backup plan, 5311 is sustaining.

- f. Other Agreements – Kayak, CareVan, 5304
- g. Morrow, Umatilla and CTUIR Strategic Plan Final Document
- h. Current Projects - RFQ – Vehicle Purchases
Purchasing vehicles: 3 – 14 passenger buses, 1 -22 passenger bus, and 1 – minivan.

Sheryll: With that 22 passenger bus will need a CDL driver?

Katie: Yes

Sheryll: it would be nice to train more than 1 person.

Katie: I am working on a training and incentives program for the drivers.

Sheryll: Bug Stevens is still a CDL trainer.

There is also Capeco training and Incumbent training.

Aaron: we send them to school and we pay for it.

Katie: Will be looking to ODOT from guidance, maybe in the spring of 2022.

5. Other Business

None

- a. STIF Committee Membership- One Vacancy to be filled
- b. STF/STIF Consolidation Timeline

Next Meeting:

October 19th, 2021 in Boardman, location to be announced.

Adjourn: 4:51

**The Loop - Morrow County Public Transportation
Statewide Transportation Improvement Fund Advisory Committee
2021**

Members Minimum Members: 5 Maximum Members: 9 Term allowance: 3 years

NAMES	REPRESENTING	TERM EXPIRATION
Vacancy	Ione Seniors/Low Income	6/30/2021
Aaron Palmquist <i>Chair</i>	Irrigon/Low Income	6/30/2024
Mike Jones	Heppner/Seniors	12/31/2022
Katie Imes	County Staff Transportation	12/31/2022
Vacancy	County Staff/Community	12/31/2022
Karen Pettigrew	Boardman/Low Income	12/31/2023
Sheryll Bates	Heppner/Seniors	10/30/2024
Debbie Radie <i>Vice Chair</i>	Boardman Employers/Employees	12/31/2024
Scott Green	Boardman/Transit Destinations	4/7/2024

TOTAL QUARTERLY RIDES JULY TO SEPTEMBER 2021	
The Loop Rides - July 2021	
City	Rides
Boardman	62
Irrigon	108
Heppner	108
Total	278
The Loop Rides - August 2021	
City	Rides
Boardman	46
Irrigon	165
Heppner	81
Total	292
The Loop Rides - September 2021	
City	Rides
Boardman	34
Irrigon	129
Heppner	73
Total	236
Quarterly Total	806

Current Drivers
HEPPNER
Jesse Husband
IRRIGON
Dixie Earle
Brenda Aliangan
Ron Aliangan
Bobbie Veatch
BOARDMAN
Phyllis Gilbertson
John Blazer
Contracted Services
Kayak -Irrigon Riders - 191 Service Days - 74
Good Shepard CareVan Trips - 292

Non-Ambulatory Rides - July

City	Rides
Total	45
Total	45

Non-Ambulatory Rides - August

City	Rides
Total	40
Total	40

Non-Ambulatory Rides - September

City	Rides
Total	25
Total	38

Quarterly Total	123
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**VETERAN CANCELATIONS/DENIED RIDES
JULY TO SEPTEMBER 2021**

The Loop Rides - July 2021

Canceled 5

Denied 2

Total 7

The Loop Rides - August 2021

Canceled 7

Denied 5

Total 12

The Loop Rides - September 2021

Canceled 3

Denied 2

Total 5

Quarterly Total 24

Morrow County - The Loop Budget

216 - Special Transportation Fund

Transportation Fund Summary as of Sept 29th, 2021

For Fiscal Year 2021/2022

Starting Account Balance \$ **389,569.29**

REVENUE	Current Budget Amount	YTD Actual Amount
Funding Streams		
STF Funds	\$ 67,700.00	\$ 16,925.00
STF Discretionary	\$ -	\$ -
STIF Funds	\$ 269,786.00	\$ 69,819.00
STIF Discretionary	\$ 507,072.00	\$ 15,010.00
HRTG - Veterans	\$ -	\$ -
Donations	\$ 500.00	\$ 2,661.00
GOBHI	\$ 3,000.00	\$ -
Reimbursements	\$ -	\$ -
Total Revenue	\$ 848,058.00	\$ 104,415.00
Investment Earnings	\$ 3,000.00	\$ 601.17
Total	\$ 3,000.00	\$ 601.17
TOTAL REVENUE	\$ 851,058.00	\$ 105,016.17

EXPENDITURES	Current Budget Amount	YTD Actual Amount
Personnel		
Coordinator	\$ -	\$ -
Dispatcher	\$ 32,990.00	\$ 7,365.42
Part Time Drivers	\$ 194,278.00	\$ 17,637.48
Personnel Benefits	\$ 71,406.00	\$ 4,085.12
Total Personnel	\$ 298,674.00	\$ 29,088.02

Material & Services		
Fuel	\$ 20,000.00	\$ 5,101.49
Operating - Outreach	\$ 7,500.00	\$ -
Maintenance	\$ -	\$ -
Telephone	\$ 6,720.00	\$ -
Lodging and Meals	\$ 2,000.00	\$ -
Registration & Dues	\$ 1,000.00	\$ 1,200.00
Mileage	\$ -	\$ 28.00
Contracted Services	\$ 123,540.00	\$ -
Insurance	\$ 15,000.00	\$ -
Software	\$ 1,800.00	\$ 14.99
Electricity	\$ 500.00	\$ 83.86
Drivers Expense	\$ 500.00	\$ -
Office Expense	\$ 1,000.00	\$ 76.00
Training/Mileage	\$ 2,000.00	\$ 200.00
Bus Shed Rent	\$ 1,800.00	\$ 450.00
Maint. - Operating	\$ 3,000.00	\$ -
Maint. - Vehicle	\$ -	\$ -
Miscellaneous	\$ 500.00	\$ -
Telephone/Data	\$ -	\$ -
Volunteer Drivers	\$ 5,000.00	\$ 150.00
CareVan	\$ 6,500.00	\$ -
Fixed Route	\$ 210,000.00	\$ -
MDT's	\$ 2,000.00	\$ -
Surveillance	\$ -	\$ -
Drug & Alcohol	\$ 1,750.00	\$ -
Total Material & Services	\$ 412,110.00	\$ 7,304.34

Capital Outlay		
Equipment	\$ 38,000.00	\$ -
Copier/Desk & Other	\$ -	\$ -
Vehicle	\$ -	\$ -
Total Capital Outlay	\$ 38,000.00	\$ -

TOTAL EXPENDITURES \$ **748,784.00** \$ **36,392.36**

OTHER REQUIREMENTS	Current Budget Amount	YTD Actual Amount
Other Requirements		
Transfer to GF Indirect	\$ -	\$ -
Transfer to Vehicle Reserve	\$ 464,874.00	\$ -
Transfer to 5310 - Match	\$ 6,370.00	\$ -
Transfer to 5311 - Match	\$ 20,540.00	\$ -
Contingency	\$ 153,907.00	\$ -
Total Other Requirements	\$ 645,691.00	\$ -

TOTAL OTHER REQUIREMENTS \$ **645,691.00**

Ending Account Balance \$ **458,193.10**

Morrow County - The Loop Budget

225 - Vehicle Fund Reserve

Transportation Fund Summary as of Sept 29th, 2021

For Fiscal Year 2021/2022

Starting Account Balance \$ **93,574.44**

REVENUE	Current Budget Amount		YTD Actual Amount	
Funding Streams				
STF Funds	\$	-	\$	-
HRTG - Veterans	\$	-	\$	-
Sale of Equipment	\$	-	\$	2,025.00
Reimbursements	\$	-	\$	-
Total Revenue	\$	-	\$	2,025.00
Investment Earnings	\$	2,000.00	\$	112.56
Total	\$	2,000.00	\$	112.56

OTHER REQUIREMENTS	Current Budget Amount		YTD Actual Amount	
Other Requirements				
Transfer from STF Fun	\$	464,874.00	\$	-
Transfer from STF Bus Shed	\$	-	\$	-
Transfer from 5311	\$	12,000.00	\$	-
Total Other Requirements	\$	476,874.00	\$	-

TOTAL OTHER REQUIREMENTS \$ **476,874.00**

TOTAL REVENUE \$ **478,874.00** \$ **2,137.56**

EXPENDITURES	Current Budget Amount		YTD Actual Amount	
Capital Outlay				
Equipment	\$	12,000.00	\$	-
Vehicle - Cat C	\$	134,029.00	\$	-
Vehicle - Cat D	\$	281,745.00	\$	-
Vehicle - Cat E	\$	49,100.00	\$	-
Vehicle Replacement	\$	-	\$	-
Total Capital Outlay	\$	476,874.00	\$	-
Reserved for Future Expense				
Reserved for Future Expense	\$	101,575.00	\$	-
Total Reserve for Future	\$	101,575.00	\$	-

TOTAL EXPENDITURES \$ **578,449.00** \$ **-**

Ending Account Balance \$ **95,712.00**

Morrow County - The Loop Budget
504 - FTA Grant Fund

Transportation Fund Summary as of Sept 29th, 2021
For Fiscal Year 2021/2022

Starting Account Balance \$ **23,207.63**

REVENUE	Current Budget Amount	YTD Actual Amount
Funding Streams		
STO Operating Grant	\$ -	\$ 13,499.00
5310 - FTA Grant	\$ 62,021.00	\$ 9,280.00
5311 - Grant	\$ 200,000.00	\$ -
5310 - Dispatch Grant	\$ -	\$ -
HB 2017 Grant	\$ -	\$ -
5304 - Grant	\$ 25,000.00	\$ -
HRTG - Vets	\$ 40,500.00	\$ 532.13
5311 Cares	\$ -	\$ 8,737.00
Total Revenue	\$ 327,521.00	\$ 32,048.13
Investment Earnings	\$ 1,000.00	\$ 129.98
Total	\$ 1,000.00	\$ 129.98
Transfer from Other Fund		
Trans From STF Match	\$ 6,370.00	\$ -
Trans From STF Match - 5	\$ 20,540.00	\$ -
Total Transfer	\$ 26,910.00	\$ -
TOTAL REVENUE	\$ 355,431.00	\$ 32,178.11

EXPENDITURES	Current Budget Amount	YTD Actual Amount
Personnel		
Coordinator	\$ 45,874.00	\$ 10,357.09
Dispatcher	\$ -	\$ -
Personnel Benefits	\$ 39,730.00	\$ 11,848.58
Total Personnel	\$ 85,604.00	\$ 22,205.67
Material & Services		
Fuel	\$ 14,668.00	\$ -
Tires	\$ 11,800.00	\$ -
Maintenance	\$ -	\$ -
Publishing	\$ -	\$ 1,547.05
Telephone	\$ 6,720.00	\$ 1,100.68
Lodging and Meals	\$ 2,000.00	\$ -
Registration & Dues	\$ -	\$ -
Mileage	\$ 1,000.00	\$ -
Contracted Services	\$ 25,000.00	\$ -
Insurance	\$ 15,000.00	\$ -
Software	\$ 4,000.00	\$ -
RSVP	\$ -	\$ -
Drivers Expense	\$ 1,000.00	\$ -
Office Expense	\$ -	\$ 474.91
Training/Mileage	\$ 1,000.00	\$ -
Maint. - Operating	\$ 3,000.00	\$ 785.36
Maint. - Vehicle	\$ 11,800.00	\$ 1,236.12
Miscellaneous	\$ -	\$ -
Contr Serv - Vol Driver	\$ 5,000.00	\$ -
CareVan/CTUIR	\$ 12,000.00	\$ -
5311 Grant	\$ -	\$ -
Outreach Supplies	\$ -	\$ 262.61
MDT's	\$ -	\$ -
Surveillance	\$ 1,500.00	\$ -
Drug & Alcohol	\$ 1,750.00	\$ 170.00
Total Material & Services	\$ 117,238.00	\$ 5,576.73
Capital Outlay		
Equipment	\$ -	\$ -
Office Software	\$ 50,000.00	\$ -
STF Vehicle	\$ -	\$ -
Total Capital Outlay	\$ 50,000.00	\$ -
Other Requirements		
Transfer to GF-IND Co	\$ -	\$ -
Transfer to STF	\$ -	\$ -
Transfer to STF Reserve	\$ 12,000.00	\$ -
Contingency	\$ 138,238.00	\$ -
Total Other Requirements	\$ 150,238.00	\$ -
TOTAL EXPENDITURES	\$ 403,080.00	\$ 27,782.40

Ending Account Balance \$ **27,603.34**





The Allstar



Safety. Performance. Durability.

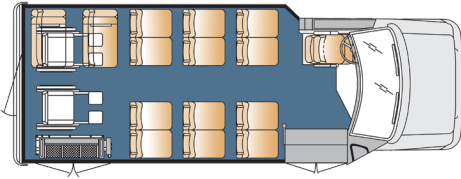
Engineered for safety and designed for comfort, the Starcraft Allstar continues to be one of the best-selling shuttle buses in the market. Standard equipment that includes a backup camera for safety and 4-inch low standard floor wheel wells for passenger seating comfort makes the Allstar a great addition to your fleet.



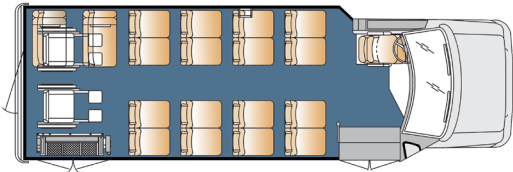
STARCRAFT BUS

Meeting America's Transportation Needs
One Customer at a Time

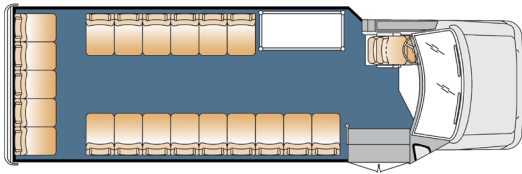
The Allstar



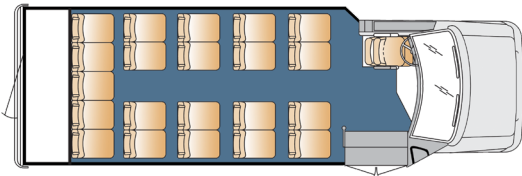
12 Passenger 2 Wheelchair with Foldaway Seats Plus Driver



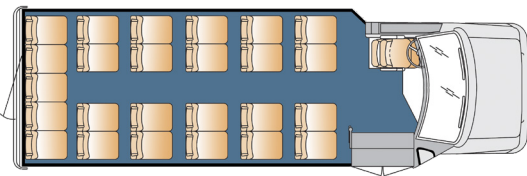
16 Passenger 2 Wheelchair with Foldaway Seats Plus Driver



20 Passenger with Interior Luggage Plus Driver



21 Passenger with Rear Luggage Plus Driver



25 Passenger Plus Driver



Industry Leading 5-Year/100K
Comprehensive Warranty

Standard Exterior Feature Highlights

- Fully welded steel cage construction meeting all applicable FMVSS requirements
- “Starview” drivers visibility window in front of entry door
- Electric actuated passenger entry door with full length glass
- 36" wide x 36" high upper double T-Slider tempered safety glass windows with climate control tint
- Black powder coated steel rear bumper
- Rear mud flaps
- Pre-painted white aluminum sidewall and skirts
- Fiberglass front and rear caps
- One-piece seamless FRP (fiberglass reinforced plastic) roof
- Breakaway rearview mirrors with built-in convex
- Sealed LED stop, tail, and turn signal lights with LED back-up lights
- LED front and rear marker lights
- Exterior graphics package available in three colors (blue, green or burgundy)

Standard Interior Feature Highlights

- 93" interior width
- 80" interior floor to ceiling height with standard floor (raised floor is 75")
- Floor and wall seat track for flexible seating
- Black slip resistant floor covering
- 5/8" exterior grade plywood flooring
- Ceiling and rear wall fabric for sound abatement
- FRP (fiberglass reinforced plastic) sidewalls for ease of cleaning
- White step nosing
- 1.25" left hand vertical passenger assist rail at entry door
- Intermotive FlexTech Electrical System
- LED entry door step well lights
- LED driver and passenger area lighting
- Non-retractable seat belts

Popular Option Highlights

- Stainless steel wheel inserts
- Luggage Storage areas (overhead luggage racks with reading lights, interior luggage racks, rear luggage area)
- Rear emergency door with window(s)
- Passenger area rear heat and air conditioning
- Complete rubber flooring
- Passenger grab rails
- Padded vinyl or cloth walls and ceiling
- Audio and video systems
- Mid back or high back seating
- ADA and FMVSS compliant wheel chair lifts and securement systems
- Fiberglass side walls and skirts



STARCRAFT BUS

The Allstar XL F550



Designed for Performance

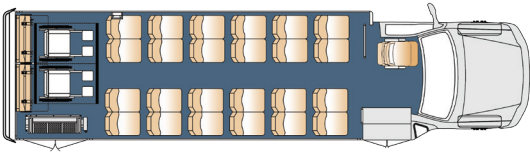
The XL, one of Starcraft's largest shuttle buses, utilizes straight side wall construction and features a wide aisle to maximize shoulder space, offering a spacious and comfortable experience for your passengers. The XL is engineered to accommodate a variety of seating arrangements including wheelchair accessibility and numerous storage options for luggage. The roomy driver area allows for easy maneuvering in and out of the driver's seat and the transition window across from the driver provides increased visibility. Finally, with its rock-solid steel frame cage the XL is truly designed for passenger comfort and safety.



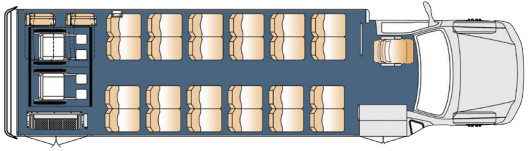
STARCRAFT BUS

Meeting America's Transportation Needs
One Customer at a Time

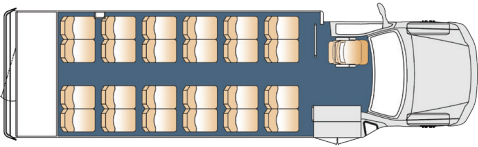
The Allstar XL F550



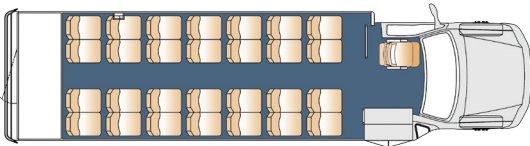
24 Passenger 2 Wheelchair with Flip Seats Plus Driver



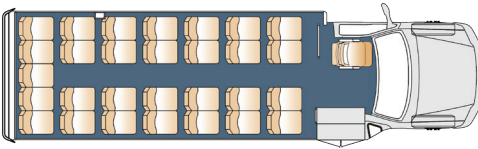
24 Passenger 2 Wheelchair with Foldaway Seats Plus Driver



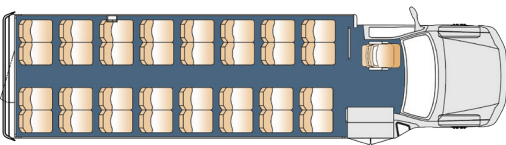
24 Passenger with Rear Luggage Plus Driver



28 Passenger with Rear Luggage Plus Driver



29 Passenger Plus Driver



32 Passenger Plus Driver



Industry Leading 5-Year/100K
Comprehensive Warranty

Standard Exterior Feature Highlights

- 96" wide exterior body
- Fully welded steel cage construction meeting all applicable FMVSS requirements
- "Starview" drivers visibility window in front of entry door
- Electric actuated passenger entry door with full length glass
- 36" wide x 36" high upper double T-Slider tempered safety glass windows with climate control tint
- Black powder coated steel rear bumper
- Rear mud flaps
- Pre-painted white aluminum side walls and skirts
- Fiberglass front and rear caps
- One-piece seamless FRP (fiberglass reinforced plastic) roof
- Breakaway rearview mirrors with convex
- Sealed LED stop, tail, and turn signal lights with LED reverse lights
- LED front and rear marker lights
- Exterior graphics package available in three colors (blue, green or burgundy)

Standard Interior Feature Highlights

- 93" interior width
- 80" interior floor to ceiling height with standard floor (raised floor is 75")
- Floor and wall seat track for flexible seating
- Black slip resistant floor covering
- 5/8" exterior grade plywood flooring
- Ceiling and rear wall fabric for sound abatement
- FRP (fiberglass reinforced plastic) sidewalls for ease of cleaning
- White step nosing
- 1.25" left hand vertical passenger assist rail at entry door
- Intermotive FlexTech Electrical System
- LED entry door step well lights
- LED driver and passenger area lighting
- Non-retractable seat belts

Popular Option Highlights

- Stainless steel wheel inserts
- Luggage Storage areas (overhead luggage racks with reading lights, interior luggage racks, rear luggage area)
- Rear emergency door with window(s)
- Passenger area rear heat and air conditioning
- Complete rubber flooring
- Passenger grab rails
- Padded vinyl or cloth walls and ceiling
- Audio and video systems
- Mid back or high back seating
- ADA and FMVSS compliant wheel chair lifts and securement systems
- Fiberglass side walls and skirts



STARCRAFT BUS

MATERIALS

WRAP VINYL + LAMINATE

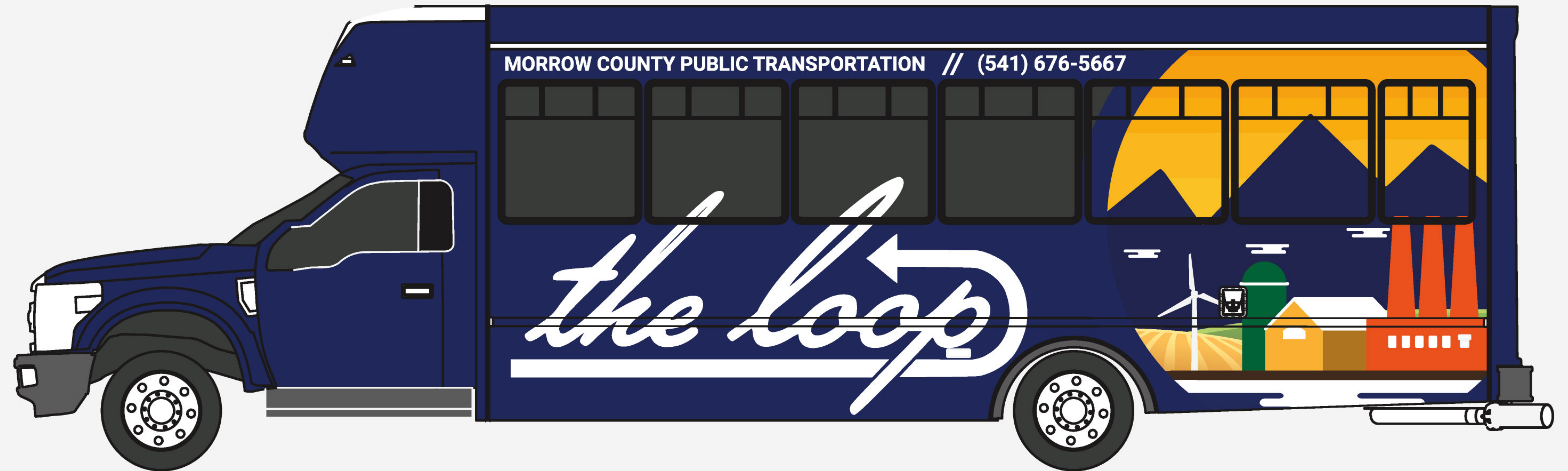
COLORS

 DIGITAL PRINT

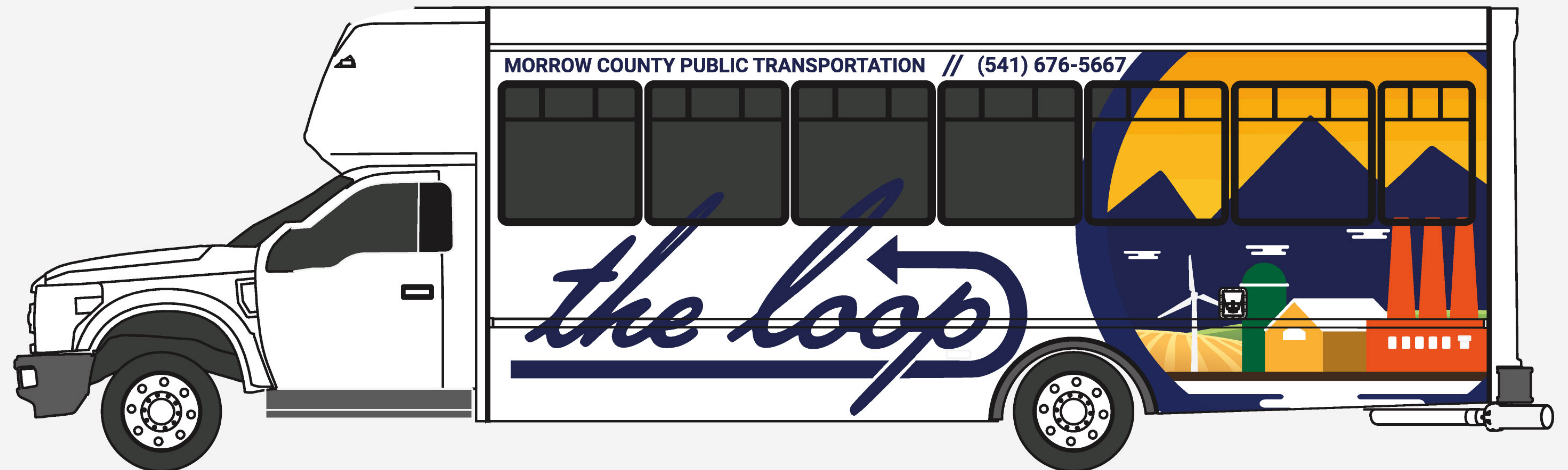
NOTES

CLIENTS ARE RESPONSIBLE TO ENSURE PROVIDED INFORMATION IS ACCURATE BEFORE PRINT. IF YOU REQUIRE ANY CHANGES AFTER APPROVAL, YOU WILL BE RESPONSIBLE FOR ANY REPRINTS.

OPTION A: FULL WRAP



OPTION B: PARTIAL WRAP



Mustang Signs
 10379 W Clearwater Ave, Ste 110, Kennewick, WA, 99336
 info@mustangsigns.com
 (509) 735-4607
 EIN #: 90-0863746



License #: MUSTASG853J2
 www.mustangsigns.com

Quote 12887

Bus Wraps

SALES REP INFO
 Lauran Wang
 lauran@mustangsigns.com

QUOTE DATE
 06/15/2021
 QUOTE EXPIRY DATE
 09/13/2021
 TERMS
 Payment in Advance

ORDERED BY
 The Loop - MC Public Transportation

CONTACT INFO
 Heidi Turrell
 hturrell@co.morrow.or.us
 +1 541-676-5667

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. TAX)
1	22' Allstar Full Wrap Avery 1105 Vinyl + Lam (for wraps) Window Perf + Lam for Wraps Wrap Install (Color Change) <hr/> Year: 2011 Vehicle Make: Ford Model: Allstar-22' Vehicle Color: White	1	Each	\$7,948.85	\$7,948.85
2	22' Allstar Partial Wrap Window Perf + Lam for Wraps Avery 1105 Vinyl + Lam (for wraps) Graphic Design / Layout Wrap Install (Color Change) <hr/> Year: 2011 Vehicle Make: Ford Model: Allstar -22' Vehicle Color: White	1	Each	\$3,918.85	\$3,918.85
3	33' Allstar Full Wrap Window Perf + Lam for Wraps Avery 1105 Vinyl + Lam (for wraps) Graphic Design / Layout Wrap Install (Color Change) <hr/> Year: 2017	1	Each	\$11,995.80	\$11,995.80

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. TAX)
	<i>Vehicle Make:</i> Ford <i>Model:</i> Allstar -33' XL <i>Vehicle Color:</i> White				
4	33' Allstar Partial Wrap Window Perf + Lam for Wraps Avery 1105 Vinyl + Lam (for wraps) Graphic Design / Layout Wrap Install (Color Change)	1	Each	\$4,757.80	\$4,757.80
	<i>Year:</i> 2017 <i>Vehicle Make:</i> Ford <i>Model:</i> Allstar -33' XL <i>Vehicle Color:</i> White				
5	Vehicle Wrap Design Graphic design	1	Hr	\$350.00	\$350.00

This handcrafted quote is based on specific information you've given us and is valid for 30 days.
 When you approve this quote, you are agreeing to pay 100% of the quoted price. We require a 50% deposit to begin work on your project. Once we receive your deposit, we'll schedule your project and email you an estimation completion date. The remaining balance is due upon completion of your order.
 Need to make changes?
 No problem - but please realize changes to quantity or specifications will affect your price. We will provide you with an updated quote based on the changes.

Setup:	\$25.00
Shipping:	\$0
Subtotal:	\$28,996.30
Sales Tax (8.6%):	\$2,493.68
Total:	\$31,489.98

Downpayment (100.0 %)

\$31,489.98

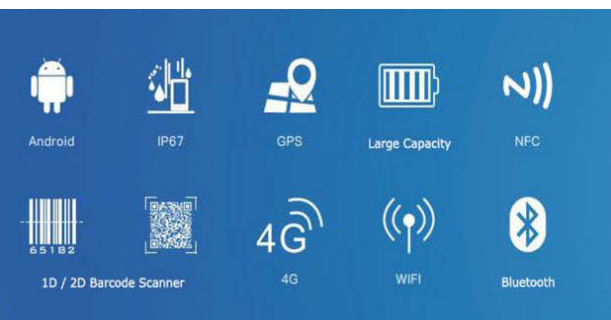
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MOBILE DATA TERMINAL (MDT)

The Connexionz Android MDT serves as your vehicle operators' main point of contact. **CNX MDTs** utilize a ruggedized, transit-grade cases and heavy-duty mounts, can be updated and upgraded wirelessly and remotely, and they can be customized for each agency with a wide array of functions.

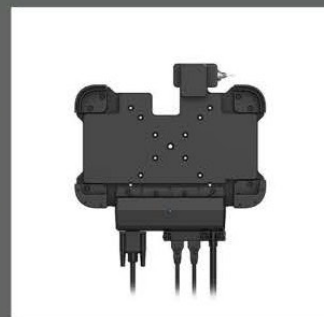
- Driver login and validation
- Route/run paddle information
- Schedule adherence
- Text-based messaging
- Radio or VoIP interface
- Pre/post trip inspection
- Rider counts / APC override
- Incident reporting
- System health & performance



Standard accessories



Charging-dock



Holder/Bracket





Scanning button 1D/2D barcode scanner



power Volume +/-

Front Camera Gorilla Glass TP



21.47mm



Docking Connector

Hardware	Type	Qualcomm MSM8953 Octa-core
	Speed	2.0GHZ
	Type	Adreno 506 1920 x 1200 @ 60fps
	RAM	LPDDR3 4GB
	ROM	Emmc 64GB
	g-sensor	Gravity accelerator sensor
	l-sensor	Ambient light sensor
	m-sensor	Magnetism Sensor (compass)
	Gyro sensor	Virtula Gyro
OS	Version	Android 9.0
IP	Rating	IP67
Display - LCD	Screen size	8" 16:10
	Resolution	1280x800 IPS LCD
	Brightness	700cd/m2
	Touch Panel	above 7H-antiscratch, supports handwriting
Other	Camera	Front 2.0mp, Rear 13MP auto focus with flashlight
	Speaker	Embedded 8/0.8W waterproof speaker *1
	Mic	sensitivity -42db, output resistance 2.2k
	Battery	Built in polymer-li-ion battery, 3.7V/8500mAH
	Endurance	About 10hrs (default 50% volume, default 400lumens brightness, play 1080P HD video)

Mechanical	Dimension	228 * 145 * 16.5 mm 8.97 * 5.70 * 0.65 inches
	Weight	630 grams
	Colour	Black
Data Communication	wifi	802.11 (a/b/g/n) frequency 2.4G+5.8G dual bandi wifi
	bluetooth	BT4.1 (BLE) class 1.5 transmission distance: 10m
	4G LTE	Built in
	GPS	Capture sensitivity -160dBm; cool start time: <30 seconds, Hot startime: <30 seconds
	NFC	Built in
	Interface	External
Sim card		Sim card slot Qty:1
USB Interface		Extend external memory and data transfer - Standard USB 3.0 Qty:1 - Type C Qty:1
Earphone Jack		3.5mm standard earphone jack Qty:1
HDMI		Video output HDMI 1.4a Type C Qty:1
Extension		12pin Pogo Pin Qty:1

A snapshot for the specific trip that the vehicle is currently active on.

- Route number and destination
- Trip information
- Time points
- current time and next time point



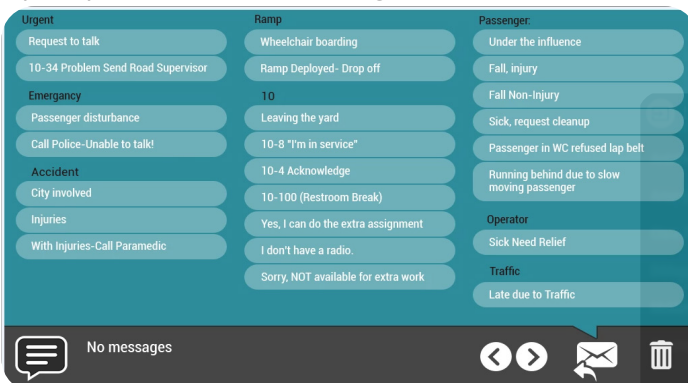
The route map displays the active trip, the current position of the vehicle, the destination point

Ability for driver to assign themselves to a specific block of trips (useful if dispatcher is not available over the weekends).

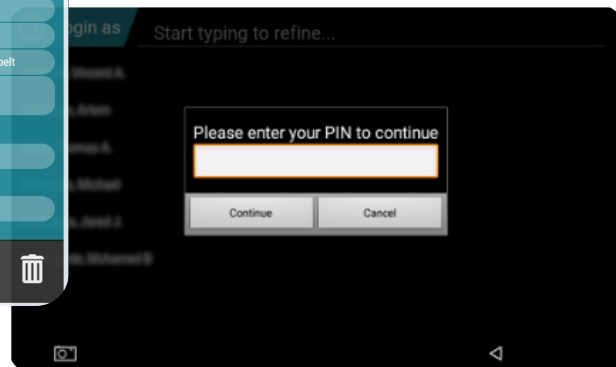
Different fare types for different passengers as they board the vehicle.

- Senior
- Youth
- Adult
- Wheel chair
- Dial-a-ride
- Free

quick pre-defined text messages



unique driver login



facilities are available at Cutsforth Park, the Morrow County Fairgrounds, and along portions of the Heritage Trail.

Transit and Para-Transit

Commented [KP1]: Modify to "Morrow County Public Transit" if name change goes through.

There are three main types of transit ~~to consider in the TSP~~ provided within Morrow County: public transit, which is supported by public funds for use by the general public and transportation-disadvantaged groups (such as elderly, people with disabilities, and people with low-incomes); private transit, which is not funded by public funds; and para-transit, which provides services for the transportation-disadvantaged ~~population~~s, including older adults, the physically-challenged and low-income ~~use~~ and ~~can be either public or private.~~

Public Transit

~~Morrow County operates The Loop, a demand-response service (also known as dial-a-ride service) for residents of and visitors to Morrow County. Service is provided on weekdays between 8 a.m. and noon and between 1 and 5 p.m. Trip times can be adjusted to meet earlier or later appointments or activities. Weekend trips can also be requested. Request for service is made through the dispatch office, those hours are weekdays 8-12 am and 1-5 pm. Kayak Public Transit's Hermiston Hopper route services Irrigon Monday-Saturday, providing two stop times daily. Morrow County funds the service to Irrigon. There is no public transit service in Morrow County. The population and density of the County are currently too low to support a transit system. Given the lack of impacted travel corridors within the County, there is little demand for a public transit system at this time. Van-pool options are being implemented to support moving workers from population centers, preferably within the county, to job centers within the county.~~

Private Transit

Greyhound operates private transit bus lines throughout the United States. Greyhound has a daily route that travels through Morrow County, but does not have a scheduled stop in the county. ~~For the bus to stop in Boardman, current operations require the passenger to flag the approaching bus and to pay the driver the fare. The nearest scheduled Greyhound stop is in Stanfield, 25.42 miles south-east of Hermiston-Boardman on US 395I-84, in Umatilla County, at the Pilot Travel Center. Greyhound intercity buses stop at the Pilot Travel Center south of Stanfield. The stop is served by a Greyhound route connecting Portland and Denver via Boise and Salt Lake City. The stop is also the end point of a connecting route to Pasco, Yakima, and Seattle. Service is provided to various cities along routes to Portland, Seattle, and Boise, where connections can be made to other destinations. Morrow County residents feel strongly that Greyhound should schedule additional stops in the northern portion of Morrow County Boardman and a new stop in Irrigon to provide service to this portion of the County. At this time Morrow County also is served by Estrella Blanca, which has offices at the Greyhound terminal in Pasco, Washington, and provides daily service to Boardman. Estrella Blanca also has daily stops in Hermiston in Umatilla County and Biggs in Sherman County.~~

Para-Transit

~~In addition to The Loop's demand-response service for all populations, Transportation services to older adults and physically-challenged residents of Morrow County are provided by Morrow County Special Transportation, a para-transit provider. Services provided include dial-a-ride services, client transportation, and medical transportation, all provided by volunteer drivers. The operation includes two buses in Heppner serving mid-county, and one bus in Boardman and~~

~~Irrigon. Three cars are also available in the communities of Heppner, Irrigon and Boardman for the eligible population to make longer trips. In mid-county, one of the buses is reserved for transportation to and from medical appointments, with the other bus is used mostly for entertainment and shopping. As available, the STF buses also serve populations outside the target groups. Operations are funded through a grant from the Public Transit Division of ODOT. Volunteer drivers are trained and administrative records maintained by the CAPECO in Pendleton. Local services are coordinated by local volunteers in the communities of Heppner, Boardman and Irrigon. CareVan Medical Transportation provides service for residents living in Boardman and Irrigon that have appointments at Good Shepherd Medical facilities in Hermiston, the Good Shepherd service area, including travel to Hermiston, Echo, Stanfield, Umatilla, Irrigon, and Boardman. Service operates from 8:30 a.m. to 6:00 p.m. on weekdays.~~

Additionally, workforce transportation is provide by some employers such as Independent Transport, Atkinson Staffing and others.

Transit Facilities

Morrow County has three bus storage locations in the cities of Heppner, Boardman and Irrigon. These facilities are at capacity. Morrow County is planning to expand its transit facility infrastructure to meet its current and future operating demands. This could include but is not limited to; storage and maintenance facilities, transit centers, and park and ride areas. For more detail refer to section 6-14.4

Commented [TM2]: Comment from Kalie Davis, Port of Morrow Workforce Director. Other KD notes incur above.

Rail Facilities

Rail services within Morrow County includes ~~only both freight and passenger services~~. Rail transportation has historically been, and continues to be, an important avenue for moving goods within the region. ~~Passenger service had previously been provided via a stop at the Hinkle Railyard in Hermiston, and is desired by Morrow County residents to return. Future transit services should connect to passenger rail service.~~

Transit Facilities

~~Morrow County has three bus storage locations in the cities of Heppner, Boardman and Irrigon, these facilities are at capacity. Morrow County is planning to expand its transit facility infrastructure to meet its current and future operating demands. This could include but is not limited to, storage and maintenance facilities, transit center, and park and ride areas. For more detail refer to section 6-14~~

Rail Freight Facilities

Rail freight services are provided to businesses in Morrow County by the Union Pacific Railroad: from their main line, which parallels 1-84. Multiple spurs extend from this line: one serving the coal-fired gas plant and another serving the Umatilla Ordinance Depot.

In fact, The Union Pacific main line running east-west through the Columbia River Gorge runs through the Boardman Industrial Park, owned by the Port of Morrow. Through this connection, the Port is able to transport its goods either to the Port of Portland or east into the continental United States.

The Hinkle Classification Yard, located 20 miles east of the Port of Morrow (near Hermiston, Oregon), is the largest hump yard west of St. Louis. Through use of this facility, the Port is able to access rail lines leading north into Canada and south into California. The Port is effectively able to use rail service because of the Hinkle hump yard to send its products in many different directions.

Historically, there were freight rail lines in place at the Umatilla Chemical Depot (previously known as the Umatilla Army Depot. There are no spurs currently active on the depot land. The Union Pacific Mainline runs east and west right next to the southern border of the depot property. Future development plans are to reconnect a spur off the UP mainland to the depot property with connectivity to serve future industrial sites that will be located at the depot.

Commented [TM3]: Comment from Debbie Pedro, CDA Staff.

Passenger Rail Facilities

There has been no passenger rail service in Morrow County since the mid-1990s, when the Amtrak Pioneer line between Salt Lake City, Utah and Portland, Oregon stopped operating. Loss of this line not only removed service from Morrow County, but also from a regional perspective, deleted service east to Salt Lake City. Amtrak does provide service between Portland and Spokane on its Empire Builder line. Morrow County residents must go to the Tri-Cities, the closest stop, to use this service.

Airport Facilities

Two public airports exist in Morrow County currently limited to private aircraft. They include the Lexington-Morrow County airport and the Port of Morrow airport west of Boardman. The closest public air service is located in Pendleton, Oregon. Depending on the growth of Morrow County, opportunities exist to expand the Port of Morrow's airport facility to provide public air transportation service.

Lexington-Morrow County Airport

~~Morrow County owns and operates the Lexington-Morrow County airport facility. This airport is located one mile northwest of Lexington and is currently the largest airstrip in the County. It serves as the base for approximately 14 aircraft. Combined local and transient activity is about 85 operations weekly. The airport offers a single paved runway which is 4,150 feet in length, with a parallel taxiway. Fueling capacity is available on-site at the airport. An Automated Weather Observation System (AWOS) also has been installed.~~

Morrow County Airport in Lexington is owned and operated by Morrow.

County. There is an Automated Weather Observation System and a 4,300-foot main runway that will accommodate most intermediate size aircraft.

Lexington is located one-half mile north of the Town of Lexington city center, just west of Highway 207. The airport access road is located approximately one-half mile north of the intersection of Highway 207 and 74. The paved airport access road travels approximately ¼ mile from Highway 207 to the vehicle parking area.

The airport has been a base for agricultural spraying operators for many years, in addition to accommodating general aviation, business, medical and charter activities. The airport currently accommodates locally-based single engine aircraft, including two turbine powered agricultural aircraft. In addition to local aircraft, the airport accommodates intermediate general aviation, business aviation, including turboprop, business jet and helicopter operations. Morrow County has been the owner of the airport since 1960.

Location Identifier 9S9, FAA site Number 19500.5*A, Latitude 45-27-14.9000N, Longitude 119-41-25.0000, Elevation 1634

Commented [TM4]: Replaced old with new language from Sandra Pointer, Airport Mgr, Morrow County Public Works.

The Airport Layout Plan for the Lexington-Morrow County Airport, acknowledged by DLCD in 2002, defines how the airport is planned to be used over the next two decades. The Air Industrial Zone identified in the Airport Layout Plan has been applied as an overlay zone in the Morrow County Zoning Ordinance. Copies of the Airport Layout Plan are available at the County Public Works Department.

Plans for the Lexington-Morrow County Airport for period of this TSP include updating the master plan in 2012, conducting environmental work and preparing a preliminary design for a partial parallel taxiway in 2015, and constructing the taxiway in 2016.

Port of Morrow Airport Facility

The Port of Morrow purchased what was previously known as the Boardman airport. This facility offers a 4,200-foot-long paved runway. This runway was designed to offer takeoff and landing capability for heavy bombers and commercial passenger/cargo jets, but current use is corporate jets and light general aviation aircraft.

After acquiring the airport, the Port of Morrow developed an Airport Industrial Park centering on the 100-foot wide, 4,200-foot-long landing strip. Industrial sites are available for facilities that would benefit from the capabilities of the airport as well as the general services provided by the Port of Morrow. Sufficient land exists at the Port's Airport Industrial Park to extend the runway and to offer a full range of aviation services depending on the need of future industrial, commercial, or public clientele.

In Chapters 5 and 6, Port of Morrow improvements to the Airport Industrial Park are indicated, focusing on improved access for ground transportation services. Also to be considered are the actions approving a major motor speedway and related uses at the Boardman Airport.

The Airport Layout Plan for the Port of Morrow Airport has been acknowledged. The Airport is currently zoned Air/Industrial for land use purposes. Copies of the Airport Layout Plan are available from the Port of Morrow.

Utilities

Morrow County has several utility corridors, including the Old Columbia River Highway, which runs through the Umatilla Wildlife Refuge; various natural gas pipelines; a BPA power line that runs through the county generally parallel and south of 1-84 and U.S. 730; a Pacific Power transmission line extending from the northwest corner of the County into Gilliam County; and a fiber optic line is located along several County roads and State highways, serving all five communities in Morrow County. A pipeline transporting natural gas runs across Morrow County. The PGT Pipeline enters Morrow County near the southeast corner of the county, travels near Lone, and continues to the northeast to the Morrow-Umatilla county line. Along Highway 74 from 1-84 to Heppner, there is an abandoned railroad line. When the railroad abandoned the rail line, they retained a perpetual easement for utilities. Installation of a pipeline connection to Heppner has been discussed. No other future expansion or major modifications are expected within Morrow County. The U.S. Navy's control of Bombing Range Road creates a deficiency for utility placement because the county does not control the right of way.

There is consensus that growing utility development in Morrow County necessitates the implementation of utility master plan separate from this TSP.

Commented [TM5]: Would be good to get Port of Morrow input here. Mark Patton is the Director of Operations at POM. Just a quick call to see if passenger air is in the stars for future.

Commented [KP6R5]: The Port of Morrow purchased what was previously known as the Boardman airport. This facility offers a 4,200-foot-long paved runway. This runway was designed to offer takeoff and landing capability for heavy bombers and commercial passenger/cargo jets, but current use is corporate jets and light general aviation aircraft.

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In Chapters 5 and 6, Port of Morrow improvements to the Airport Industrial Park are indicated, focusing on improved access for ground transportation services. Also to be considered are the actions approving a major motor speedway and related uses at the Boardman Airport.

The Airport Layout Plan for the Port of Morrow Airport has been acknowledged. The Airport is currently zoned Air/Industrial for land use purposes. Copies of the Airport Layout Plan are available from the Port of Morrow.

Table B-2, also in Appendix B represents additional projects that have been identified, but there is not a current funding mechanism to complete them. At the time of the next TSP update, or when the current projects listed in Table B-1 are complete, a new 5-year project list will be identified. This 20-year list will be the first place to look for projects to be included.

All of these roadway improvements are recommended, and can be found to support the evaluation criteria, particularly safety and socio-economic benefits. Priority of these projects will be determined by the Public Works Department based on the urgency of the need, total cost, and the availability of funding sources.

Port of Morrow Recommended Projects

In general, roadway improvements on Port lands are market-driven and timed to serve new industrial tenants. The Port, which is presently developing a new siding and has developed a rail loop connecting to the Union Pacific mainline, identified the additional major projects listed in Table 5-6 to be included in the TSP. These are projects that the Port has identified as necessary to increase capacity, allow for economic development, increase safety, and improve intermodal access. Projects that would be a joint effort of the Port and the City of Boardman are also listed. Access to the Port's east industrial area north of the 1-84/US 730 interchange is recommended via one or more at-grade or grade-separated connections to US 730 between 1-84 and Paterson Ferry Road. Over the longer term as this industrial area becomes more fully developed, additional access may be needed, potentially including modification to the existing 1-84/US 730 interchange to provide direct freeway access. The initial step toward interchange modification, an interchange area access management plan, is currently under way. Also included in this list of projects are those identified as part of the speedway land-use approval process. In addition to roadway projects, large undeveloped parcels in the Port could be used as a transit facility with the arrival of fixed-route transit services. This could include a park-and-ride or mobility hub, transit storage and maintenance, or a combination of the two. Providing transit service to the Port can promote options for existing employees and give access to those seeking employment.

TABLE 5-3 MORROW COUNTY PORT OF MORROW FUTURE ROADWAY PROJECTS		
Roadway	Project Description	Est. Cost (\$1,000)
East Beach Industrial Area Access	New access is proposed to serve the Port of Morrow East Industrial Area located north of the existing 1-84/US 730 interchange and west of US 730 via an at-grade or elevated intersection or intersections. As the east industrial area develops, the need for direct interchange access will require further analysis (see IAMP).	\$2,000-10,000
U.S. 730 Connector for Industrial Park Access	Installation of 6,800 feet of road extension off U.S. 730 for east access to the Port's East Beach Industrial Park area. This project would extend Lewis & Clark Drive to U.S. 730 (see IAMP).	\$6,200
East Beach Industrial Corridor	Installation of 18,900 feet of industrial road to extend Gar Swanson Lane from East Columbia Avenue to loop the Port's industrial property to intersect with Lewis & Clark Drive (see IAMP).	\$4,500
Kunze Road (Boardman)	Reconstruct from Main to Tower (completed 2007-2008)	\$2,700

Bridges in Morrow County are inventoried biennially. The inventory rates bridges on a sufficiency rating scale that ranges from 0 to 100, with lower scores meaning worse conditions and higher scores indicating adequate conditions. Sufficiency scores for bridges in the National Bridge Inventory (NBI) database are translated to a qualitative ranking of Not Deficient, Structurally Deficient or Functionally Obsolete. There are 116 bridges in the County, including 44 County bridges, 11 city bridges, 60 ODOT bridges and 1 railroad bridge. Table 5-7 lists the bridges in the County rated as structurally deficient or functionally obsolete. The U.S. 730 bridge is listed for repair in the state's OTIA III bridge program. Brenner Canyon Bridge was replaced under the OTIA I program.

Bridge No.	Owner	Description	Status Code
08885	ODOT	U.S. 730/USRS Canal	Structurally Deficient
49C05	County	Spring Hollow Road/Rhea Creek	Functionally Obsolete
49C12	County	Road Canyon Road/Rhea Creek	Replaced 2009-2010
08475	County	Willow Creek, Oley McNab Road.	Structurally Deficient
48609	County	Willow Creek, Clarks Canyon Road	Structurally Deficient
REFERENCE: Oregon Department of Transportation			

These bridges are recommended for upgrades over the next 20 years to increase safety and mobility along these key roadways. Priority for improvement should be based on the traffic volume, level of deficiency, safety, and available funding.

Bicycle and Pedestrian Facilities

Adequate bicycle and pedestrian facilities become more important in and surrounding population centers. As population increases, so does the total number of bicyclists and pedestrians. Goals and policies identified in Chapter 2 include the development of multi-use paths and trail systems and roadway design features to accommodate bicycles and pedestrians. The county has developed a bicycle and pedestrian plan to promote bicycle, pedestrian, and other non-motorized forms of travel.

Two bicycle and pedestrian facilities recommended in the original TSP have been or are currently being built. A multi-use pathway extending from the City of Heppner to the swimming pool has been constructed. The Columbia River Heritage Trail, a multi-use pathway along the Columbia River, continues to be developed. It currently connects Boardman and Irrigon, providing a comfortable, off-roadway route option. The Trail has seasonal closures and an alternative link in off-season. The Heritage Trail in Boardman runs along Tom's Camp Road, Wilson Lane, Main Street and Marine Drive. East of Boardman the trail turns south along Ullman Boulevard to Columbia Avenue, continuing along Columbia through the wildlife refuge. From Irrigon it continues to the Umatilla County line, connecting with Umatilla

Commented [KP9]: Added updates here.

County's Lewis & Clark Trail. Additional connections to the existing portions of the Heritage Trail are needed to enhance its accessibility. Extension of the trail west of Boardman is planned.

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The option to modify roadway design standards to include facilities for bicycles and pedestrians was also considered. Bicycle and pedestrian facilities can be developed at a variety of levels, from grade-separated pathways to shared roadway facilities. Because county roads serve mainly rural areas, the proposed modification to the roadway standards will include a widened roadway shoulder for pedestrian and bicycle travel.

All of these actions should be included in the TSP in order to increase safety and mobility for non-motorized travel. In addition, the county will work with the cities in the creation of their respective TSPs to develop bicycle and pedestrian projects within the urban growth boundaries.

Public Transportation

The need for public transportation will continue to grow as not only the population and regional travel demand increases, but also as the County's population ages and increases demand for on public transportation systems. The most recent Morrow County Coordinated Human Services Plan identified public transportation needs related to information and marketing, geographic coverage and connections, temporal coverage (i.e., late night/early morning service), organizational structure, technology, operations, and underserved markets. The City of Heppner TSP also identified issues and opportunities related to information and marketing, technology, operations, and markets for transit service. The Hermiston – Boardman Connector / Port of Morrow Circular Report identified the need for fixed-route services within and between Morrow and Umatilla Counties, in particular for shift worker commutes and regional resources such as medical facilities and shopping destinations. In addition to transit services, bicycle and pedestrian improvements near bus stops should be implemented to provide safe and convenient access for all users.

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Airport Facilities

Air access will be increasingly important as the county continues to grow. The state's most recent pavement maintenance report for the Lexington-Morrow County airport (2003) calls for a five-year maintenance plan for the 2004-2009 period with about \$617,000 of inspection and maintenance work that is needed to avoid more costly repair work. The Airport Layout Plan for the Lexington-Morrow County Airport, acknowledged by DLCD in 2002, is a 20-year plan for use of the airport and adjacent lands.

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Transportation Demand Management

Transportation demand management (TDM) is a collection of strategies directed to reduce the number of trips by automobiles. Programs are normally directed towards major employers whose size increases the chances for employees to carpool (share a ride with another employee), telecommute (work at home), or participate in shift work schedules (4-day, 10-hour shifts, for example). These strategies not only benefit the roadway system through reduced traffic levels, but also contribute to reduction in air pollutants.

TDM strategies are usually most effective in highly urbanized areas; however, these programs can be applied to rural areas. The county and cities can work towards providing more bicycle

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contribute to reduction in air pollutants. While TOM is usually applied only in highly urbanized areas, the following measures are part of the TSP:

1. Require companies with more than 100 employees to provide TOM measures for their employees, that could include some or all of the following options:
 - *Cash-out parking program*: Gives an employee the choice between a parking space and a monthly cash incentive.
 - *Employer-sponsored shuttle or vanpools*: Usually works best for groups of employees who live more than 30 minutes from the work site.
 - *Carpool or vanpool incentives or subsidies*: Encourages employees to share rides to work.
 - *Ride matching services*: Helps employees find others who live along their commute route.
 - *Preferential carpool and vanpool parking*: Rewards those who share ride a more convenient parking location.
 - *Commute alternatives information*: Provides a variety of information on alternative methods to get to work.
 - *Provision of showers and locker facilities*: Encourages employees to bicycle or walk to work.
 - *Travel allowance*: Gives each employee a specific amount of money to use to "purchase" a parking space, or "save" by using commute alternative.
 - *Flexible work hours*: Allows employees to participate in carpools or other commute options.
 - *Compressed work week*: Reduces the number of weekly trips made by establishing 4-day 10-hour shifts or other compressed schedules.
 - *Assignment of a transportation coordinator*: Gives employees a contact person to assist in choosing a commute alternative.
 - *Telecommuting program*: Allows employees to work from home through the use of a "home-office".

2. Establish a population threshold of 15,000, after which the County will initiate TOM programs such as the following:

- Employer information program on TOM measures.
- Formation of TOM committee made up of major employers and governmental representatives. Such a committee should include the Oregon National Guard, if the Boardman Bombing Range becomes a major military training facility.
- Development of park-and-ride facilities near freeway interchanges
- Development of pedestrian and bicycle facilities between key destinations

This TOM program is included as part of the Morrow County TSP.

Public Transportation Plan

Public transportation in Morrow County is currently limited to ~~dial-a-ride demand-response service for older adult and physically challenged residents, and regional bus service provided by Greyhound and Estrella Blanca.~~

Greyhound and Estrella Blanca operates private transit bus lines throughout the United States, with Both have a daily route that travels through Morrow County with a scheduled stop in Boardman Stanfield (no stops in Morrow County). Greater service options are available in Hermiston and Pendleton in Umatilla County and north in Pasco, Washington. Service is provided to various cities along routes to Portland, Seattle, and Boise, where connections can be made to other destinations. Existing and expected population in Morrow County suggest that Greyhound should schedule additional stops in Boardman and a new stop in Irrigon.

Morrow County operates The Loop, demand-response service for residents of and visitors to Morrow County. Service is provided on weekdays between 8 a.m. and noon and between 1 and 5 p.m. In addition to The Loop's demand-response service for all populations, CareVan Medical Transportation provides service for the Good Shepherd service area, including travel to Hermiston, Echo, Stanfield, Umatilla, Irrigon, and Boardman. Service operates from 8:30 a.m. to 6:00 p.m. on weekdays. Needs from other planning efforts include increased marketing and education of these services, expanded late night/very early morning service (in particular for Port of Morrow shift employees), improved technology such as dispatching and scheduling software as well as onboard wi-fi, and long-term staffing, in light of the current limited volunteer drivers.

Expanded service is also a future need. A high priority is the Hermiston – Boardman Connector (in partnership with Kayak Public Transit and Umatilla County) and the Boardman – Port of Morrow Circular. The recommended routes and stops for these services can be found in detail in the Hermiston – Boardman Connector / Boardman – Port of Morrow Circular Report. Other future planned services include Heppner – Boardman and Arlington – Boardman connections. The City of Heppner TSP identifies a feasibility study for fixed-route service and expanded demand-response service within Heppner as well. Additionally, to support current Port activities the development happening at the East Beach Industrial Park, this TSP supports vanpool and shuttle type transit to move workers from residential centers to employment centers.

Existing services and future increases to service call for additional transit vehicles and expanded storage and maintenance, park-and-ride, and transit center facilities. Morrow County will need to identify the location for these facilities, with a preliminary site identified in Boardman. Facilities should be located geographically close to where services operate to reduce "deadhead" miles and time where the vehicle is being driven, but not in service. For park-and-rides, locating these facilities off major roadways and highways will reduce the need for regional bus services to deviate onto local streets to pick-up passengers. For transit centers, being walkable and bikeable to activity centers is key. Considering the future planned services, the Boardman area would be best-suited for multiple transit facilities and Irrigon would be well-suited for a park-and-ride. In Boardman, areas near USPS, City Hall, and the SAGE Center would be appropriate locations for a transit center, being in walkable and bikeable areas with activity centers nearby. For park-and-rides, undeveloped areas near the SAGE Center and Port of Morrow Interchange (I-84/Laurel Lane) as well as planned public parking lots in Irrigon near US 730 and First Avenue are suitable locations. The undeveloped areas near the SAGE Center and Port of Morrow Interchange, and County or ODOT-owned lands along US 730 between Boardman and Irrigon would be appropriate for storage and maintenance facilities, so long as they are close to future services while still providing more space for future growth.

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~~Transportation services to older adults and physically challenged residents of Morrow County are provided by Morrow County Special Transportation, a para-transit provider. Services provided include dial-a-ride services, client transportation, and medical transportation, all provided by volunteer drivers. The operation includes three buses in Heppner serving mid-county, and one bus and one car in both Boardman and Irrigon. Operations are funded through a grant from the Public Transit Division of ODOT.~~

~~The TPR exempts communities with a population of less than 25,000 from including mass transit facilities in their development regulations. The para-transit services provided by Morrow County Special Transportation are adequate to meet existing and projected transit needs, and fixed-route public transit is unlikely to be needed within the 20-year planning horizon of the TSP under currently projected conditions. However, Morrow County strongly supports transit use.~~

~~The County will continue to promote private transit service to provide connections to major employment sites and regional airports, both within Morrow County and for linkages to Umatilla County, and periodically will re-evaluate the need for public transit in the County. Should the Oregon National Guard proceed with major military training facility, as is being discussed, additional transit service may be justified to and from Umatilla County.~~

~~Additionally, to support current Port activities the development happening at the East Beach Industrial Park, this TSP supports van-pool type transit to move workers from residential centers to employment centers.~~

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Rail Service Plan

Rail services within Morrow County include freight services. Rail transportation has historically been, and continues to be, an important avenue for moving goods within the region.

Union Pacific Railroad's main line parallels 1-84. Two spurs extend from this line to serve a coal-fired gas plant and the Umatilla Army Depot. Most of the rail freight service supports agricultural activities in the county and the Port of Morrow freight activities.

The Port is served by Union Pacific and has rail service in the main port area. Over the past decade the port has completed a rail loop and siding to facilitate additional development in the East Beach area. The Port continues to work with a consultant to support additional rail development.

There has been no passenger rail service in Morrow County since rail service between Salt Lake City, Utah and Portland, Oregon was suspended in the mid-1990s. Amtrak does provide service between Portland and Spokane on its Empire Builder line. The Tri-Cities is the closest stop for this service as population in Morrow County and nearby counties increases, efforts should be made by the County to investigate the development of passenger rail service into the region.

Truck Service Plan

Currently, all highways, arterials, and collectors are designated as truck routes within the

Updates to: **Morrow County 2012 Transportation System Plan**

Transit and Para-Transit

There are three main types of transit provided within Morrow County: public transit, which is supported by public funds for use by the general public and transportation-disadvantaged groups (such as elderly, people with disabilities, and people with low-incomes); private transit, which is not funded by public funds; and para-transit, which provides services for the transportation-disadvantaged populations and can be either public or private.

Commented [KP1]: Modify to "Morrow County Public Transit" if name change goes through.

Public Transit

Morrow County operates The Loop, demand-response service (also known as dial-a-ride service) for residents of Morrow County. Service is provided on weekdays between 8 a.m. and 5 p.m. Trip times can be adjusted to meet earlier or later appointments or activities. Weekend trips can also be requested. Request for service is made through the dispatch office, those hours are weekdays 8-12 am and 1-5 pm. Kayak Public Transit's Hermiston Hopper route services Irrigon Monday-Saturday, providing two stop times daily. Morrow County funds the service to Irrigon.

Private Transit

Greyhound operates private transit bus lines throughout the United States. Greyhound has a daily route that travels through Morrow County, but does not have a scheduled stop in the county. The nearest scheduled Greyhound stop is in Stanfield, 25 miles east of Boardman on I-84, in Umatilla County at the Pilot Travel Center. The stop is served by a Greyhound route connecting Portland and Denver via Boise and Salt Lake City. The stop is also the end point of a connecting route to Pasco, Yakima, and Seattle. Morrow County residents feel strongly that Greyhound should schedule stops in the northern portion of Morrow County.

Para-Transit

In addition to The Loop's demand-response service for all populations, CareVan Medical Transportation provides service for residents living in Boardman and Irrigon that have appointments at Good Shepherd Medical facilities in Hermiston. Service operates from 8:30 a.m. to 6:00 p.m. on weekdays.

Transit Facilities

Morrow County has three bus storage locations in the cities of Heppner, Boardman and Irrigon. These facilities are at capacity. Morrow County is planning to expand its transit facility infrastructure to meet its current and future operating demands. This could include but is not limited to; storage and maintenance facilities, transit centers, and park and ride areas. For more detail refer to section 6-14.

Rail Facilities

Rail services within Morrow County includes only freight service. Rail transportation has historically been, and continues to be, an important avenue for moving goods within the region. Passenger service had previously been provided via a stop at the Hinkle Railyard in Hermiston, and is desired by Morrow County residents to return. Future transit services should connect to passenger rail service.

Rail Freight Facilities

Rail freight services are provided to businesses in Morrow County by the Union Pacific Railroad: from their main line, which parallels 1-84. Multiple spurs extend from this line: one serving the coal-fired gas plant and another serving the Umatilla Ordinance Depot.

In fact, The Union Pacific main line running east-west through the Columbia River Gorge runs through the Boardman Industrial Park, owned by the Port of Morrow. Through this connection, the Port is able to transport its goods either to the Port of Portland or east into the continental United States.

The Hinkle Classification Yard, located 20 miles east of the Port of Morrow (near Hermiston, Oregon), is the largest hump yard west of St. Louis. Through use of this facility, the Port is able to access rail lines leading north into Canada and south into California. The Port is effectively able to use rail service because of the Hinkle hump yard to send its products in many different directions.

Passenger Rail Facilities

There has been no passenger rail service in Morrow County since the mid-1990s, when the Amtrak Pioneer line between Salt Lake City, Utah and Portland, Oregon stopped operating. Loss of this line not only removed service from Morrow County, but also from a regional perspective, deleted service east to Salt Lake City. Amtrak does provide service between Portland and Spokane on its Empire Builder line. Morrow County residents must go to the Tri-Cities, the closest stop, to use this service.

Airport Facilities

Two public airports exist in Morrow County currently limited to private aircraft. They include the Lexington-Morrow County airport and the Port of Morrow airport west of Boardman. The closest public air service is located in Pendleton, Oregon. Depending on the growth of Morrow County, opportunities exist to expand the Port of Morrow's airport facility to provide public air transportation service.

Lexington-Morrow County Airport

Morrow County owns and operates the Lexington-Morrow County airport facility. This airport is located one mile northwest of Lexington and is currently the largest airstrip in the County. It serves as the base for approximately 14 aircraft. Combined local and transient activity is about 85 operations weekly. The airport offers a single paved runway which is 4,150 feet in length, with a parallel taxiway. Fueling capacity is available on site at the airport. An Automated Weather Observation System (AWOS) also has been installed.

The Airport Layout Plan for the Lexington-Morrow County Airport, acknowledged by DLCD in 2002, defines how the airport is planned to be used over the next two decades. The Air Industrial Zone identified in the Airport Layout Plan has been applied as an overlay zone in the Morrow County Zoning Ordinance. Copies of the Airport Layout Plan are available at the County Public Works Department.

Plans for the Lexington-Morrow County Airport for period of this TSP include updating the master plan in 2012, conducting environmental work and preparing a preliminary design for a partial parallel taxiway in 2015, and constructing the taxiway in 2016.

Commented [TM2]: Would be good to get Sandi Pointer's input here. She is the Lexington Airport manager and works in Public Works Office.

Commented [KP3R2]: Could have a multimodal connection (carshare, transit).

Commented [KP4R2]: Tamra to send paragraphs to Sandi

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Port of Morrow Airport Facility

The Port of Morrow purchased what was previously known as the Boardman airport. This facility offers a 4,200-foot-long paved runway. This runway was designed to offer takeoff and landing capability for heavy bombers and commercial passenger/cargo jets, but current use is corporate jets and light general aviation aircraft.

After acquiring the airport, the Port of Morrow developed an Airport Industrial Park centering on the 100-foot wide, 4,200-foot-long landing strip. Industrial sites are available for facilities that would benefit from the capabilities of the airport as well as the general services provided by the Port of Morrow. Sufficient land exists at the Port's Airport Industrial Park to extend the runway and to offer a full range of aviation services depending on the need of future industrial, commercial, or public clientele.

In Chapters 5 and 6, Port of Morrow improvements to the Airport Industrial Park are indicated, focusing on improved access for ground transportation services. Also to be considered are the actions approving a major motor speedway and related uses at the Boardman Airport.

The Airport Layout Plan for the Port of Morrow Airport has been acknowledged. The Airport is currently zoned Air/Industrial for land use purposes. Copies of the Airport Layout Plan are available from the Port of Morrow.

Utilities

Morrow County has several utility corridors, including the Old Columbia River Highway, which runs through the Umatilla Wildlife Refuge; various natural gas pipelines; a BPA power line that runs through the county generally parallel and south of 1-84 and U.S. 730; a Pacific Power transmission line extending from the northwest corner of the County into Gilliam County; and a

fiber optic line is located along several County roads and State highways, serving all five communities in Morrow County. A pipeline transporting natural gas runs across Morrow County. The PGT Pipeline enters Morrow County near the southeast corner of the county, travels near Ione, and continues to the northeast to the Morrow-Umatilla county line. Along Highway 74 from 1-84 to Heppner, there is an abandoned railroad line. When the railroad abandoned the rail line, they retained a perpetual easement for utilities. Installation of a pipeline connection to Heppner has been discussed. No other future expansion or major modifications are expected within Morrow County. The U.S. Navy's control of Bombing Range Road creates

Commented [TM5]: Would be good to get Port of Morrow input here. Mark Patton is the Director of Operations at POM. Just a quick call to see if passenger air is in the stars for future.

Commented [KP6R5]: The Port of Morrow purchased what was previously known as the Boardman airport. This facility offers a 4,200-foot-long paved runway. This runway was designed to offer takeoff and landing capability for heavy bombers and commercial passenger/cargo jets, but current use is corporate jets and light general aviation aircraft.

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a deficiency for utility placement because the county does not control the right of way.

There is consensus that growing utility development in Morrow County necessitates the implementation of utility master plan separate from this TSP.

Morrow County

Within Morrow County, but outside of Port of Morrow lands, is the 20,000-acre Umatilla Army Depot. This depot spans the border between Morrow County and Umatilla County in the north county area between 1-84 and U.S. 730. For nearly 40 years the U.S. Army stored nerve gas at this site, but in 1999 the EPA initiated cleanup activities using innovative technologies to speed up the project. The Depot represents a substantial development opportunity once cleanup activities are completed. The Local Reuse Authority, in 2010, finally took action and completed a reuse plan.

Another sizable opportunity exists at the Boardman Bombing Range. The U.S. Navy and the Oregon National Guard have initiated planning for expanded training activities at the Bombing Range. Should the concept go forward, it would involve concentrated activity on weekends and summer weekdays, with National Guard troops traveling to the Range from around Oregon.

Substantial planning and engineering work will be necessary to remove unexploded munitions that remain on the site, and provide an adequate roadway system to accommodate heavy vehicle and personnel movement. Planning and engineering effort for the reuse of the Bombing Range may require future TSP amendments, preparation of a Transportation Refinement Plan (TRP), or other means appropriate to identify needed improvements and an implementation strategy.

Port of Morrow Recommended Projects

In general, roadway improvements on Port lands are market-driven and timed to serve new industrial tenants. The Port, which is presently developing a new siding and has developed a rail loop connecting to the Union Pacific mainline, identified the additional major projects listed in Table 5-6 to be included in the TSP. These are projects that the Port has identified as necessary to increase capacity, allow for economic development, increase safety, and improve intermodal access. Projects that would be a joint effort of the Port and the City of Boardman are also listed. Access to the Port's east industrial area north of the 1-84/US 730 interchange is recommended via one or more at-grade or grade-separated connections to US 730 between 1-

Commented [TM7]: Rail service may return at depot. Not sure how that might effect transit...Could check with CDA staff Debbie Pedro.

Commented [KP8R7]: Within Morrow County, but outside of Port of Morrow lands, is the 20,000-acre Umatilla Army Depot. This depot spans the border between Morrow County and Umatilla County in the north county area between 1-84 and U.S. 730. For nearly 40 years the U.S. Army stored nerve gas at this site, but in 1999 the EPA initiated cleanup activities using innovative technologies to speed up the project. The Depot represents a substantial development opportunity once cleanup activities are completed. The Local Reuse Authority, in 2010, finally took action and completed a reuse plan.

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84 and Paterson Ferry Road. Over the longer term as this industrial area becomes more fully developed, additional access may be needed, potentially including modification to the existing 1- 84/US 730 interchange to provide direct freeway access. The initial step toward interchange modification, an interchange area access management plan, is currently under way. Also included in this list of projects are those identified as part of the speedway land-use approval process. In addition to roadway projects, large undeveloped parcels in the Port could be used as a transit facility with the arrival of fixed-route transit services. This could include a park-and-ride or mobility hub, transit storage and maintenance, or a combination of the two. Providing transit service to the Port can promote options for existing employees and give access to those seeking employment.

Bicycle and Pedestrian Facilities

Adequate bicycle and pedestrian facilities become more important in and surrounding population centers. As population increases, so does the total number of bicyclists and pedestrians. Goals and policies identified in Chapter 2 include the development of multi-use paths and trail systems and roadway design features to accommodate bicycles and pedestrians. The county has developed a bicycle and pedestrian plan to promote bicycle, pedestrian, and other non-motorized forms of travel.

Two bicycle and pedestrian facilities recommended in the original TSP have been or are currently being built. A multi-use pathway extending from the City of Heppner to the swimming pool has been constructed. The **Columbia River Heritage Trail**, a multi-use pathway along the Columbia River, continues to be developed. It currently connects Boardman and Irrigon, providing a comfortable, off-roadway route option. The Trail has seasonal closures and an alternative link in off-season. The Heritage Trail in Boardman runs along Tom's Camp Road, Wilson Lane, Main Street and Marine Drive. East of Boardman the trail turns south along Ullman Boulevard to Columbia Avenue, continuing along Columbia through the wildlife refuge. From Irrigon it continues to the Umatilla County line, connecting with Umatilla County's Lewis & Clark Trail. Additional connections to the existing portions of the Heritage Trail are needed to enhance its accessibility. Extension of the trail west of Boardman is planned.

The option to modify roadway design standards to include facilities for bicycles and pedestrians was also considered. Bicycle and pedestrian facilities can be developed at a variety of levels, from grade-separated pathways to shared roadway facilities. Because county roads serve mainly rural areas, the proposed modification to the roadway standards will include a widened roadway shoulder for pedestrian and bicycle travel.

Commented [KP9]: Added updates here.

All of these actions should be included in the TSP in order to increase safety and mobility for non-motorized travel. In addition, the county will work with the cities in the creation of their respective TSPs to develop bicycle and pedestrian projects within the urban growth boundaries.

Public Transportation

The need for public transportation will continue to grow as not only the population and regional travel demand increases, but also as the County’s population ages and increases demand for public transportation. The most recent Morrow County Coordinated Human Services Plan identified public transportation needs related to information and marketing, geographic coverage and connections, temporal coverage (i.e., late night/early morning service), organizational structure, technology, operations, and underserved markets. The City of Heppner TSP also identified issues and opportunities related to information and marketing, technology, operations, and markets for transit service. The Hermiston – Boardman Connector / Port of Morrow Circular Report identified the need for fixed-route services within and between Morrow and Umatilla Counties, in particular for shift worker commutes and regional resources such as medical facilities and shopping destinations. In addition to transit services, bicycle and pedestrian improvements near bus stops should be implemented to provide safe and convenient access for all users.

**TABLE 5-5
TRANSPORTATION IMPROVEMENT OPTIONS
RECOMMENDATIONS**

Option	Recommended Action
1. Construct projects identified in the STIP	Implement
2. Construct county-identified projects	Implement
3. Complete Port of Morrow recommended projects	Implement
4. Upgrade structurally deficient and functionally obsolete bridges	Implement
5. Develop bicycle, pedestrian and equestrian facilities, including the Heritage Trail	Implement
6. Enhance public transportation services and facilities	Implement
7. Perform recommended maintenance measures at the Lexington-Morrow County Airport to avoid more costly repair work.	Implement
8. Implement TDM Strategies	Implement

Public Transportation Plan

Public transportation in Morrow County is currently limited to demand-response service. Greyhound operates private transit bus lines throughout the United States, with a daily route that travels through Morrow County with a scheduled stop in Stanfield (no stops in Morrow County). Greater service options are available in Hermiston and Pendleton in Umatilla County and north in Pasco, Washington. Service is provided to various cities along routes to Portland, Seattle, and Boise, where connections can be made to other destinations. Existing and expected population in Morrow County suggest that Greyhound should schedule stops in Boardman and a new stop in Irrigon.

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centers is key. Considering the future planned services, the Boardman area would be best-suited for multiple transit facilities and Irrigon would be well-suited for a park-and-ride. In Boardman, areas near USPS, City Hall, and the SAGE Center would be appropriate locations for a transit center, being in walkable and bikeable areas with activity centers nearby. For park-and-rides, undeveloped areas near the SAGE Center and Port of Morrow Interchange (I-84/Laurel Lane) as well as planned public parking lots in Irrigon near US 730 and First Avenue are suitable locations. The undeveloped areas near the SAGE Center and Port of Morrow Interchange, and County or ODOT-owned lands along US 730 between Boardman and Irrigon would be appropriate for storage and maintenance facilities, so long as they are close to future services while still providing more space for future growth.