

**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

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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.



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## Chapter 2

### Demographic Context

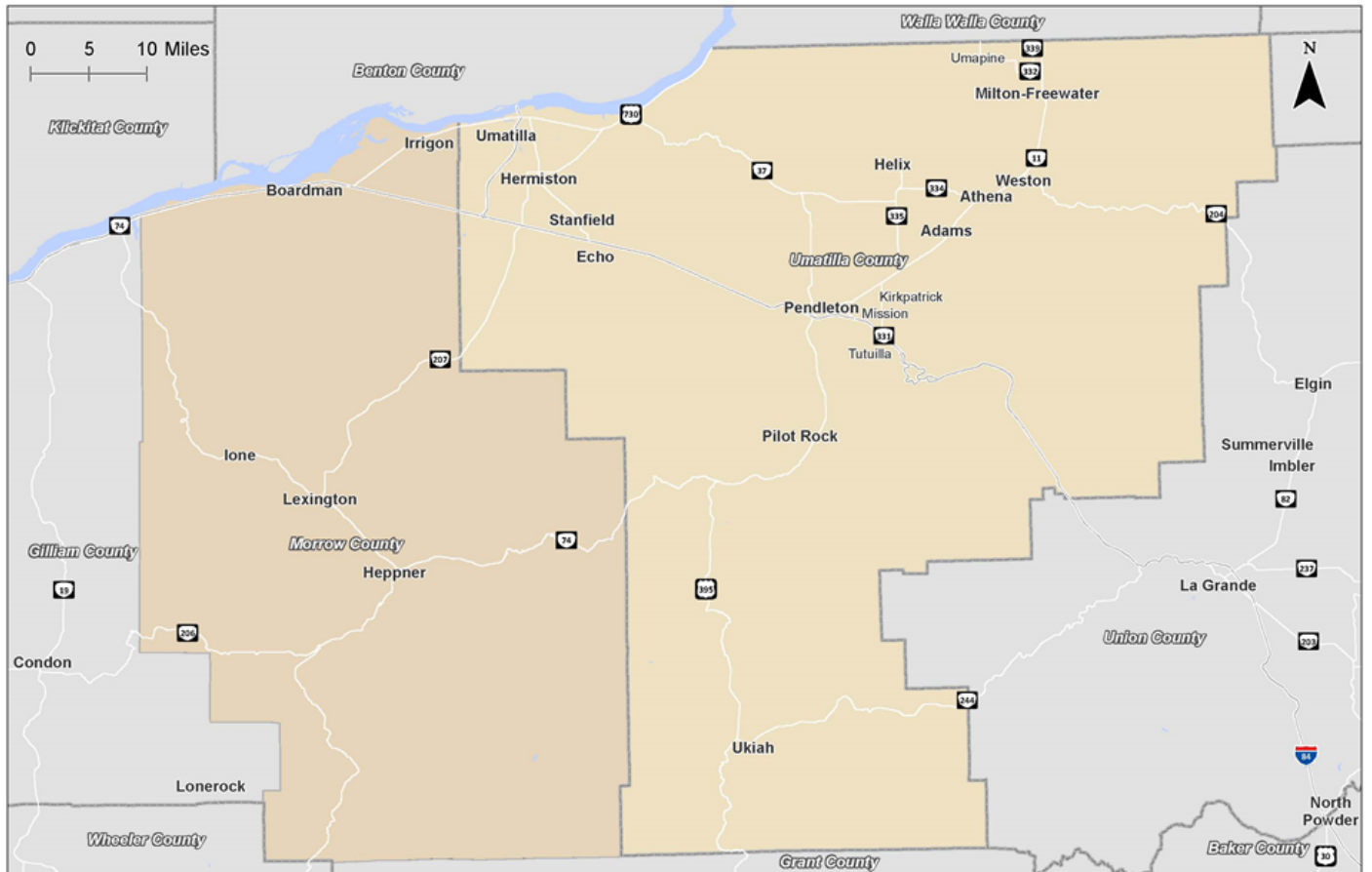




## DEMOGRAPHIC CONTEXT

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%
<b>Total Morrow County</b>	<b>11,204</b>	<b>100%</b>	Pilot Rock	1,476	2%
			Stanfield	2,241	3%
			Umatilla	6,999	9%
			Weston	723	1%
			Unincorporated	21,434	28%
			<b>Total Umatilla County</b>	<b>76,738</b>	<b>100%</b>

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%
Heppler	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%
<b>Total Morrow County</b>	<b>1,529</b>		<b>13.65%</b>	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%
				<b>Total Umatilla County</b>	<b>10,424</b>		<b>13.58%</b>

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%
<b>Total Morrow County</b>	<b>825</b>		<b>7.36%</b>	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%
				<b>Total Umatilla County</b>	<b>5,491</b>		<b>7.16%</b>

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%
<b>Total Morrow County</b>	<b>887</b>		<b>7.92%</b>	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%
				<b>Total Umatilla County</b>	<b>6,199</b>		<b>8.08%</b>

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)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. 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
Adams	97810		North Powder	97867	
Arlington	97812		Pendleton	97801	
Athens	97813		Pilot Rock	97868	
Baker City	97814		Stanfield	97875	
Boardman	97818		The Dalles	97058	
Cove	97824		Ukiah	97880	
Echo	97826		Umatilla	97882	
Helix	97835		Union	97883	
Heppner	97836		Weston	97886	
Hermiston	97838		College Place, WA	97324	
Hood River	97031		Kennewick, WA	99336	
Ione	97843		Pasco, WA	99301	
Irrigon	97844		Richland, WA	99352	
La Grande	97850		Walla Walla, WA	99362	
Lexington	97839				
Milton-Freewater	97862				
Mission	97801				
Mosier	97040				

FILENAME: H:\181879 - MORROW\_UMATILLA COUNTY TRANSIT STRATEGY\TASK 3\SURVEY LETTER\_MC.DOCX



4. 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.

\_\_\_\_\_  
\_\_\_\_\_

5. 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  
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Eastern Oregon University  
233 Badgley Hall, One University Boulevard  
La Grande, OR 97850



**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.

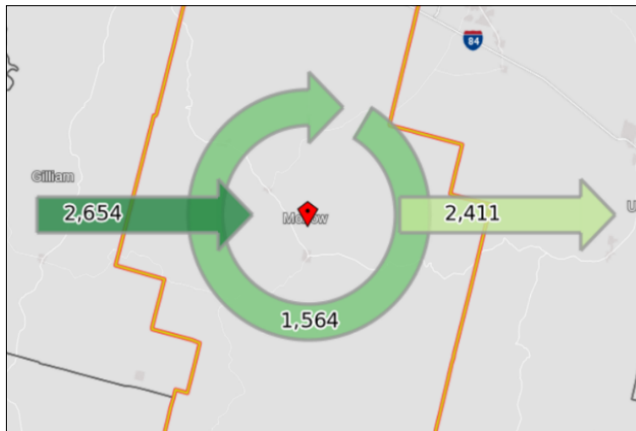
**Table 8 – Where Workers Live (by County) Who Are Employed in the Selected County**

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%
<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>



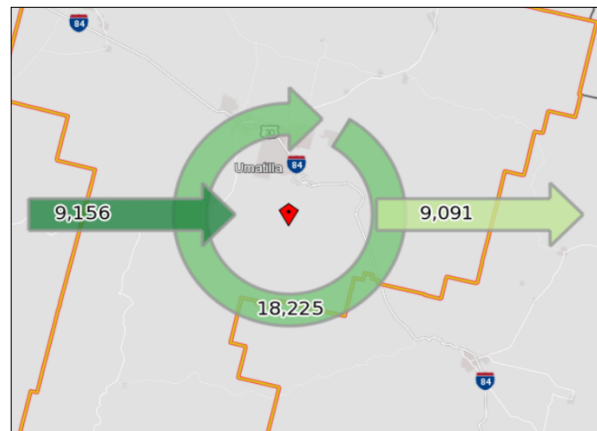


**Exhibit 3 – Morrow County Commuting Flow**



Source: Census on the Map LEHD

**Exhibit 4 – Umatilla County Commuting Flow**



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%	
Heppner, 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%	
<b>Total All Jobs</b>	<b>100.0%</b>		Echo, OR	0.57%	
			Weston, OR	0.32%	
			Adams, OR	0.19%	
			Unincorporated Umatilla County	18.32%	
			All Other Locations	27%	
			<b>Total All Jobs</b>	<b>100.0%</b>	

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%	-
<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total All Jobs</b>	<b>100.0 %</b>	-	<b>Total All Jobs</b>	<b>100.0 %</b>	-
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%	-
<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total All Jobs</b>	<b>100.0 %</b>	-	<b>Total All Jobs</b>	<b>100.0 %</b>	-

Source: LEHD and Survey Data



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

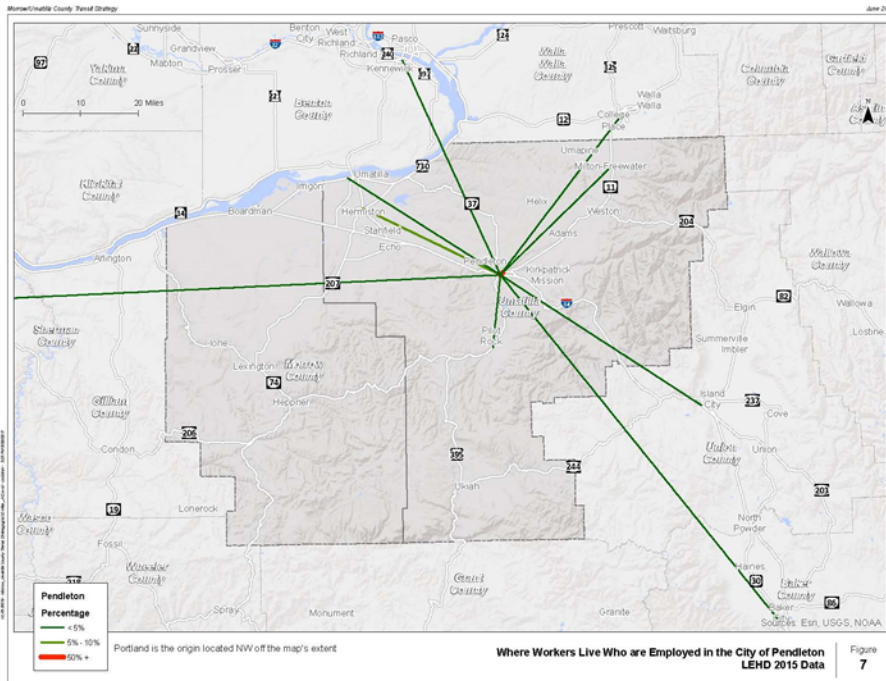
Hermiston			Pendleton			Milton-Freewater			Umatilla		
Home City	LEHD%	Survey %	Home City	LEHD%	Survey %	Home City	LEHD%	Survey %	Home City	LEHD%	Survey %
Hermiston, OR	33.2%	76.9%	Pendleton, OR	42.7%	-	Milton-Freewater, OR	33.0%	73.9%	Hermiston, OR	21.2%	28.1%
Umatilla, OR	8.3%	8.5%	Hermiston, OR	4.5%	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%	Athena, 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%
<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total All Jobs</b>	<b>100.0%</b>	<b>100%</b>	<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>
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%
<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total All Jobs</b>	<b>100.0%</b>	<b>100%</b>	<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total All Jobs</b>	<b>100.0%</b>	<b>100.0%</b>

Source: LEHD and Survey Data

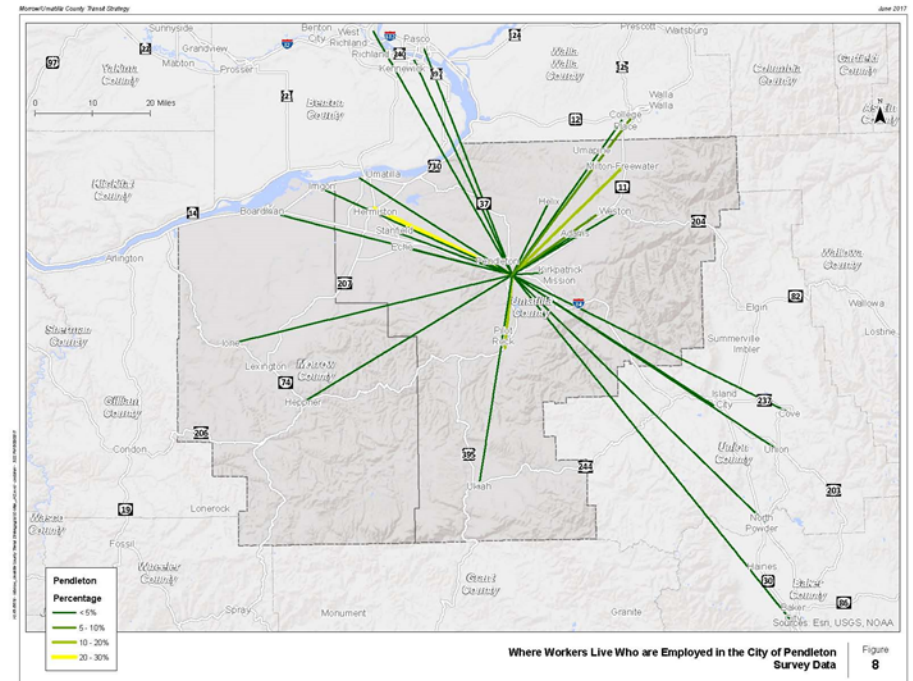


Exhibits 5 through 7 graphically illustrate where workers live who are employed in the selected City. This data is illustrated according to the LEHD data and the business survey data.

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



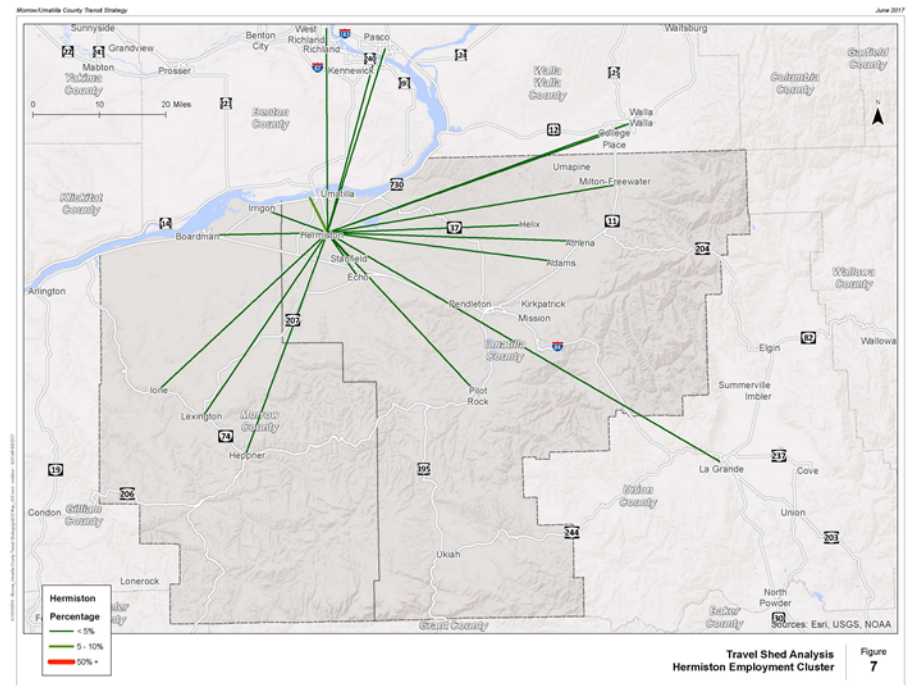
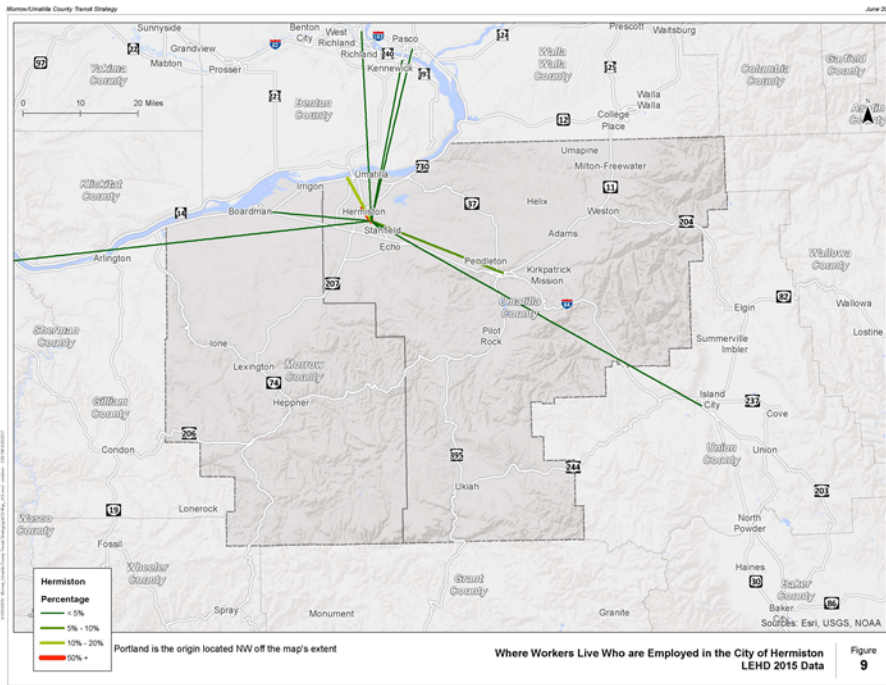
Source: Census on the Map LEHD



Source: Business Survey

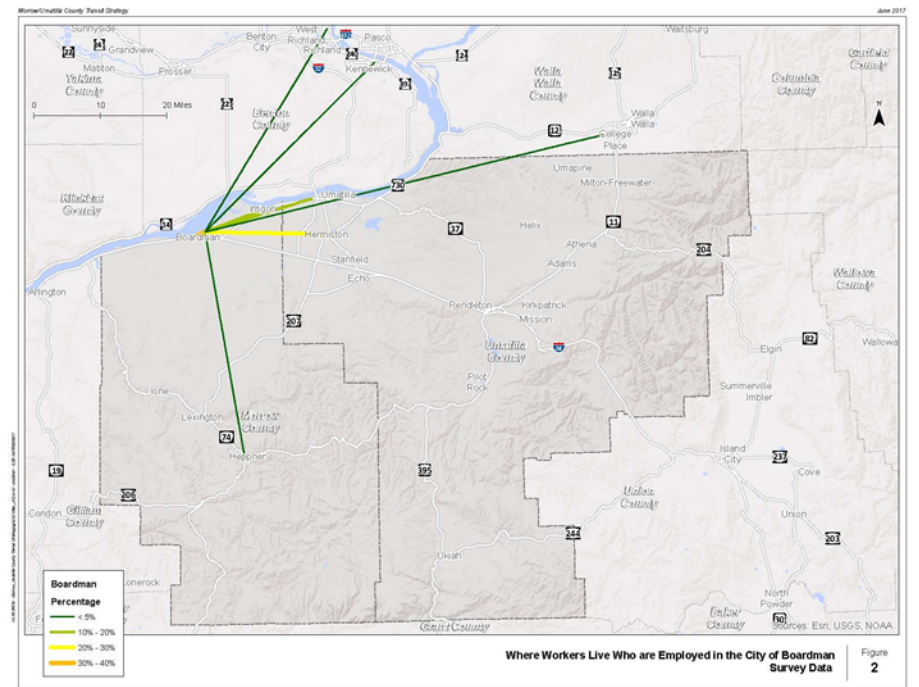
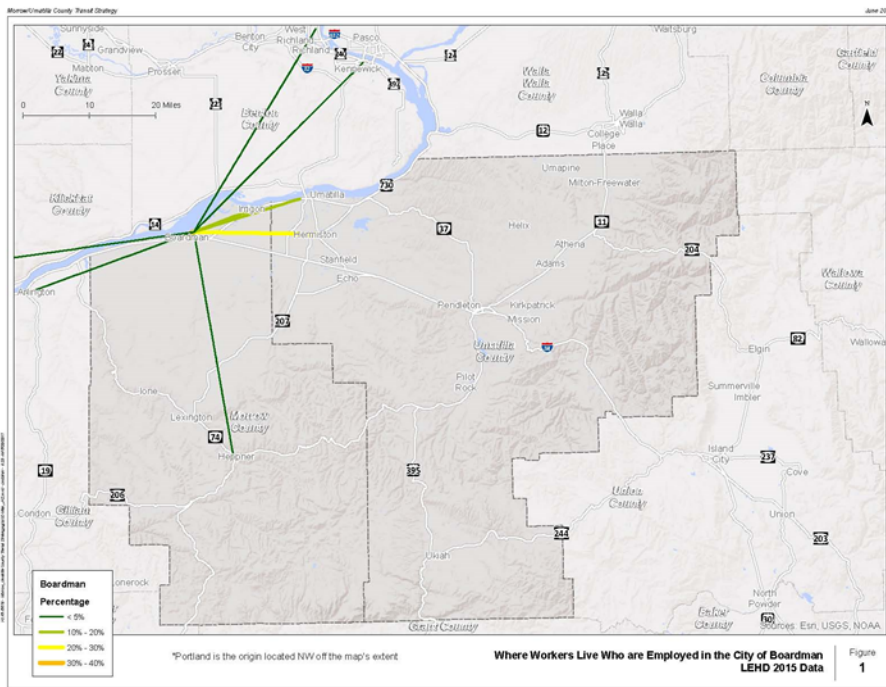


Exhibit 6 – Where Workers Live Who are Employed In the City of Hermiston





**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

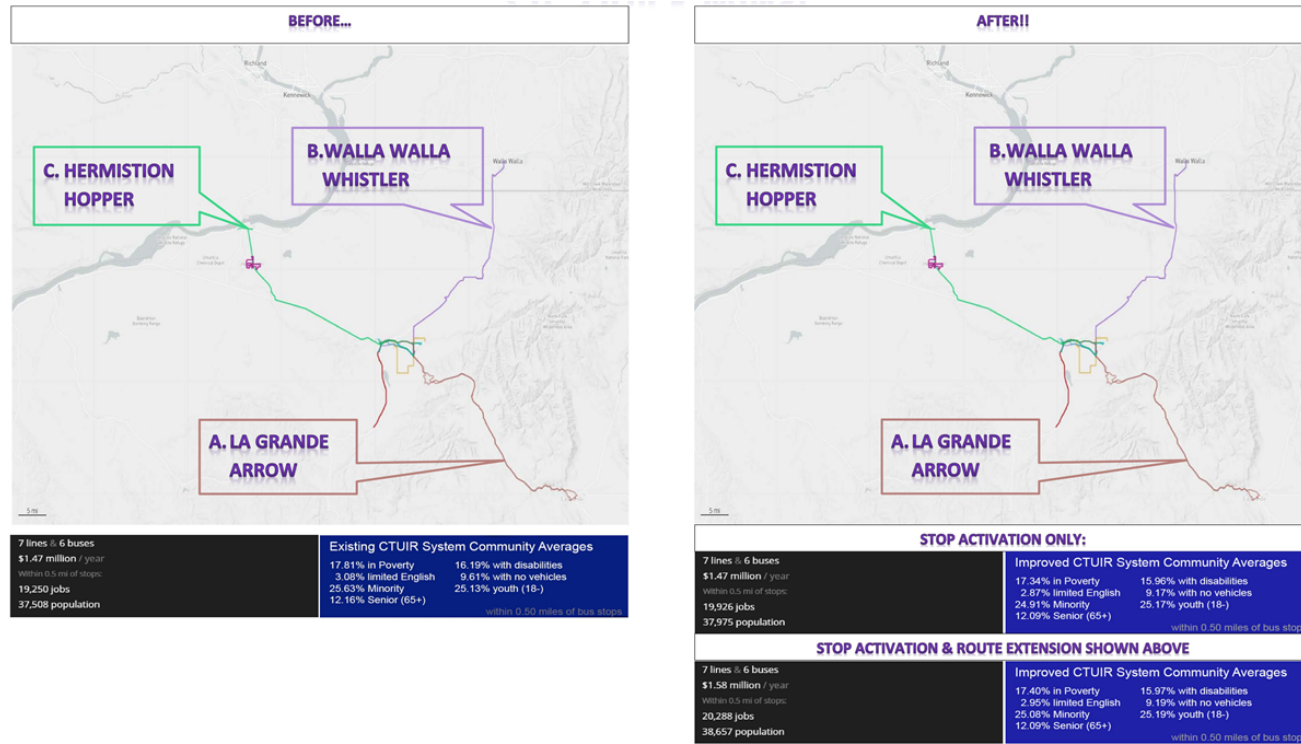


Table 12 – Assessment of Modifications to Existing Fixed-Route Service

Project	Benefit	Implementing Agency	Considerations
Activate/Increase stops along existing fixed-transit routes.	<ul style="list-style-type: none"> <li>La Grande Arrow: Population Exposure Increase 8.3%, Jobs Exposure Increase – 2.2%</li> <li>Walla Walla Whistler: Population Exposure Increase 8.6%, Jobs Exposure Increase 4.1%</li> <li>Hermiston Hopper: Population Exposure Increase 28.9%, Jobs Exposure Increase 23.6%</li> </ul>	Kayak Public Transit	<ul style="list-style-type: none"> <li>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.</li> </ul>



## 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)

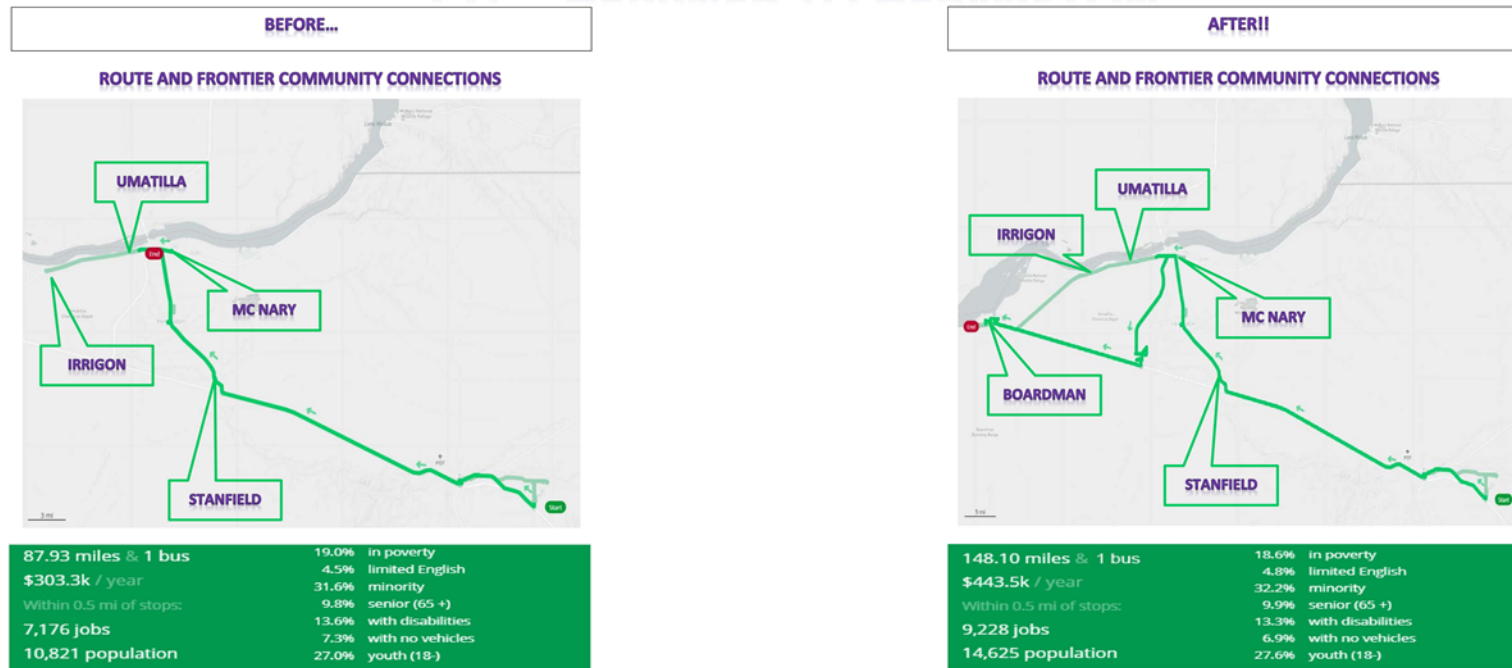


Table 13 – Assessment of Fixed-Route Connection to Boardman/Port of Morrow (Option #1)

Project	Benefit	Implementing Agency	Considerations
Develop a fixed-route connection to Boardman/Port of Morrow	<ul style="list-style-type: none"> <li>Increases population exposure by 35% and job access by approximately 29%</li> <li>Route modifications could include employment clusters such as the I-84/I-82/Westland Road area.</li> </ul>	Kayak Public Transit	<ul style="list-style-type: none"> <li>Would require a complete overhaul of the Hermiston Hopper.</li> <li>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.</li> </ul>

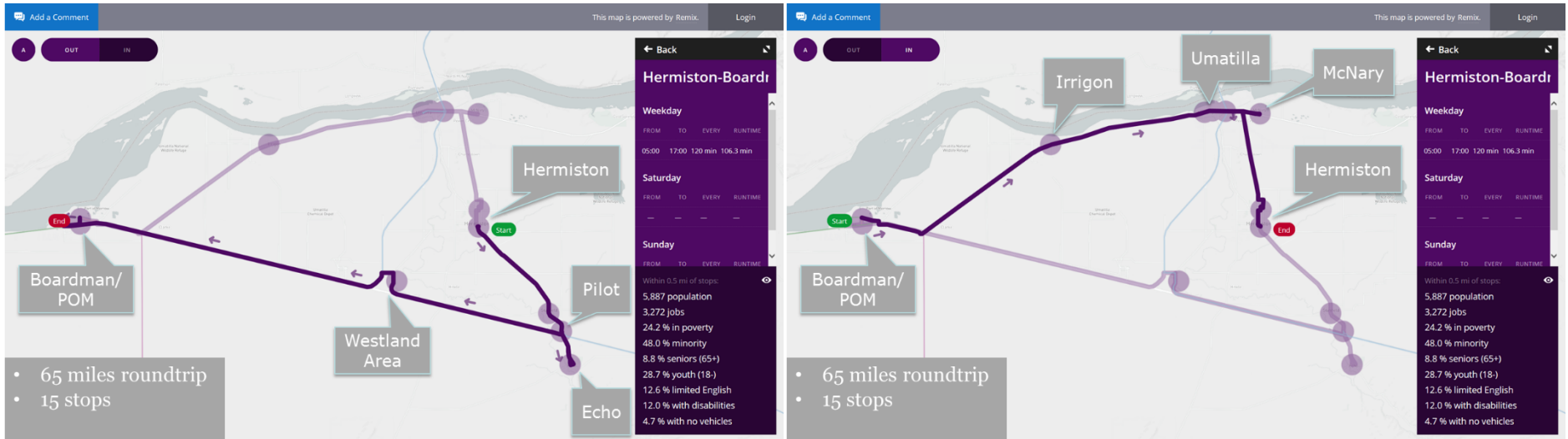




## Develop a Fixed-Route Connection to Boardman/Port of Morrow (Option #2)

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



## 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

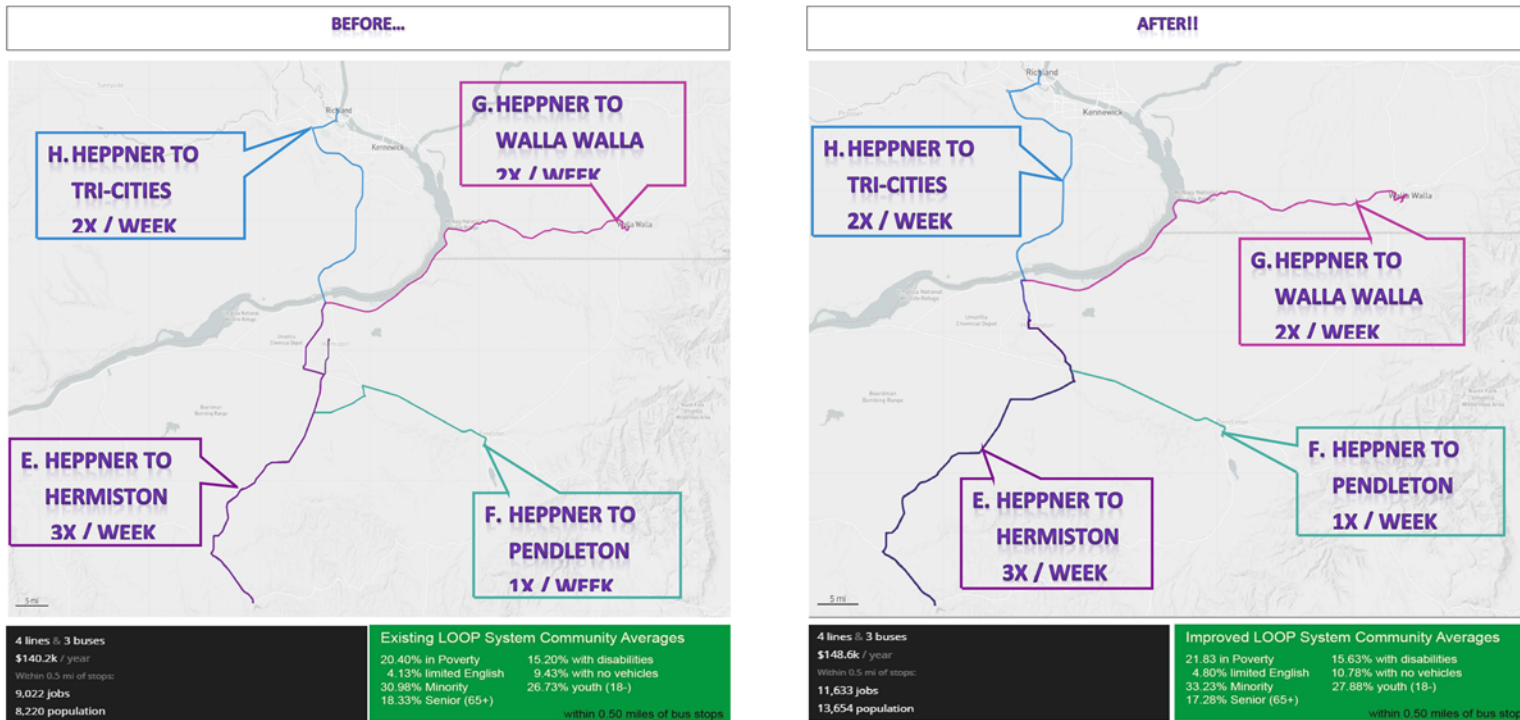


Table 15 – Assessment of Small Modifications to The Loop

Project	Benefit	Implementing Agency	Considerations
Modifications to existing weekly The Loop medical commitment runs that incorporate other communities	<ul style="list-style-type: none"> <li>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.</li> </ul>	The Loop	<ul style="list-style-type: none"> <li>Would increase the cost by approximately \$8,000 per year.</li> <li>Dependent upon weekly medical appointments by others.</li> </ul>



## 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

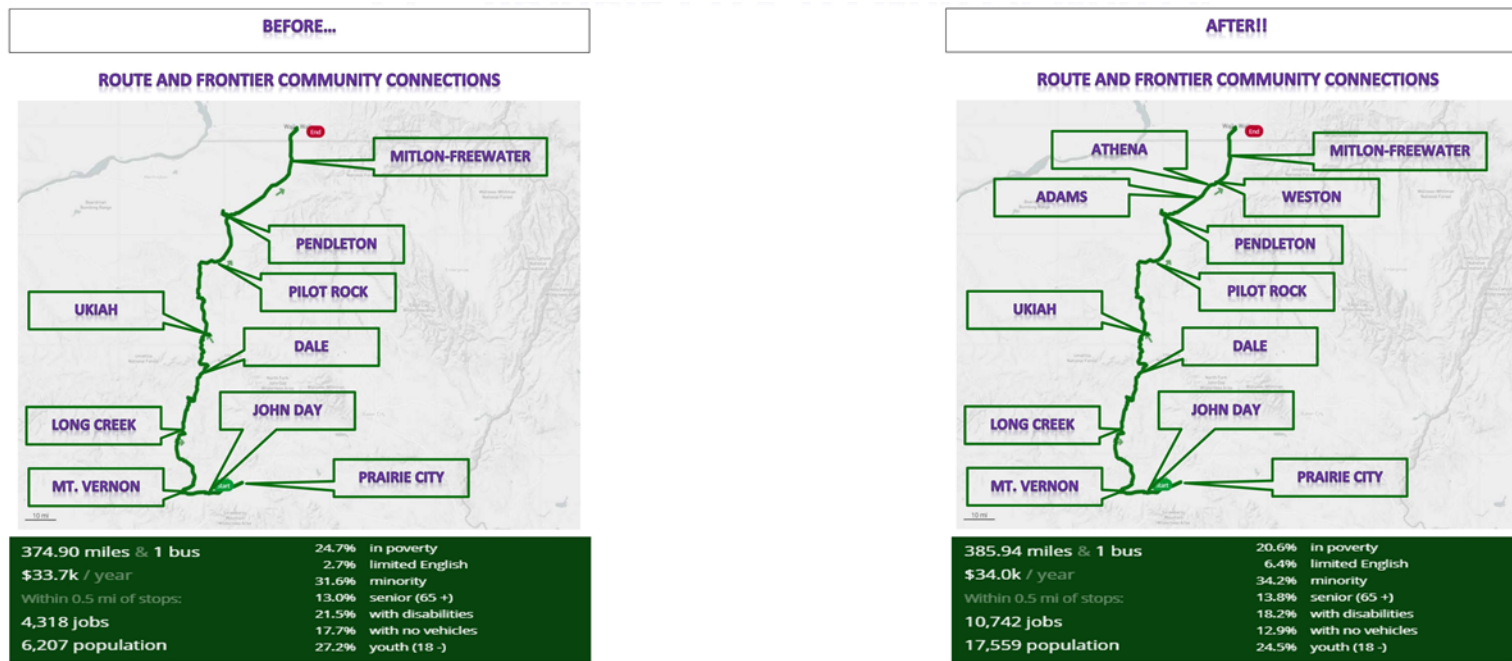


Table 16 – Assessment of Modifications to Grant County People Mover

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



**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**

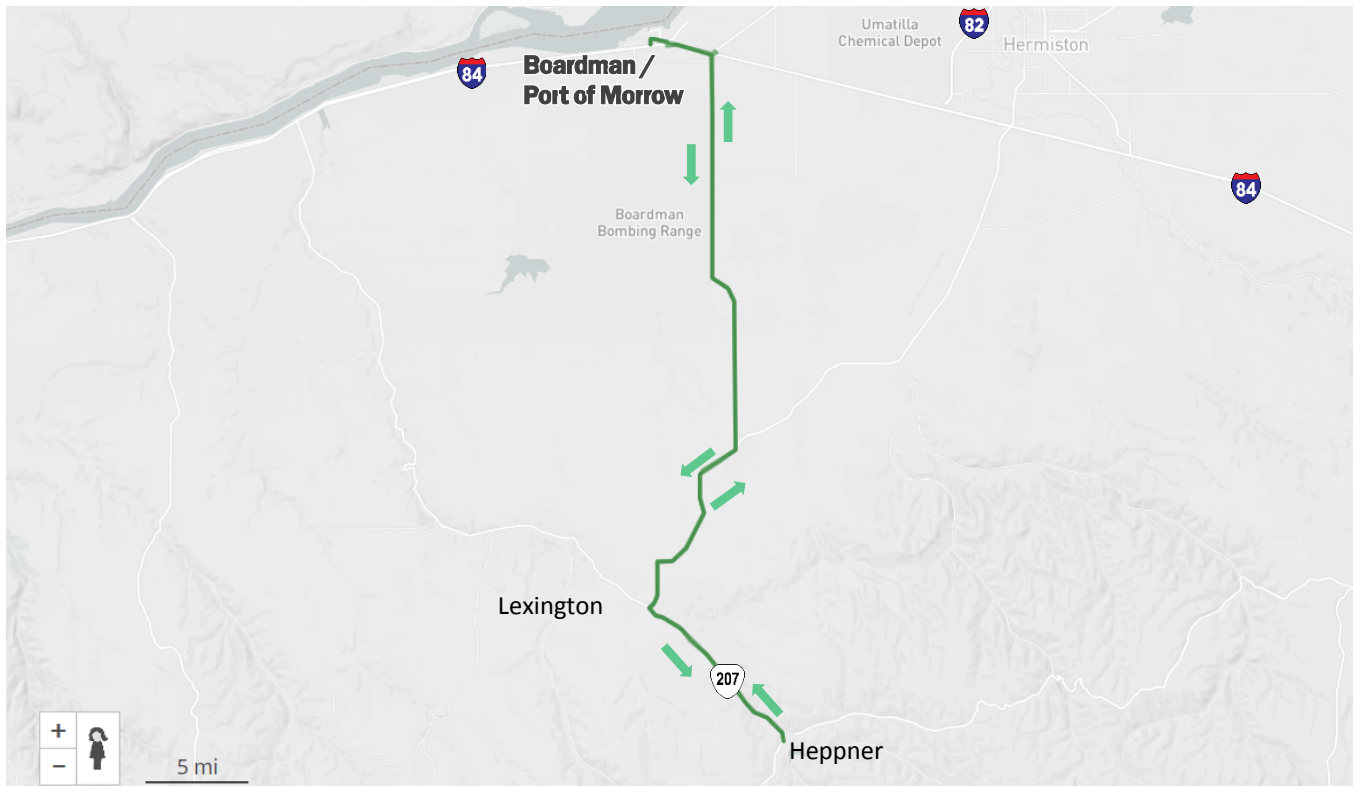
Project	Benefit	Implementing Agency	Considerations
New transit service between Arlington and Boardman/Port of Morrow	<ul style="list-style-type: none"> <li>Regional transit connection.</li> <li>Increases access to jobs for an area that has been auto dependent.</li> <li>Reduces commuting costs and environmental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



**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**

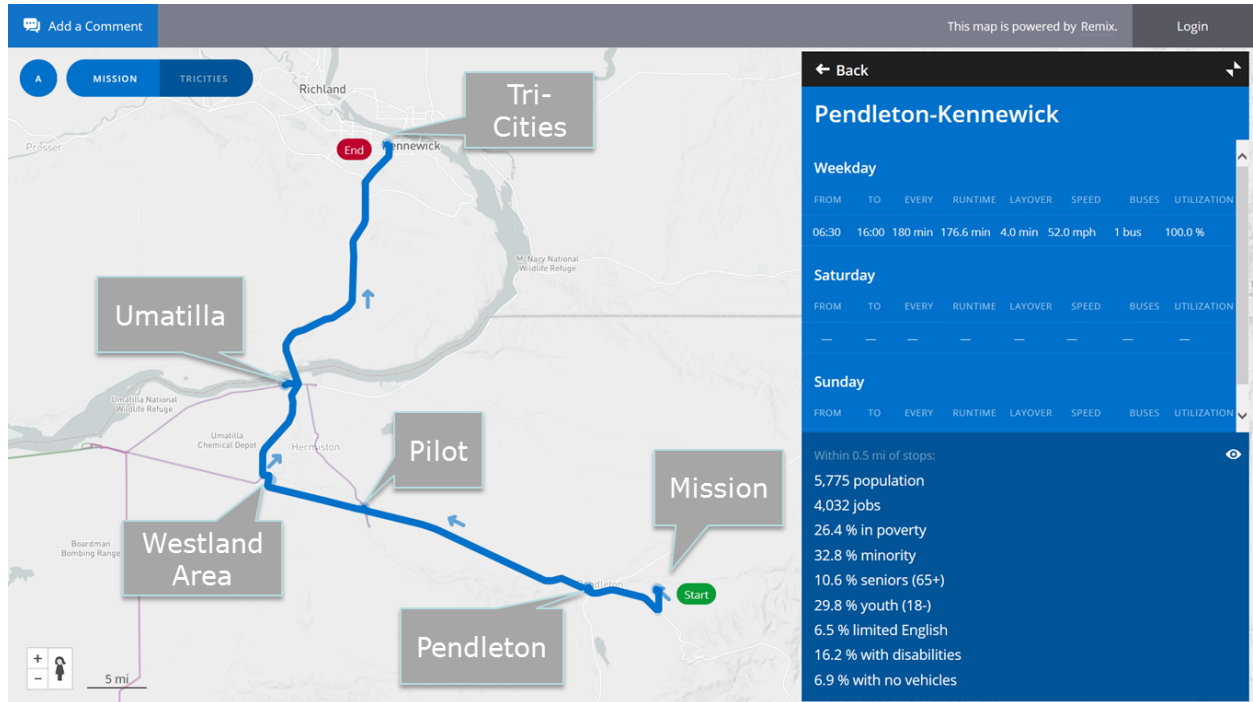
Project	Benefit	Implementing Agency	Considerations
New transit service between Heppner and Boardman/Port of Morrow	<ul style="list-style-type: none"> <li>Regional transit connection.</li> <li>Increases access to jobs for an area that has been auto dependent.</li> <li>Reduces commuting costs and environmental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



**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"> <li>Reestablishes an inter-state transit connection.</li> <li>Links the two largest metropolitan areas in eastern Washington and eastern Oregon.</li> <li>Coupled with the Hermiston-Boardman Connector, increases access to jobs and services.</li> </ul>	Kayak Public Transit	<ul style="list-style-type: none"> <li>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.</li> <li>Coordinate service with proposed Hermiston-Boardman Connector and existing Kayak routes.</li> </ul>



**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"> <li>Provides a more formal and structured opportunity for commuters to use regional fixed route transit lines for employment commuting.</li> <li>Reduces commuting costs, congestion, and environmental impacts</li> </ul>	Arlington, Heppner, Umatilla, Mission/CTUIR, Pendleton, Umatilla County	<ul style="list-style-type: none"> <li>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.</li> </ul>



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

<sup>1</sup> 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**

<b>Description:</b>	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.
<b>Benefit:</b>	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%

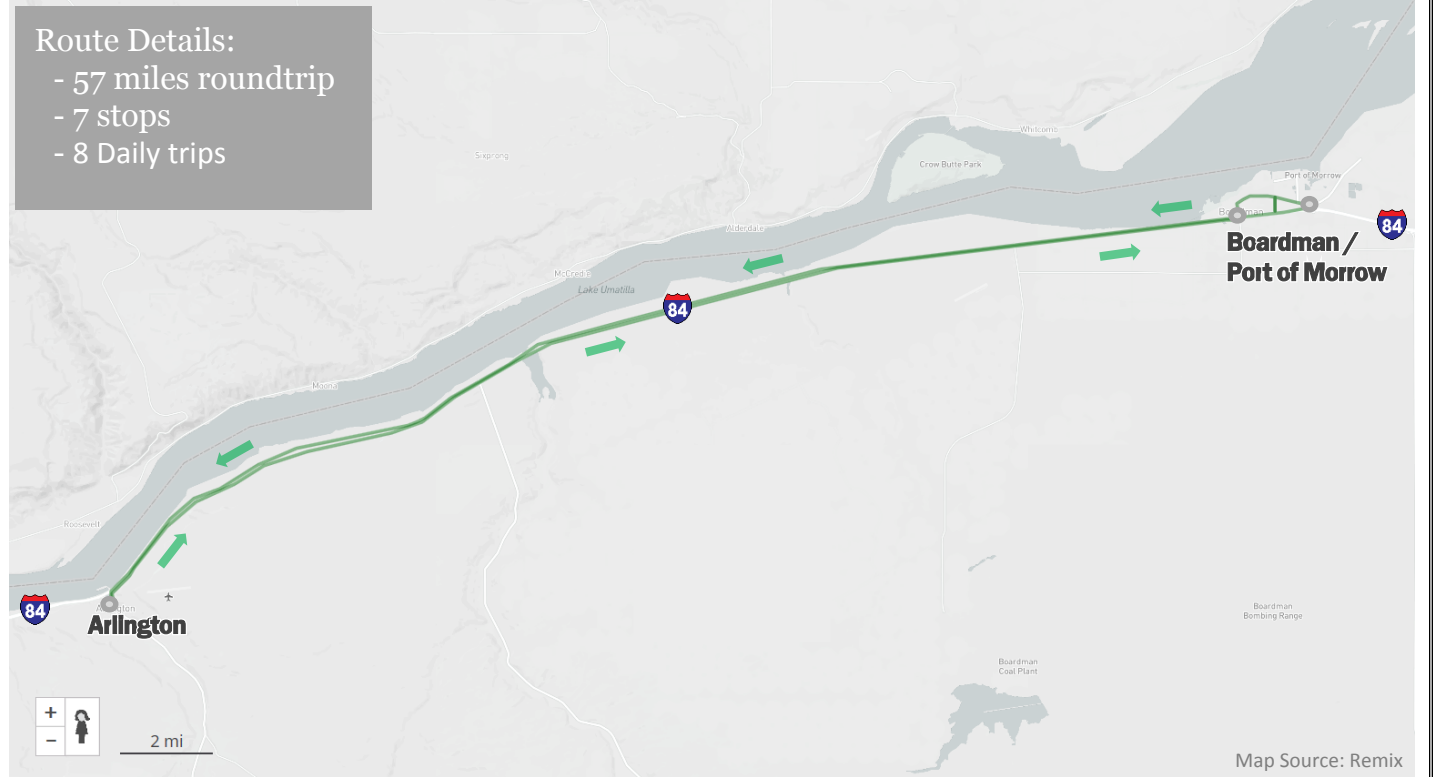
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>• Secure funding and infrastructure needed to begin a new fixed route transit line.</li> <li>• Work with the Cities of Arlington, Boardman, and Port of Morrow to identify specific route and stop locations that will maximize rider convenience.</li> <li>• Work with Port of Morrow employers to identify optimal service times based on employment shift hours.</li> </ul>
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<b>Cost:</b> \$100-\$150k	<b>Time Frame:</b> Long-Term	<b>Priority:</b> Medium	<b>Consistent with Morrow County Coordinated Human Services Plan?:</b> Yes
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<b>Implementing Agency:</b>	Morrow County / The Loop or other service provider
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<b>Project Partners:</b>	Morrow County, City of Arlington, City of Boardman, Port of Morrow
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**Conceptual Route Details:**





### Heppner-Boardman Connector

<b>Description:</b>	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.
<b>Benefit:</b>	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%

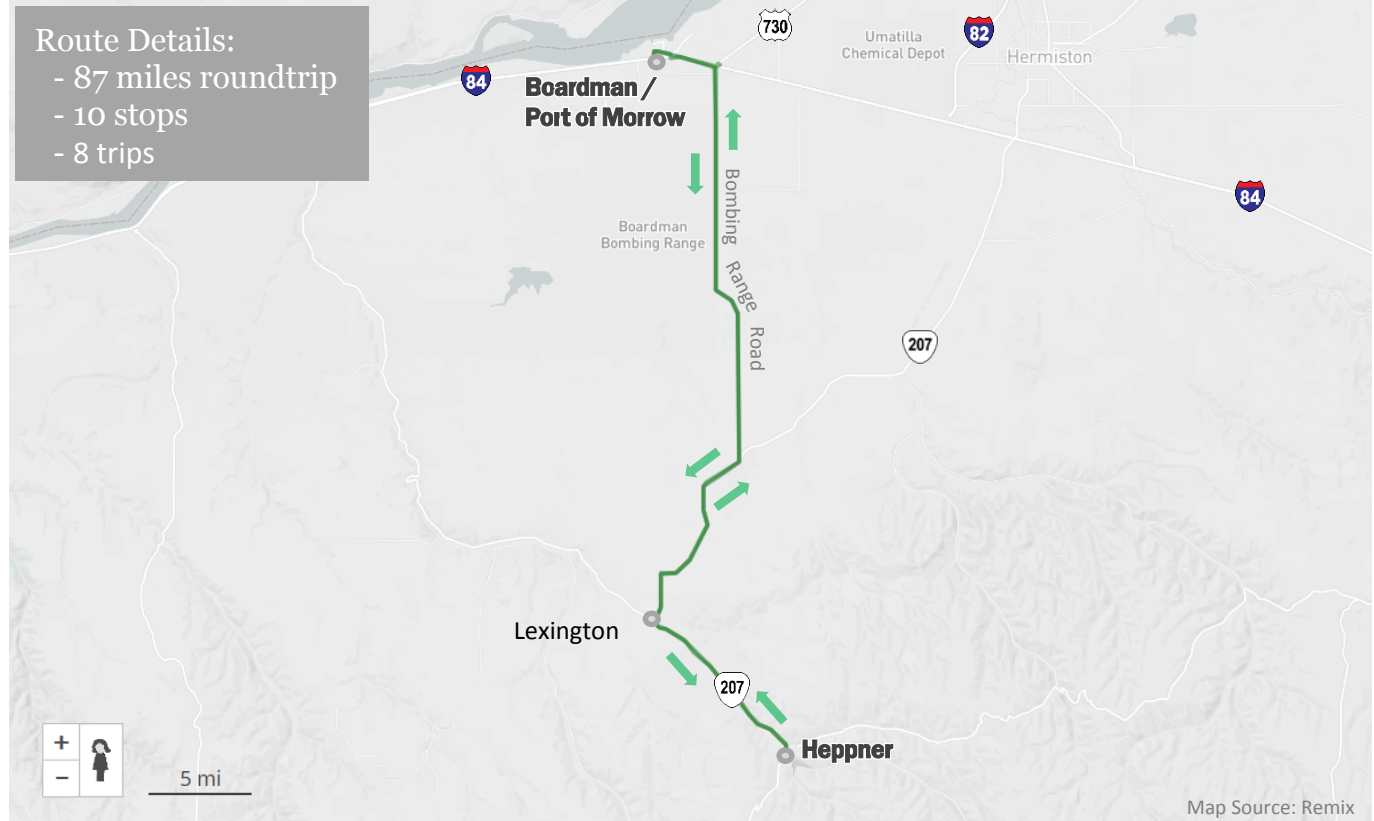
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>Secure funding and infrastructure needed to begin a new fixed route transit line.</li> <li>Work with the Cities of Heppner, Lexington, Boardman, and Port of Morrow to identify specific route and stop locations that will maximize rider convenience.</li> <li>Work with Port of Morrow employers to identify optimal service times based on employment shift hours.</li> </ul>
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<b>Cost:</b> \$150-\$200k	<b>Time Frame:</b> Near-Term	<b>Priority:</b> High	<b>Consistent with Morrow County Coordinated Human Services Plan?:</b> Yes
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<b>Implementing Agency:</b>	Morrow County / The Loop or other service provider
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<b>Project Partners:</b>	Morrow County, City of Heppner, City of Lexington, Port of Morrow, City of Boardman
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#### Conceptual Route Details:





## Hermiston-Boardman Connector

<b>Description:</b>	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.
<b>Benefit:</b>	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

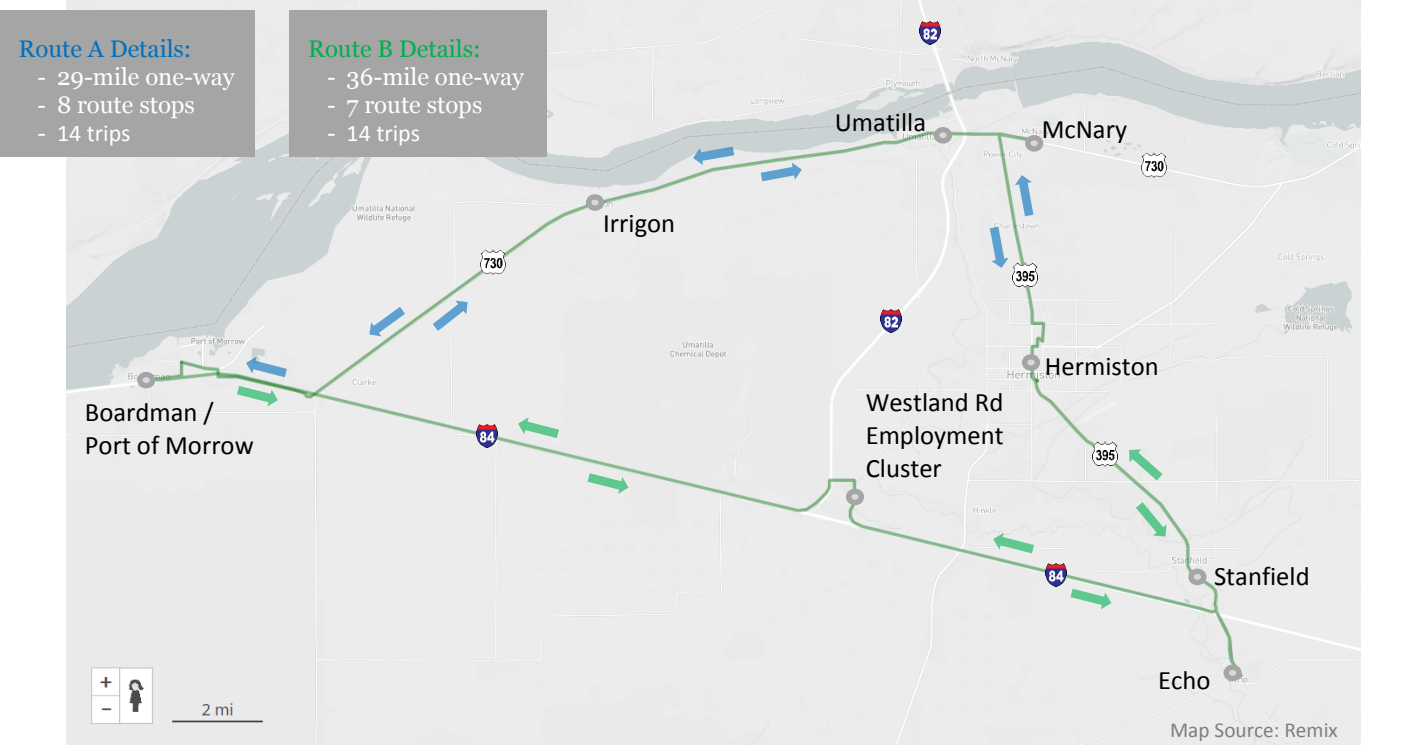
Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
5,887	3,272	24.2%	48%	8.8%	12%	4.7%	28.7%

<b>Action Items:</b>	<ul style="list-style-type: none"> <li>Integrate with or phase out existing fixed-route service in Hermiston such as the Hermiston Hopper.</li> <li>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.</li> <li>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.</li> <li>Incorporate planned regional park-n-ride locations as they are implemented.</li> </ul>
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<b>Cost:</b> \$250-\$350k	<b>Time Frame:</b> Near-Term	<b>Priority:</b> High	<b>Consistent with Morrow/Umatilla County Coordinated Human Services Plans?:</b> Yes
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<b>Implementing Agency:</b>	Kayak or other service provider
<b>Project Partners:</b>	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

<b>Description:</b>	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.
<b>Benefit:</b>	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+	-	-	-	-	-	-

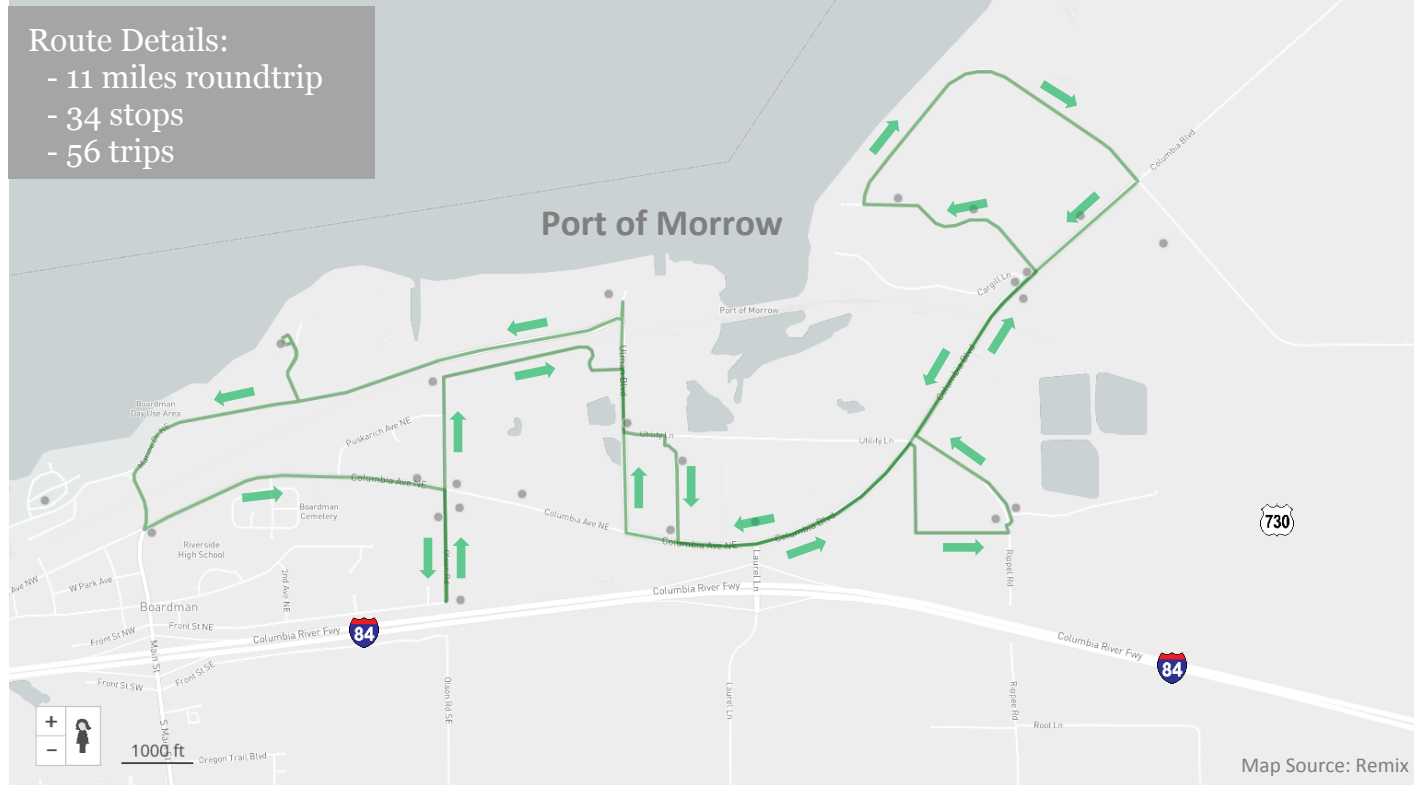
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>Secure funding and infrastructure to accommodate a shuttle van.</li> <li>Work with the Port of Morrow to investigate the need for expanded pedestrian infrastructure.</li> <li>Work interested employers to develop on-site transit stops that are convenient and accessible to business entrances/security gates.</li> </ul>
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<b>Cost:</b> \$150-\$200k	<b>Time Frame:</b> Long-Term	<b>Priority:</b> Low	<b>Consistent with Umatilla County Coordinated Human Services Plan?:</b> Yes
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<b>Implementing Agency:</b>	The Loop, Port of Morrow, or other service provider
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<b>Project Partners:</b>	Morrow County and Port of Morrow Businesses
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#### Conceptual Route Details:







### Pendleton-Kennewick Connector

<b>Description:</b>	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
<b>Benefit:</b>	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 1/2 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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<b>Action Items:</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Coordinate service with proposed Hermiston-Boardman Connector and existing Kayak routes.</li> <li>• Work with major employers in the Westland Road employment cluster to identify optimal service times based on employment shift hours.</li> </ul>
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<b>Cost:</b> \$300-\$350k	<b>Time Frame:</b> Near-Term	<b>Priority:</b> High	<b>Consistent with Umatilla County Coordinated Human Services Plan?:</b> Yes
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<b>Implementing Agency:</b>	Kayak or other service provider
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<b>Project Partners:</b>	CTUIR, City of Pendleton, City of Umatilla, City of Kennewick
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#### Conceptual Route Details:





**The Loop – Route Modification and Increased Frequency**

<b>Description:</b>	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.
<b>Benefit:</b>	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%

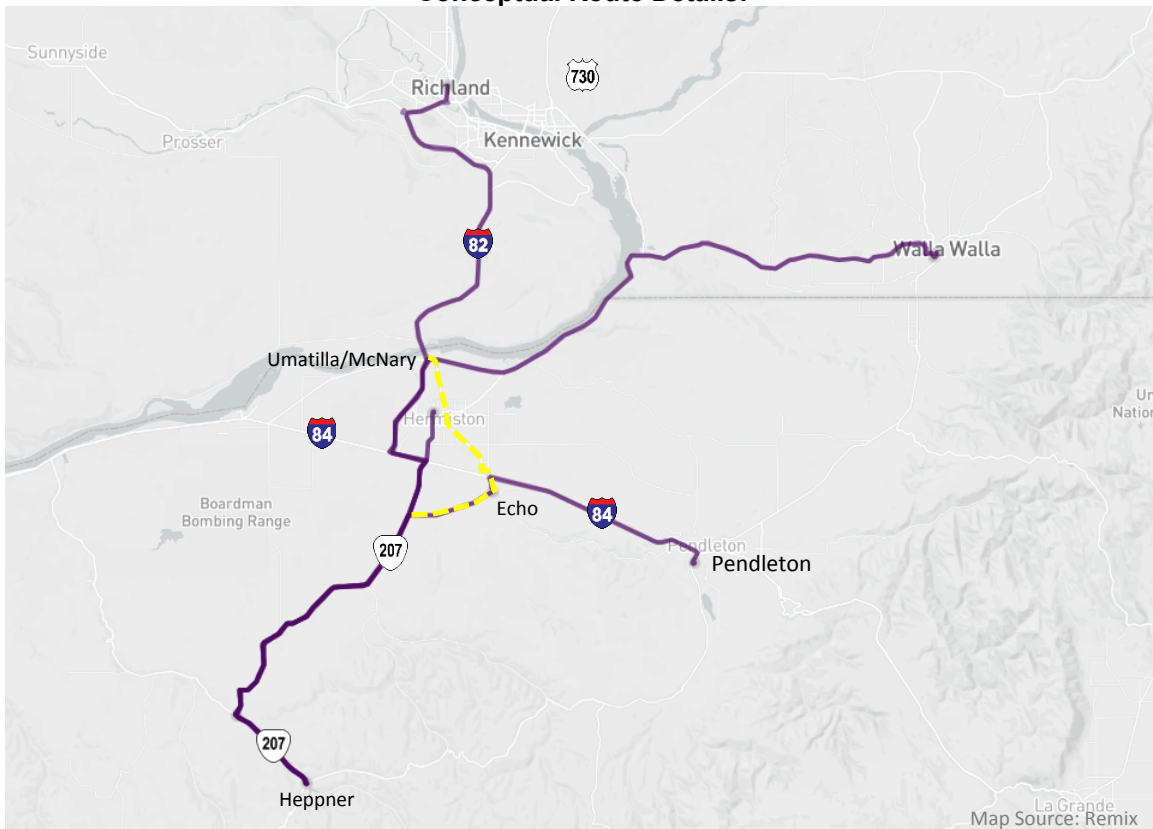
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>Secure funding to formally staff and develop modified route plans.</li> </ul>
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<b>Cost:</b> \$150-\$200k	<b>Time Frame:</b> Mid-Term	<b>Priority:</b> Medium	<b>Consistent with Morrow/Umatilla County Coordinated Human Services Plan?:</b> Yes
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**Implementing Agency:** Morrow County / The Loop

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

**Conceptual Route Details:**





**Regional Park-n-Ride**

<b>Description:</b>	Formally develop and incorporate regional park-n-ride facilities.						
<b>Benefit:</b>	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.						
<b>Increased Transit Dependent Population Within ½ Mile of Route Stops</b>							
Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
-	-	-	-	-	-	-	-
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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.</li> <li>• Work with transit providers to incorporate park-n-ride locations into fixed bus routes.</li> </ul>						
<b>Cost:</b> Varies	<b>Time Frame:</b> Mid-Term	<b>Priority:</b> Medium		<b>Consistent with Morrow/Umatilla County Coordinated Human Services Plan?:</b> No			
<b>Implementing Agency:</b>	CTUIR, City of Pendleton, City of Heppner, City of Arlington, City of Umatilla, Umatilla County						
<b>Project Partners:</b>	The Loop, Kayak, other service providers						

**Project Location/Images:**



★ Potential Park-n-Ride Locations



## Grant County People Mover Increased Frequency

<b>Description:</b>	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)
<b>Benefit:</b>	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%

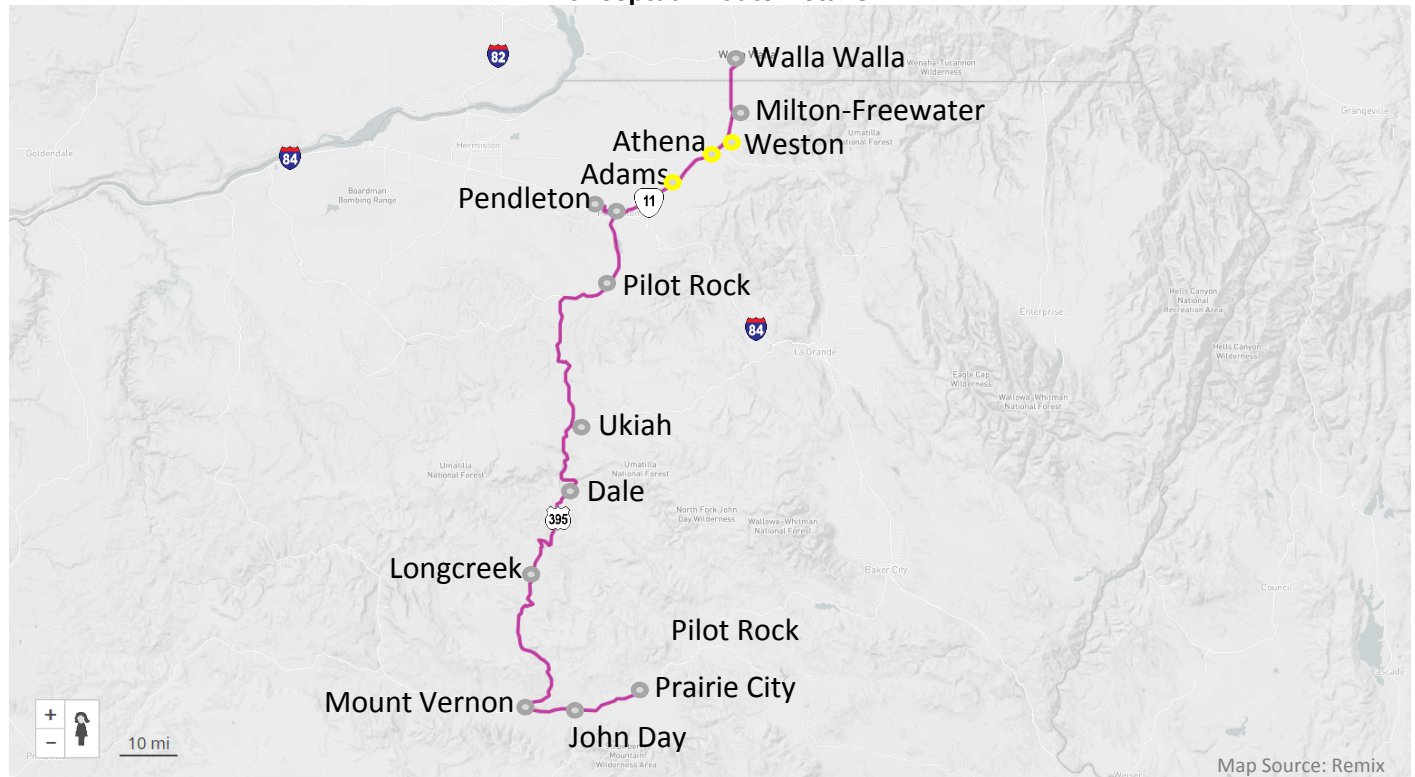
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>Secure funding to formally staff and develop modified route plans.</li> </ul>
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<b>Cost:</b> \$300k	<b>Time Frame:</b> Mid-Term	<b>Priority:</b> Medium	<b>Consistent with Umatilla County Coordinated Human Services Plan?:</b> Yes
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<b>Implementing Agency:</b>	Grant County People Mover
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<b>Project Partners:</b>	Kayak, City of Pendleton, City of Athena, City of Weston, City of Walla Walla
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### Conceptual Route Details:





**Create or Maintain a Transportation Coordinator Position**

<b>Description:</b>	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.						
<b>Benefit:</b>	Ensures better local and regional transit coordination.						
<b>Increased Transit Dependent Population Within ½ Mile of Route Stops</b>							
Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
-	-	-	-	-	-	-	-
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>Maintain or secure funding to staff the transportation coordinator position.</li> </ul>						
<b>Cost:</b> <\$100k	<b>Time Frame:</b> Near-Term	<b>Priority:</b> High		<b>Consistent with Umatilla County Coordinated Human Services Plan?:</b> Yes			
<b>Implementing Agency:</b>	Morrow County and Umatilla County						
<b>Project Partners:</b>	-						

**Form or Maintain Appropriate Advisory Committees**

<b>Description:</b>	Assesses and disperses transit funding.						
<b>Benefit:</b>	Ensures better County-wide participation in transit decision making.						
<b>Increased Transit Dependent Population Within ½ Mile of Route Stops</b>							
Population Served	Jobs	% in Poverty	% Minority	% Aged 65+	% with Disability	% with No Vehicle	% Youth <18
-	-	-	-	-	-	-	-
<b>Action Items:</b>	<ul style="list-style-type: none"> <li>Form or maintain appropriate advisory committees</li> </ul>						
<b>Cost:</b> <\$50k	<b>Time Frame:</b> Near-Term	<b>Priority:</b> High		<b>Consistent with Umatilla County Coordinated Human Services Plan?:</b> Yes			
<b>Implementing Agency:</b>	Morrow County and Umatilla County						
<b>Project Partners:</b>	-						

