Final Report

FEASIBILITY STUDY FOR AN INTERMODAL TRANSPORTATION CENTER

YAMHILL COUNTY TRANSIT AREA

November 2011

Yamhill County Transit Area™

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Final Report

Site Selection & Feasibility Study for an Intermodal Transportation Center

Yamhill County Transit Area

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PURPOSE

Yamhill County and the Yamhill County Transit Area (YCTA) – an ORS451 County Service District operating on behalf of Yamhill County - conducted a feasibility study of potential locations for an Intermodal Transportation Center in McMinnville, Oregon. The Intermodal Transportation Center is needed to serve a variety of existing and future public transit services in Yamhill County, including local fixed-route bus, intra-city commuter bus, para-transit, and potential future passenger rail services. The new center will replace the existing YCTA center, which consists of several transit shelters located at NE 5th Street/Ford Street near the Yamhill County Courthouse in McMinnville.

In order to select an appropriate location for the transit center, a project team was formed with members of Kittelson and Associates, Inc. and Otak, Inc. An advisory committee was consulted throughout the course of the project, with representatives from:

- YCTA;
- Yamhill County;
- City of McMinnville;
- City of Newberg;
- City of Dundee;
- Confederated Tribes of Grande Ronde;
- City of Dayton; and
- City of Lafayette.

Public input was also sought at a public open house held on October 19, 2011. This report describes the process used to select the preferred location for the transit center and presents a refined site layout, planning level cost estimates for construction and operation of the center, and potential sources of funding.

GOAL AND OBJECTIVES

In order to guide the transit center site selection process, the project team developed the following goals and objectives.

Goal

With guidance from YCTA and other stakeholders, this project will identify the most appropriate preferred site for an Intermodal Transportation Center in McMinnville, Oregon that will serve as a hub for a variety of existing and potential future public transit services and users. This project will also identify the appropriate uses, layout, costs, and potential funding sources of the facility.

Objectives

The preferred Intermodal Transportation Center site identified though this study will meet the following objectives:

- Accommodate operations of the range of existing and potential future transit services in Yamhill County, including: YCTA fixed-route and commuter bus lines, para-transit vehicles, passenger rail service, and other transportation service providers
- Provide safe and convenient access to transit services for pedestrians, cyclists, motorists and other transportation mode users.
- Facilitate convenient transfers between bus services, shuttles, and possibly carpools.
- Meet the needs of YCTA and Yamhill County transit riders in a cost-effective manner.
- Complement and enhance surrounding land uses and transportation facilities.
- Provide additional amenities for transit users and the community, as appropriate.

BACKGROUND

A critical component in determining the preferred transit center site was understanding the modes and users it is intended to serve. The project team reviewed previous planning efforts and data on existing transit services and riders in order to determine basic site needs and constraints. Projected transit ridership was also considered to determine potential future needs the transit center should meet.

Summary of Previous Planning Efforts

In order to characterize existing and potential transit ridership in Yamhill County, the project team reviewed a variety of previous planning documents. Documents reviewed include:

- **Yamhill County Coordinated Human Services Public Transportation Plan.** Prepared by the Mid-Willamette Council of Governments in 2007, this plan includes data on existing transportation systems and transit users in Yamhill County, as well as recommended future transit improvements.
- **McMinnville's Transportation System Plan (TSP).** Approved in 2009, the TSP includes information on transit ridership in McMinnville and Yamhill.
- **YCTA Operations Data.** In order to estimate current transit ridership and needs, KAI obtained information about YCTA's vehicle fleet and transit ridership data from 2007 to 2011.
- **Oregon Rail Plan.** Adopted by the Oregon Department of Transportation in 2001, this plan includes recommendations for future passenger rail service throughout Oregon, including the P & W Railroad between Portland and McMinnville.
- **Oregon Public Transportation Plan.** Adopted by the Oregon Department of Transportation in 1997, this plan identifies public transportation goals, policies, and strategies for areas of different sizes throughout Oregon and recommends transit improvements for 2015.
- **Yamhill County Commuter Rail Study.** Completed in 1998 evaluated the feasibility of developing commuter rail service between Portland and McMinnville.

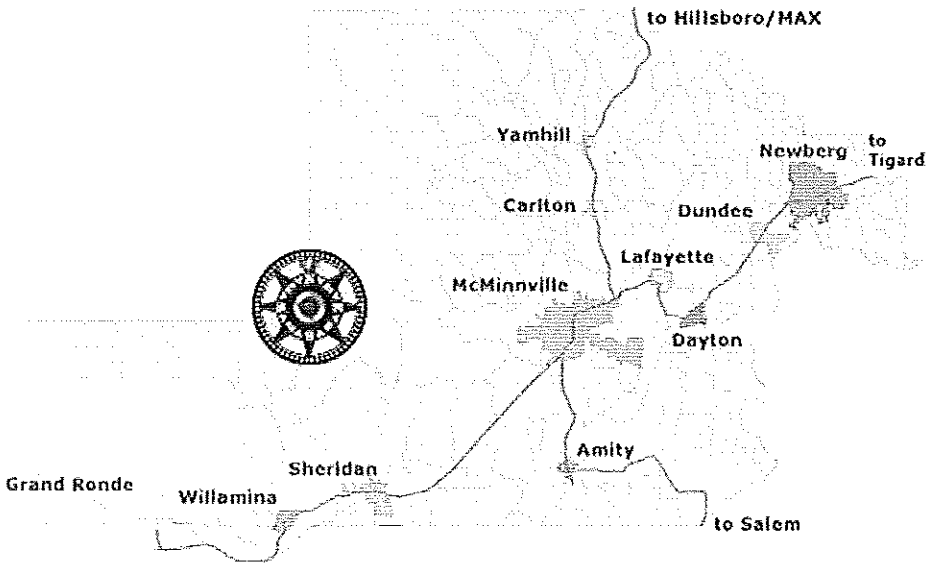
- **Feasibility Study for Development of an Improved Yamhill County Rail System for Passengers and Freight.** Completed in 2008, evaluated the feasibility of two alternative commuter rail scenarios using the P&W line to connect Portland and McMinnville.

Existing Transit Service & Ridership

EXISTING TRANSIT SERVICE

YCTA offers local fixed-route, inter-city (commuter), and demand responsive bus transit service in Yamhill County. YCTA contracts with two primary public transit service providers to offer transit services: Chehalem Valley Transit (CVT) and Yamhill Community Action Partnership (YCAP). YCAP is a private, not-for-profit-human service agency that provides transportation services for the senior and disabled populations. It provides service throughout Yamhill County, except for the Newberg-Dundee area. In addition to demand responsive ("dial-a-ride") service, YCAP operates Volunteer Medical Transportation (VMT) vans. VMT vans provide Yamhill County residents access to medical appointments in the Portland area. CVT provides fixed-route, commuter, and "dial-a-ride" services throughout Yamhill County. CVT operates thirty-one scheduled bus stops and eleven bus routes within Yamhill County. Figure 1 shows YCTA's existing service area.

Figure 1 YCTA Service Area



Source: Yamhill County Transit Area

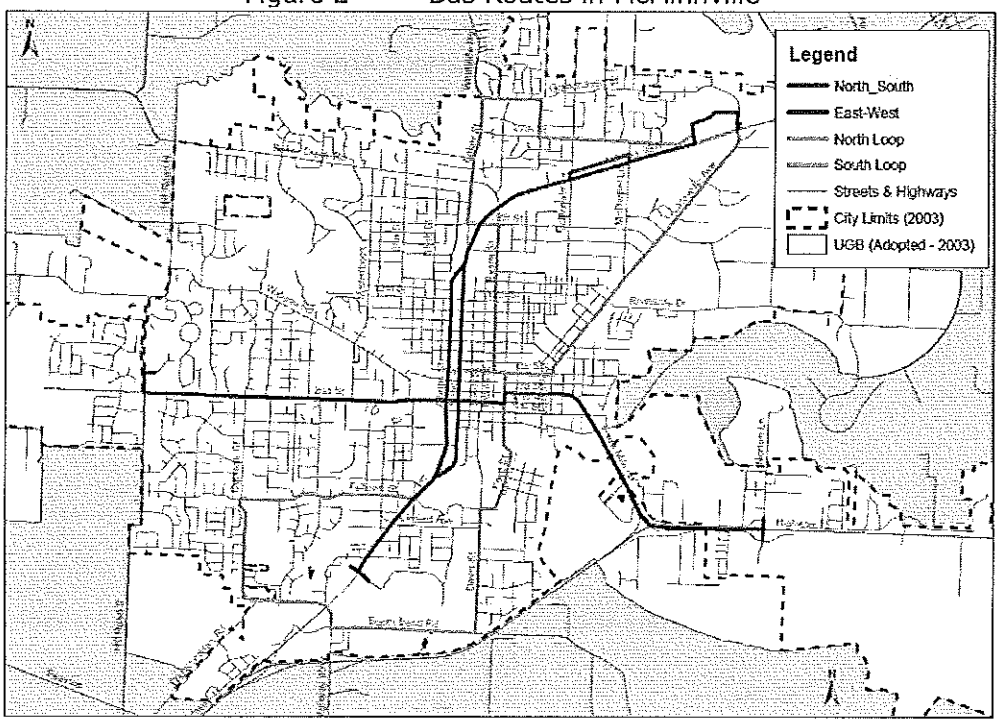
Local Bus Service

YCTA operates three local bus routes in McMinnville, shown in Figure 2.

- **North-South Express Route #1** – Provides service from the McMinnville transit center north on Highway 99W to the Walmart shopping center near Grandhaven Drive and south on Adams/Baker Street to the Albertsons shopping center near Keck Drive. Service is provided on weekdays from 6:30 a.m. to 7:50 p.m. at 40 minute headways.
- **East-West Express Route #2** – Provides service from the McMinnville transit center east on 3rd Street and Highway 18 to the McMinnville Community Hospital and west on 2nd Street to Chemeketa Community College. Service is provided on weekdays from 6:50 a.m. to 6:10 p.m. at 40 minute headways.
- **North-South City Loop Route #3** – Provides service from the McMinnville transit center north on Evans Street and 27th Street to the Safeway shopping center and south on Davis Street and Booth Bend Road to Discovery Meadows Community Park. Service is provided on weekdays from 6:40 a.m. to 6:40 p.m. at 40 minute headways.

Fares are $1.25 each way, $2.50 for a day-pass, $18 book of 10 day passes, or $35 for a monthly pass.

Figure 2 Bus Routes in McMinnville



Source: McMinnville TSP

Note: North Loop and South Loop together make up Bus Route #3: City Loop

Inter-City Bus Service

YCTA also offers four inter-city Commuter Link routes that provide low-frequency (1.5 to 4 hour headway) service to surrounding communities:

- #22 McMinnville-Sheridan-Willamina-Grand Ronde & Sheridan Express
- #33 McMinnville-Hillsboro/MAX Link
- #11 McMinnville-West Salem/Cherriots
- #44 LINK-99W/McMinnville to Tigard Transit Center

Route #22 & Route 44 are the only routes with Saturday service.

Demand Responsive Service

YCTA Dial-a-Ride curb-to-curb service is available for individuals who are unable to access YCTA's fixed routes because of mobility limitations, or those whose origins and/or destinations are within Yamhill County, but not in close proximity to fixed routes. Dial-a-Ride service operates from 8:00 a.m. to 4:30 pm, Mon–Fri. The fare is $1.75 or $40 for an unlimited monthly pass.

EXISTING TRANSIT RIDERSHIP

Current ridership numbers for the YCTA bus routes are provided in Table 1 Routes #1, 2, and 3 operate within McMinnville and are shown above in Figure 2. Routes #11, 22, 23X, 24S, and 33 run between McMinnville and the surrounding cities. Routes #44, #45X, and #46S are the LINK bus service, which is intended primarily for commuters.

Table 1 YCTA Ridership 2010

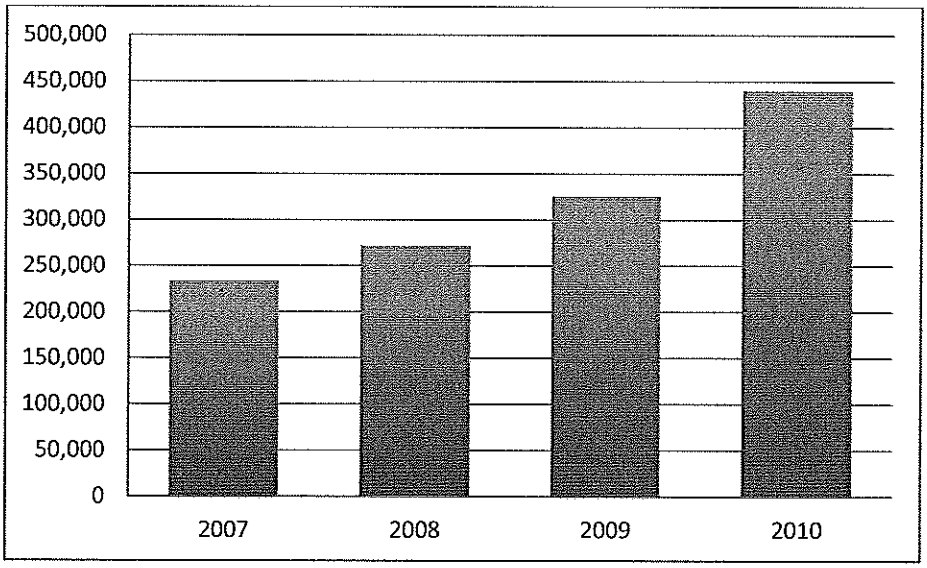
ROUTE	# RIDES
#1 McMinnville: N-S EXPRESS	54,644
#2 McMinnville: E-W EXPRESS	76,022
#3 McMinnville: CITY LOOP	36,147
#11 McMinnville/W. Salem	17,749
#22 McMinnville/Grande Ronde (weekdays)	43,855
#23X Sheridan EXPRESS	8,280
#24S McMinnville/Grande Ronde (Sat.)	4,676
#33 McMinnville/Hillsboro	18,434
#44 LINK McMinnville/Tigard Transit Center (weekdays)	87,730
#45X LINK McMinnville/Tigard Transit Center (EXPRESS)	5,156
#46S LINK McMinnville/Tigard Transit Center (Sat.)	7,266
Total Fixed Route Service Ridership	***359,959***
Demand-Responsive Service Ridership	***78,988***
TOTAL	**438,947**

Note: Ridership refers to one-way trips

In total, approximately 439,000 one-way trips were taken on YCTA buses in 2010. The majority of these trips - nearly 360,000 - were on fixed-route bus lines. Almost half of fixed-route trips (about 167,000) were on the three buses that run within McMinnville. Another quarter of fixed-route trips were on the three commuter LINK buses that serve to connect McMinnville and the Tigard Transit Center.

Transit ridership over the last five years has increased significantly. YCTA's total annual ridership from 2007 to 2010 is summarized in Figure 3. YCTA increased operating hours significantly in 2006, resulting in a near doubling of fixed-route ridership. In May 2009, YCTA revised its local bus routes to reduce travel times and attract additional riders, resulting in another significant increase in ridership in 2010. Total annual ridership in 2010 (Table 1) was about 360,000, an increase of 88 percent (nearly 206,000 riders) from 2007.

Figure 3 YCTA Annual Ridership



Source: YCTA

As reflected in YCTA ridership totals, about a quarter of transit riders use the LINK service, primarily to commute to work. Table 2 describes the commuting patterns of Yamhill County residents and workers. About a third of Yamhill County residents work outside the County, with the majority of these workers traveling to Washington, Multnomah, and Marion Counties.

Table 2 2000 Yamhill County Commute Travel

Commuters From Yamhill County			Commuters To Yamhill County		
Workplace County	Trips	Percent	County of Residence	Trips	Percent
Benton	65	0.2%	Benton	35	0.1%
Clackamas	1,575	4.1%	Clackamas	620	2.0%
Clark, WA	135	0.3%	Clark, WA	185	0.6%
Columbia	50	0.1%	Columbia	25	0.1%
Lane	30	0.1%	Lane	4	0.0%
Lincoln	85	0.2%	Lincoln	90	0.3%
Linn	50	0.1%	Linn	40	0.1%
Marion	1,560	4.0%	Marion	1,395	4.5%
Multnomah	2,375	6.2%	Multnomah	685	2.2%
Polk	1,105	2.9%	Polk	1,280	4.1%
Tillamook	35	0.1%	Tillamook	25	0.1%
Washington	6,655	17.2%	Washington	1,920	6.2%
Yamhill	24,595	63.7%	Yamhill	24,595	79.2%
Other	275	0.7%	Other	172	0.6%
Total	38,590	100.0%	Total	31,071	100.0%

Source: Census Transportation Planning Package (CTPP) 2000

Note: This table is for all modes of travel

Source: Yamhill County Coordinated Human Services Public Transportation Plan

Projected Transit Ridership & Future Transit Facilities

The population of Yamhill County is expected to grow over the next few decades. The most recent Oregon Office of Economic Analysis (OEA) population forecast for Yamhill County is provided in Table 3. Yamhill County is forecasted to reach a population of 166,776 by 2040, representing an average annual growth rate (AAGR) of 1.77 percent.

Table 3 Projected Population of Yamhill County

Year	Population
2005	90,098
2010	98,932
2015	108,812
2020	119,011
2025	129,850
2030	141,505
2035	153,549
2040	166,776
AAGR 2005-2040	1.77%

Source: Oregon Office of Economic Analysis

Source: Yamhill County Coordinated Human Services Public Transportation Plan

Based on projected increases in population, as well as recent trends showing significant increases in transit ridership in Yamhill County, it is likely transit ridership will continue to grow over the next few years. This is reflected in the Yamhill County Coordinated Human Service Public Transportation Plan, which recommends enhancing transit services to meet growing transit ridership. The plan outlines several potential short term (within 5 years) and long term (5-10 years) service enhancements for the Yamhill County transportation system. The proposed enhancements are as follows:

- Short Term Service Enhancements:
  - Enhanced Saturday transit service in McMinnville
  - Additional Saturday transit service between McMinnville, Amity, Sheridan, Willamina, and Grande Ronde
  - Direct service between Newberg and Gaston
  - Additional service and Saturday service on Highway 99W
  - Saturday transit service for Newberg
- Long Term Service Enhancements:
  - Service into downtown Portland and/or other regional transit malls
  - Commuter rail service along the Highway 99W Corridor from McMinnville to the Portland Metropolitan Area

- Sunday transit services
- Transit service between Newberg and South Metro Area Rapid Transit (SMART) System in Wilsonville

Due to a current lack of funding, additional route changes are not currently planned; however, the TSP encourages improvements to stop locations, amenities, bicycle/pedestrian access, and other "curb-side factors". The TSP also recommends supporting YCTA in developing a TDM program.

In the long term, the Oregon Rail Plan identifies the P&W line as a potential future passenger or commuter rail corridor connecting McMinnville to Portland. The 1998 *Yamhill County Commuter Rail Study* found that due to the condition of the freight rail line, a capital investment of $112 million would be required to bring the line up to acceptable standards for commuter rail operations. According to an updated 2008 study, estimated 2028 ridership figures compare favorably with average daily boardings of other services in relatively low-density travel corridors. However, the total capital costs of implementing either alternative were deemed infeasible, due to the need to rehabilitate tracks and structures to accommodate modern passenger rail quality and safety standards. An express commuter bus service, modeled on the 99W LINK but providing increased frequency and timed transfers to WES, was proposed as an alternative service in the short term.

EXAMPLE TRANSPORTATION CENTERS

The project team reviewed transportation centers in several other small urban communities in Oregon that could serve as examples to YCTA. Four cities' transit centers were analyzed:

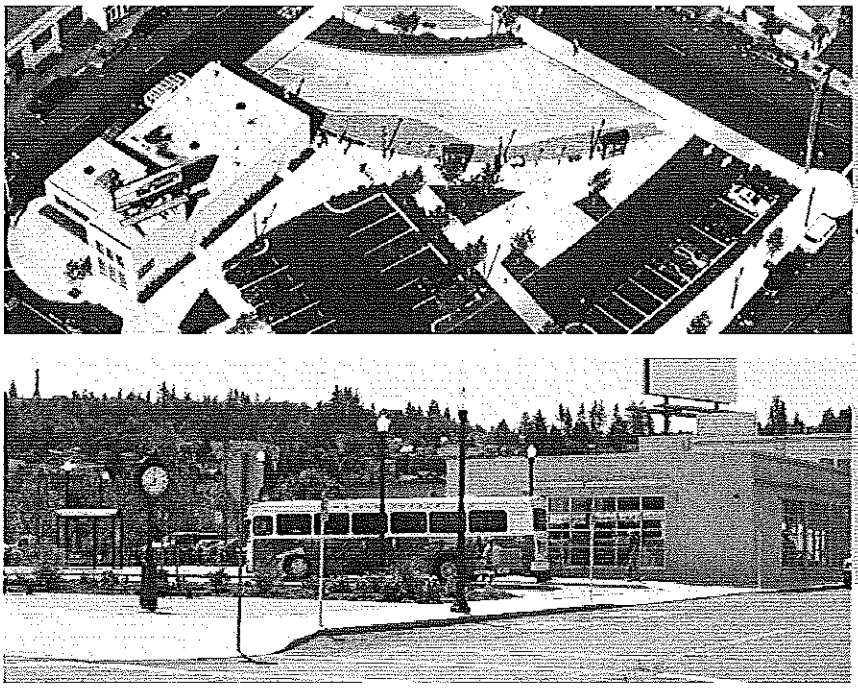
1. Astoria
2. Corvallis
3. Wilsonville
4. St. Helens

Astoria, Corvallis, and St. Helens's transit centers serve only buses, while Wilsonville's transit center also accommodates commuter rail. These examples illustrate a variety of different facility designs and services that can be provided at transit centers. Some common features are park-and-ride spaces, bus shelters, public restrooms, and waiting rooms or spaces.

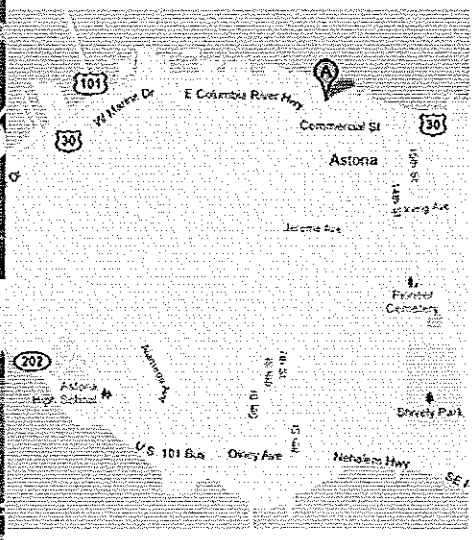
Astoria Intermodal Transit Center

The Astoria Intermodal Transit Center is located at 900 Marine Drive, on the northern edge of the city in the historic district downtown. It was built in preparation for the Lewis and Clark Expedition Centennial celebration in 2005-2006 as part of the city's efforts to invest in infrastructure. The transit center is a retrofit and renovation of an existing historic downtown building. The 2-story transit facility includes a public waiting space and bathrooms, ticketing counter, transit offices for the Sunset Empire Transportation District, and public meeting rooms. It is intended to connect automobiles and pedestrians with rail service and buses. Therefore, it includes approximately 30 parking spaces and pedestrian access to the trolley line along the waterfront. The trolley line runs 2.6 miles along the Columbia River in Astoria and is intended mainly as a tourist attraction. It runs during the summer months and the conductor provides information on local history and attractions. The transit center also includes 3 bus-bays and shelters for weather protection, as well as a clock tower centered on a public plaza. The transit center occupies a full city block which is approximately one acre in size.

Figure 4 Astoria Intermodal Transit Center Images and Location



Source: Otak



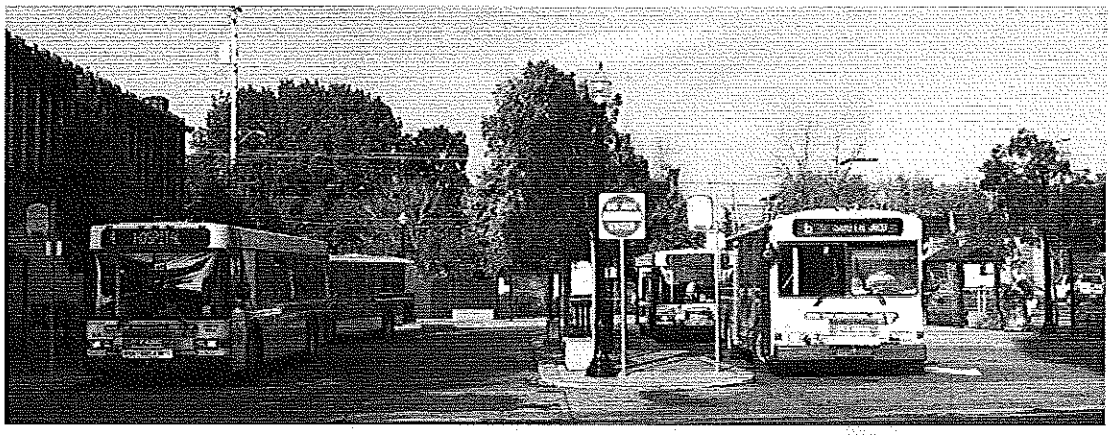
Source: Google Maps

Corvallis Downtown Transit Center (DTC)

The Corvallis DTC is located at SW 5th Street and Monroe Avenue, just behind Corvallis City Hall in the heart of the Historic District. It is only a few blocks from downtown shopping and dining, and closely located to Oregon State University. Most Corvallis bus routes originate from the DTC. It serves the following bus lines: Corvallis Transit System, Philomath Connection, Linn-Benton Loop, Benton County's Coast-to-Valley Express, and Benton County's 99 Express.

The center includes a public restroom, bus shelters at each of the seven bus bays, and a series of pedestrian spaces (including a pocket park, street furniture, and a gateway feature). Additionally, a brick and precast concrete concessions building is located on the corner of the site and is used as an information center and coffee shop for bus patrons. A public artist designed glass etchings depicting the surround farm lands for each of the bus shelters and collaborated with the architects to design brick patterns on the concessions building. The transit center occupies a land parcel of one-half acre.

Figure 5 Corvallis DTC Bus Bays and Shelters



Wilsonville Transit Center

The Wilsonville transit center is located at 9699 SW Barber Street, just west of Interstate 5. It is within walking distance of the nearby Villebois Village Center, a transit-oriented mixed-use community, and not far from the downtown area. Wilsonville Station is a hub for TriMet's WES (Westside Express Service) commuter rail, which provides service to Beaverton where riders can then connect to the MAX light rail. SMART - a bus line that serves Wilsonville, Canby, Salem, and Portland - runs all of its bus lines out of the center.

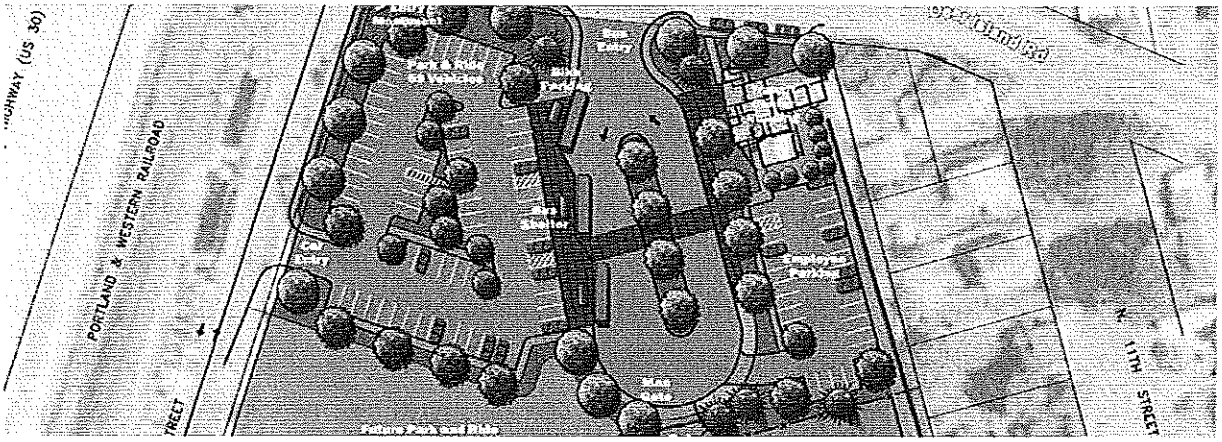
The transit center includes 400 park & ride spaces and 48 bike locker spaces. It also has bus shelters for waiting passengers, wind screens, public artwork, and a scored-concrete plaza. The station is designed to deter crime and help ensure public safety, with features like security cameras, lighting, and increased SMART personnel. The station also includes a maintenance building for SMART buses.

Figure 6 Wilsonville Transit Center Commuter Rail

St. Helens Transit Center

The St. Helens Transit Center is currently being built by P&C Construction. The center is located along Highway 30 and will provide bus service through the Columbia County Rider. The project involves the remodeling of an existing 3,000-square-foot office building for a new public transit administration building housing support staff and dispatchers. The center will also include a secure storage yard for buses and a new 5,000-square-foot bus maintenance facility. A 70-car park-and-ride facility, employee parking, and separate bus and car entries are also included in the plans. The center lies on a land parcel that is five acres.

Figure 7 St. Helens Transit Center Site Layout



Source: Otak

POTENTIAL TRANSPORTATION CENTER USERS & NEEDS

Given future population growth, transit ridership trends, and potential future transit enhancements in Yamhill County; the Intermodal Transportation Center in McMinnville could potentially serve a variety of modes and users. This section outlines the basic needs of potential transportation center modes and users that should be considered when evaluating the feasibility of potential sites.

Potential Modes Served

Although YCTA currently only offers fixed-route and demand-responsive bus service, the transportation center could serve additional modes in the future. It is important to consider the needs of all of these modes when designing the transportation center.

BUS SERVICE

The YCTA transportation center will serve the YCTA buses currently in operation. According to the YCTA, current service levels require space for 5 bus bays. The transit center should be located in an area that buses can easily drive through and should provide enough space for buses to turn around. Generally, transit centers are located at a point where multiple routes intersect in order to facilitate transfers. Locating the transportation center close to current routes also minimizes the need for buses to divergence from their routes, which adds to travel time and can negatively impact ridership.

PARATRANSIT

Yamhill County currently offers demand-responsive paratransit service that "mirrors" their fixed-route service in terms of service times and areas. This service is provided for those persons who do not have the functional capability to ride fixed-route YCTA buses. Paratransit is provided within ¾ miles of regular YCTA fixed routes. In order to provide for this service and comply with ADA requirements, the transit center should have accessible bus bays and site features. Locating the transportation center in an area where many paratransit pick-ups and drop-offs occur and creating high-quality accessible connections to surrounding destinations may allow some passengers who are currently dependent upon paratransit to utilize fixed-route service, thus reducing operating cost.

RAIL SERVICE

Although the YCTA does not operate any passenger rail services currently, commuter rail service along the Portland & Western Railroad (PNWR) from McMinnville to the Portland Metropolitan Area is one of the long term enhancements recommended for Yamhill County. Therefore, locating the transportation center near the railroad or in a location that is easily accessible from the railroad could provide future intermodal benefits. Ideal locations for a transportation center that would also serve as a passenger rail stop are areas where the tracks are not curved, which creates a gap between the platform and train, and where stopped trains will not block nearby intersections.

Potential Users Served

A variety of users should be considered when evaluating potential locations for the YCTA transportation center. Some users to consider are as follows:

COMMUTERS

About a quarter of current transit riders use the LINK bus service to commute; commuters will likely comprise a portion of the transit center users. Commuter bus passengers generally travel to their transit stop via another mode, so a transportation center serving commuters should include "park-and-ride" space for parking automobiles and bikes through the workday. This could include new or existing underutilized parking lots or structures. Drop-off zones or "kiss-and-ride" locations could also be provided. If the majority of transportation center users are anticipated to be commuters, it may be more convenient to locate the center in a decentralized area so that passengers can avoid downtown traffic when accessing the station during peak hours and so that adequate parking can be provided. If located in a more centralized area, the transportation center could also provide services such as day care, convenience store, and/or a coffee shop.

VISITORS/TOURISTS

Another potential user of the transportation center is visitors and tourists. To meet their needs, it may be appropriate to locate the transit center in a central location close to amenities such as downtown businesses, or a location with convenient transportation connections to downtown. Tourist information could be provided as a service and the transportation center could also serve as a pick-up/drop-off point for winery tour shuttles and other visitor services.

TRANSIT-DEPENDENT RESIDENTS

Proximity to public services and key destinations is an important factor in evaluating the feasibility of potential transportation center locations, especially for transit-dependent residents. Additional services such as fare media sales may also be provided on site to reduce the need for passengers to make additional trips.

PEDESTRIANS

All transportation center users are pedestrians at some point during their trip, whether they are walking from the transportation center to their final destination, to their parked car, or another transit stop. Therefore, it is important to provide safe and comfortable pedestrian circulation within any potential transportation center site and connections from the site to surrounding destinations.

BICYCLISTS

In order to accommodate bicyclists, the transit center could include secure bicycle parking facilities. Preferable transportation center locations should be in close proximity to or well connected to the local and regional bicycle network (e.g. trails, bike lanes). Additional services such as lockers, restrooms/changing rooms, a bicycle repair stand, bicycle sharing, and long-term bicycle parking may also be provided.

YCTA

The YCTA transit center is currently located on 535 NE 5th Street in McMinnville, Oregon. In the future, YCTA may want to include office or administration space at the transportation center for staff. Other YCTA functions that could potentially be housed at the transportation center include:

- Bus maintenance and storage space;
- Driver restrooms and break areas; or
- Retail or office space for lease (potential revenue generator).

These potential modes and users were considered when developing site selection and evaluation criteria.

SITE SELECTION

The review of planning efforts and ridership trends, evaluation of similar transportation centers, and assessment of potential user needs were used to inform the transit center site selection. The project team developed both specific site requirements for the YCTA Intermodal Transportation Center as well as site selection and evaluation criteria.

Specific Site Requirements for YCTA Intermodal Transportation Center

There are several requirements that a site must have to be considered as a potential location for the YCTA Intermodal Transportation Center. The project team identified the following requirements based on examination of system characteristics and conversations with YCTA staff:

- **Bus service capacity**: In order to accommodate the current YCTA bus routes, the site must have space to accommodate five bus bays. It should also have the potential (on-site or on-street) to accommodate expansion.
- **Park-and-ride capacity**: The site must have adequate space for parking (20 to 50 spaces) or be located in close proximity to a field of available parking (i.e. the existing downtown public garage located at 5th Street and Evans).
- **Office space**: YCTA plans to have one office at the transit center for the YCTA coordinator, so there must be adequate space to build an office or an existing building that could hold one office.
- **Driver restrooms and break area**: The site must have space to build a restroom and break area for drivers, or have an existing building that could serve this purpose.

Although not *required*, the project team also identified several other ideal site characteristics that would enhance the usability of the YCTA transit center:

- **Potential future rail service:** Although YCTA does not currently offer any rail service, it may expand to provide rail service in the future. Therefore, the site will ideally be located in close proximity to rail lines.
- **Future YCTA offices or other passenger amenities**: In the future, the site may hold additional offices for YCTA staff, or provide other passenger amenities like a coffee shop or open space.

- **Bus maintenance and storage:** Ideally the location will have space for expansion to potentially provide for bus maintenance and storage in the future.

Again, this latter list of site characteristics may be *desirable* but not *required* for the YCTA transit center.

Site Selection and Evaluation Criteria

In addition to establishing the above requirements for the transit center, the project team developed a list of evaluation criteria to aid in the site selection process. The criteria were based on a review of other transit centers in Oregon and discussions with the YCTA staff and advisory committee. The criteria are divided into four general categories:

1. Capacity
2. Access
3. Cost
4. Location

Although all the selection criteria were considered, some criteria are more important than others. Therefore, the criteria were given a weight based on their significance. A percentage was assigned to each criterion, with the most important criteria weighted at 100%. The selection criteria are discussed below in more detail; the weight of the criteria is given in parenthesis.

1. CAPACITY

- **Bus capacity (100%):** The site should have sufficient space for the five bus bays required by current YCTA service levels. The site should also be easy for buses to drive through and should provide enough space for buses to turn around.
- **Park-and-ride capacity (25%):** Commuters will likely comprise a portion of the transit users, so the transit center should include "park-and-ride" space for parking automobiles and bikes through the workday. Approximately 20-50 spaces are recommended to meet the needs of current transit users. Alternatively, proximity of the site to nearby available parking on another site can meet this need.
- **Support facility capacity (75%):** The site may also include space for bus maintenance and storage, driver restrooms and break areas, retail or office space for lease, or other passenger amenities.

- **Potential for expansion (25%)**: YCTA may want to expand the transit center in the future, so the site may provide space for expansion either on-site or nearby. This space may be used for additional park-and-ride spaces, bus bays, or YCTA buildings. YCTA may want to include office or administration space at the transit center for additional staff in the future.

2. ACCESS

- **Pedestrian access (100%):** The site should be accessible to pedestrians so transit users can safely and easily reach the transit center. There should be sidewalk connections between the site and surrounding destinations. Pedestrians should not have to make any hazardous crossings when walking to the site from the nearby vicinity.
- **Bicycle access (100%):** Ideally, the site should be in close proximity to or well connected to the local and regional bicycle network (e.g. trails, bike lanes) and not require any dangerous street or highway crossings.
- **Bus access (100%)**: The transit center will serve the YCTA buses currently in operation, so locating the transportation center close to current routes minimizes the need for buses to diverge from their current routes. Buses should be able to easily turn into and navigate the transit center.
- **Automobile access (25%):** The site should be accessible to automobiles. If the transit center is in an area of high traffic or not well connected to the road network, automobiles will not be able to easily access the site.
- **Commuter rail potential access (10%)**: Although YCTA does not operate any rail services currently, commuter rail service along the Portland & Western Railroad from McMinnville to the Portland metropolitan area is one of the long term enhancements recommended for Yamhill County. Therefore, the location should be suitable for a future commuter rail station. Ideal locations for a transportation center that would also serve as a passenger rail stop are areas where the tracks are not curved, which creates a gap between the platform and train, and where stopped trains will not block nearby intersections.

3. COST

- **Property costs (75%):** The cost of purchasing the property for the site should be considered.
- **Demolition costs (25%):** The additional costs of developing or redeveloping the site to construct the transit center should be considered. If the site is already developed, the cost of demolishing or adapting existing structures should be considered. Topography and other environmental constraints may require grading, mitigation, or otherwise increased construction costs.

4. LOCATION

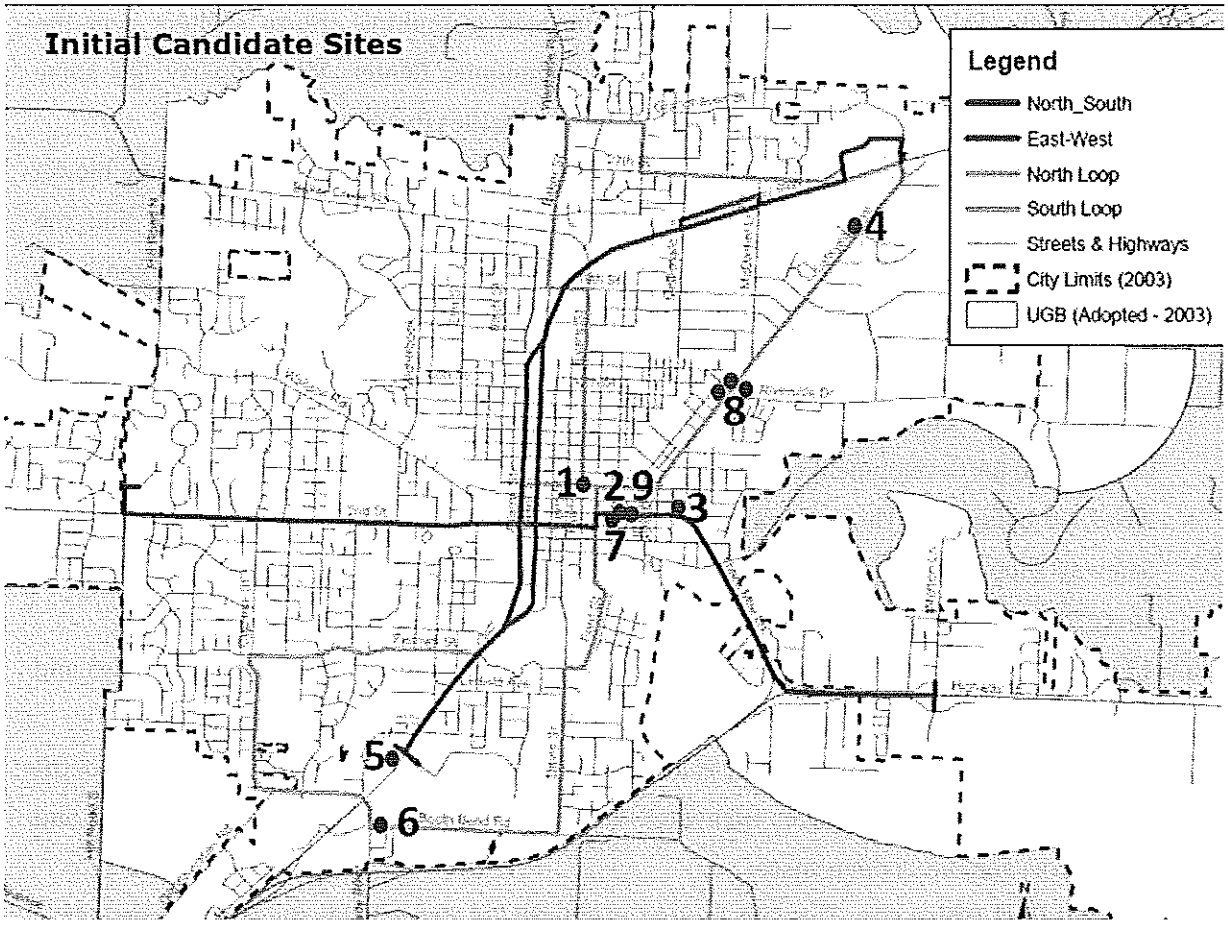
- **Property availability (50%):** If the site is vacant, unused, or underused, it may be easier to acquire and develop. If the site is a historic site or has a historic building, it may require additional costs or approvals.
- **Proximity to community centers (75%):** The transit center users are likely to be traveling to community activity centers in Yamhill County. Therefore, the distance between the site and downtown, shopping, restaurants, major employment sites, Linfield College, and tourist centers should be considered.
- **Compatible land uses (75%):** The site should be surrounded by destinations that are supportive of transit, such as housing, employment, and shopping. The number of residences/businesses within a ½ mile walk can help determine the destination potential of the site.
- **Support of future planning efforts (50%):** The transit center should help support future growth and land use patterns identified in the Yamhill County Transportation System Plan (TSP), McMinnville Comprehensive Plan, and other local planning documents (e.g. Northeast Gateway Plan).

Initial Candidate Sites

The project team accumulated a list of nine sites for initial consideration for the transit center location. These sites were selected based on conversations with YCTA, discussions with a local real estate agent, and feedback from the project advisory committee. Figure 8 shows the locations of the candidate sites. Each of the sites considered are described below:

1. **Existing Transit Center:** This site is located on NE 5th Street near Ford Street near downtown McMinnville. The current transit center is composed of multiple transit shelters near the Yamhill County Courthouse and McMinnville Community Center. The property has some short-term parking and is within walking distance from the city parking garage.
2. **2nd Street and Galloway Street:** This site is composed of two parcels located a few blocks southeast of the existing transit center. One of the parcels is currently vacant and the adjoining parcel contains a surface parking lot and commercial building. There is potential to develop the transit center on this site while preserving the existing building.
3. **3rd Street and Kirby Street:** This site is located to the east of downtown. There are existing buildings on the northern half and the southeast corner of the property. Both buildings would be removed for development of the site.
4. **2163 NE Lafayette:** This triangular site is located northeast of downtown near the existing Safeway shopping center. The property is currently vacant and provides a large amount of space for transit center expansion.
5. **1715 S. Baker Street**: This property is located southwest of downtown near the Bi-Mart and Albertson's shopping centers. The site is currently vacant with several large trees.
6. **900 SE Booth Bend Road:** This site is located south of downtown near the interchange of OR 99W and OR 18 (Salmon River Highway). The property has several existing buildings, and also a large amount of open space.
7. **Current Post Office site**: This site, located at 650 NE 2nd Street, holds the current post office. The existing post office building could be removed to develop a shared site.
8. **Riverside/13th Street and Lafayette**: This location is northeast of downtown on the northern edge of the Northeast Gateway district. The project team considered three sites at this location.
    a. NE corner: This site consists of three parcels. One parcel is vacant, while the other two contain a historic barn, homestead, and several large trees.
    b. NW corner: This site consists of five parcels that are currently vacant (used as surface equipment storage).
    c. SW corner: Several commercial buildings are currently on this site, which consists of four parcels.
9. **800 NE 2nd Street (YCAP site):** This site is located downtown, just east of the site at 2nd Street and Galloway. The property currently houses the Yamhill Community Action Partnership (YCAP) building, but is available for redevelopment. The parcel is currently owned by Yamhill County.

Figure 8 Initial Candidate Sites



Fatal Flaw Analysis

The project team eliminated some of the potential site locations based on a fatal flaw analysis. Each site was reviewed with particular attention paid to the sites' accessibility, capacity, cost, and location. If a site clearly did not meet any of these requirements, it was eliminated. The sites removed based on the fatal flaw analysis are as follows:

- **Existing Transit Center**: This location was eliminated due to insufficient capacity and a lack of available space in the surrounding area. Using this space as a transit center would infringe on the parking lot of the existing Courthouse, located just north of the site. Moreover, the McMinnville Transportation System Plan includes plans to expand 5th Street as a higher capacity arterial. Locating a transit center on 5th Street is inconsistent with the City's plans for this street.

- **2163 NE Lafayette:** This location would require substantial re-routing of multiple buses from their current routes, which would add time to users' rides. Therefore, this location was eliminated due to its inaccessibility for buses. Additionally, the cost of purchasing this property is high (reportedly $3 million).
- **1715 S. Baker Street:** This site has insufficient space and would be difficult for buses to navigate due to its irregular shape. Additionally, the median on SW Baker Street only allows access for buses and vehicles traveling in the southeast direction. This site is located a significant distance from all but one current bus route, requiring multiple buses to reroute in order to access the site.
- **900 SE Booth Bend Road:** This site's close proximity to the OR 99/OR 18 interchange makes it difficult for buses and all users to access the site (site driveways would only be permitted on the northern edge of the site). It is also located approximately 1 ½ miles from downtown. Therefore, multiple buses would have to reroute to access the site, adding substantial delay and many transfers.
- **Riverside and Lafayette:** Of the three potential site locations at Riverside and Lafayette, the properties on the northeast corner and southwest corner were eliminated. The northeast corner location has significant access issues due to its close proximity to a signalized intersection. Site driveways would require entering buses and cars to potentially cross vehicle queues spilling back from the intersection. There is also a historic building on the site and numerous large trees that would create additional costs and environmental impacts. The property on the southwest corner was eliminated because the existing buildings on the site would make the property more costly and difficult to develop (in comparison to the vacant property on the northwest corner). The property on the northwest corner is currently vacant and used for construction equipment storage.
- **Current Post Office Site:** Developing this property would require coordination with the existing post office on site. This coordination would likely be costly and would take additional time, delaying the completion of the transit center. Moreover, the large post office building would not lend itself to be re-used as a transit center, and would thus need to be removed at significant cost.

Final Four Candidate Sites Evaluation

After completing the fatal flaw analysis, four sites remained that meet the minimum requirements for a transit center:

1. 2nd Street and Galloway Street
2. 3rd Street and Kirby Street
3. Riverside and Lafayette (northwest corner)
4. 800 NE 2nd Street (YCAP)

These sites were further screened based on the evaluation criteria described in the "Site Selection and Evaluation Criteria" section above. Each site was given a score of Good (3), Fair (2), or Poor (1) for each criterion. In order to evaluate each site, the project team referenced estimated property values (*Appendix A)*, aerial photos, land use maps, current bus route maps (*Appendix B*), existing bicycle facilities (*Appendix C*), existing sidewalk inventory (*Appendix D*), and planning documents. Site designs were created for each potential site (*Appendix E*) to help inform judgments on the site's capacity and accessibility. The advisory committee's input was also sought and used to inform the weighting of evaluation criteria and scoring for each site. After scoring the sites on each criterion, the criteria were weighted to calculate a cumulative score for each site.

Table 4 Potential Sites Evaluation

Criteria		Weight	2nd/ Galloway Site 1	3rd/ Kirby Site 2	Riverside/ Lafayette Site 3	800 NE 2nd Site 4
Capacity	Bus Capacity	100%	Fair	Good	Good	Good
	Park-and-Ride Capacity	25%	Poor	Good	Good	Poor
	Support Facility Capacity	75%	Poor	Fair	Good	Fair
	Potential for Expansion	25%	Poor	Good/Fair	Good	Poor
Access	Pedestrian Access	100%	Good	Good/Fair	Poor	Good
	Bike Access	100%	Good/Fair	Good/Fair	Good	Good/Fair
	Bus Access	100%	Good/Fair	Poor	Poor	Good/Fair
	Automobile Access	25%	Poor	Good/Fair	Good	Poor
	Commuter-Rail Potential	10%	Good	Poor	Good	Good
Cost	Property Costs	75%	Fair	Poor	Good	Good
	Demolition Costs	25%	Fair	Poor	Good	Poor
Location	Property Availability	50%	Poor	Good	Fair	Good
	Proximity to Community Centers	75%	Good	Fair	Poor	Good
	Compatible Land Uses	75%	Good/Fair	Fair	Poor	Fair
	Support of Future Planning Efforts	50%	Good	Fair	Good	Fair
Cumulative (weighted) Score			**20.7**	**19.1**	**20.0**	**22.3**

The YCAP site, located at 800 NE 2nd Street, ranked highest based on the criteria weightings and scores determined through discussions with the advisory committee.

Final Candidate Site

After meeting with the advisory committee and evaluating the four candidate sites based on the criteria outlined above, the project team sought further input from the public. The project team presented the four candidate sites and their evaluations to the public at an open house on October 19th and received public input. Overall, the public favored the site at Riverside and Lafayette, but supported consideration of all four candidate sites. The project team learned at the open house that the owner of the site at 2nd and Galloway is currently unwilling to sell. Given this information, the project team moved forward with the sites at 3rd and Kirby, Riverside and Lafayette, and at 800 NE 2nd Street.

The next step in evaluating the sites was determining their availability for purchase. The site at 3rd and Kirby is currently listed for sale, with an asking price of $1.5 million. The county owns the site at 800 NE 2nd Street, so it is readily available. The site at Riverside and Lafayette is owned by Compton Contractor, who is currently unwilling to sell the site. Therefore, only the sites at 3rd and Kirby and 800 NE 2nd Street remain as candidate locations. Due to the higher ranking of the site at 800 NE 2nd Street (based on the evaluation criteria presented in Table 4) and the high cost and bus access concerns at the 3rd and Kirby Site, the project team recommends the location at 800 NE 2nd Street be pursued for the transit center location.

FINAL SITE DEVELOPMENT

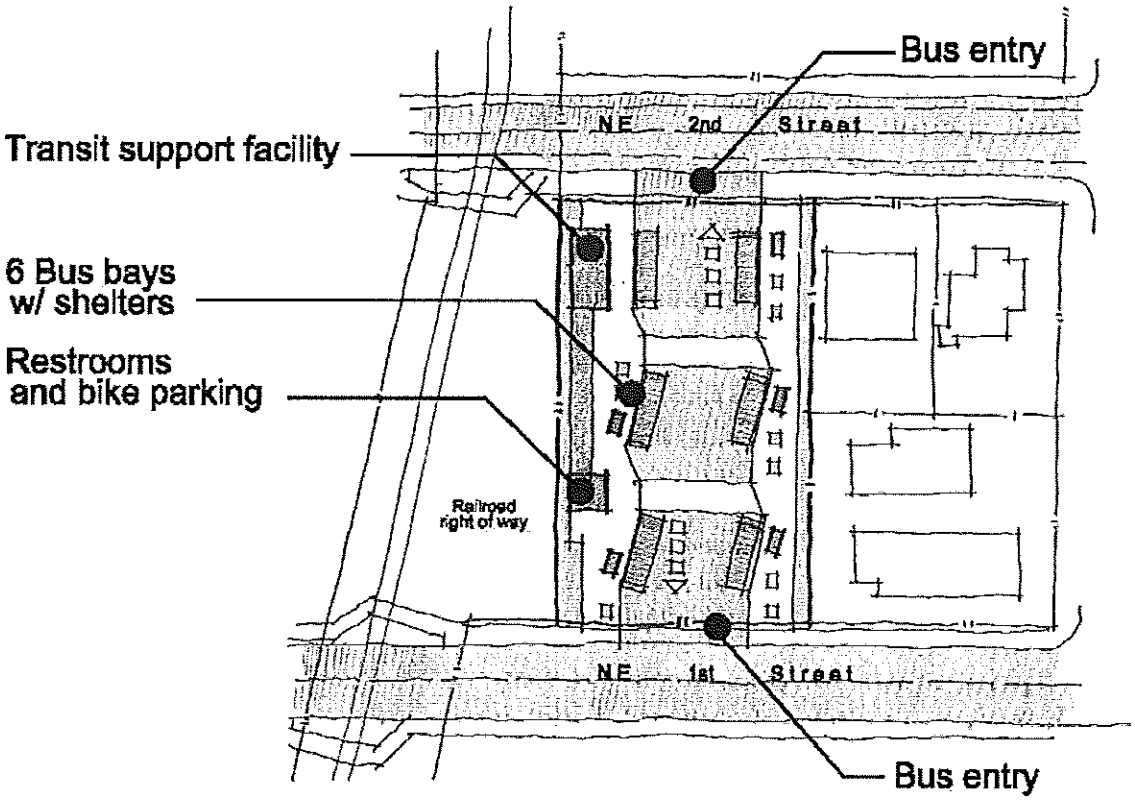
After deciding on a recommended location for the transit center, the project team further refined a site plan for the transit center and made cost estimates for the construction, operation, and maintenance of the transit center.

Site Layout

A conceptual site plan was prepared for the 800 NE 2nd Street site that illustrates the potential of the site as a transit center. The plan is shown in Figure 9. The major components of the site plan are:

- A minimum of six bus bays arranged off of a central two-way drive
- Platform waiting areas on the east and west sides of the site.
- Transit Support Building (approximately 700 sq. ft.), containing:
  - YCTA administrative office
  - Drivers' break room
  - Staff & driver restroom
  - Storage room
- Public Restroom Building (approximately 400 sq. ft.)
- Shade/Dry shelter along west side of site, containing space for secure bicycle parking

Figure 9 Transit Center Site Plan for 800 NE 2nd Street



Buses would circulate through the middle of the site in a north-south orientation, with ingress and egress on both 1st and 2nd Streets. Boarding areas and shelters would be located on the east and west sides of the site. A shade structure located on the west platform would serve to tie the Transit Support Building and Restroom building together, as well as to provide seating for riders and secure shelter for bicycles. Landscape screening would be provided along the east edge of the site as a buffer to existing homes on that side.

Masonry, possibly brick, would be used on both structures to emphasize their durability and to enhance their architectural character while fitting in with the historical character of downtown McMinnville.

The site is adjacent to the local street system on the north and south and is within easy walking distance of the downtown core area. The site is adjacent to existing railroad right of way on the west and is well positioned as a future intermodal transit center. Head Start, an educational center for

young children, is located across the street from the site at 800 NE Second Street. Therefore, special care and consideration should be paid to safety when further refining the site design. A map of the area in close proximity to the site is shown in Figure 10. Figure 11 shows the location of the site in regards to greater McMinnville.

Figure 10 Aerial Photo of 800 NE 2nd Street

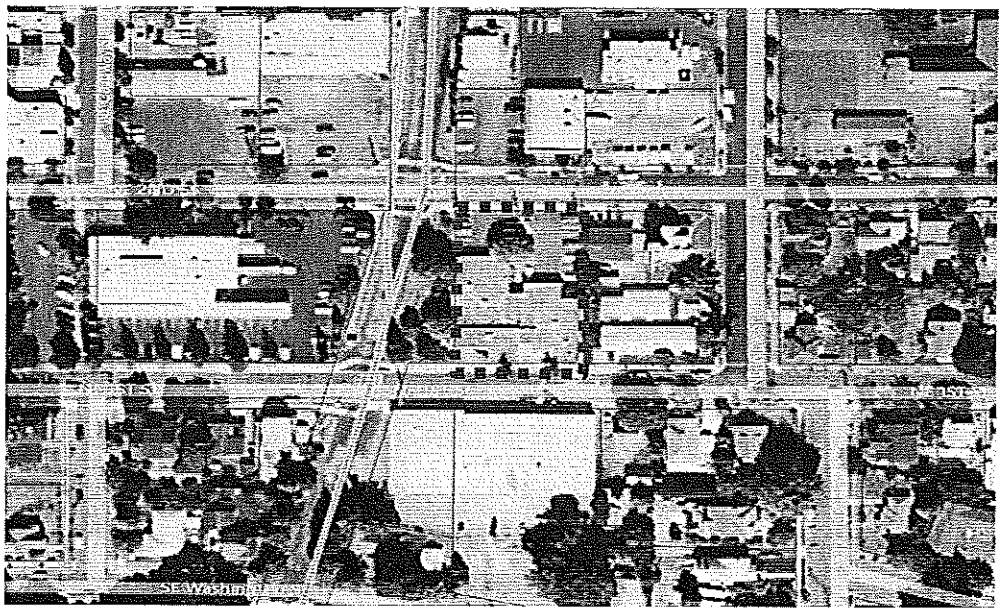
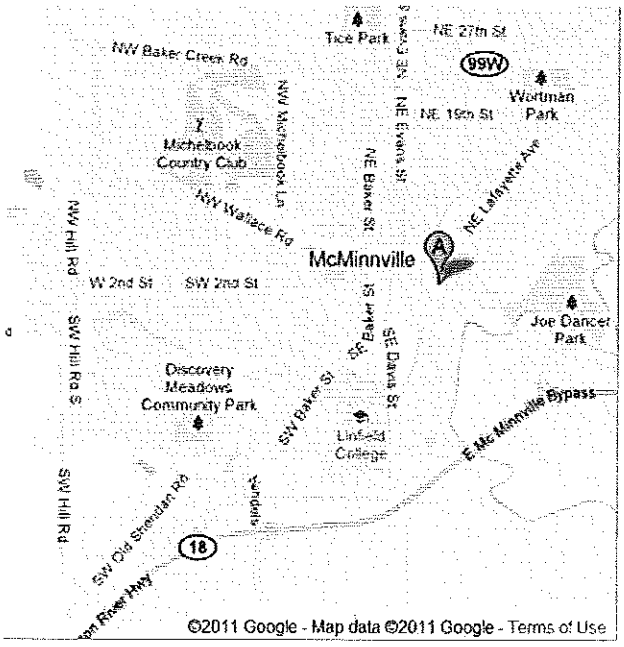


Figure 11 Map of 800 NE 2nd Street



Cost Estimates

The conceptual construction estimate is attached in *Appendix F.* It includes all mark ups for bonds, insurance, and contractor fees along with separate contingency allowances for estimating and construction. Allowances have been provided in the estimate for water, sanitary and storm drainage but all soft costs such as professional planning, design, and permitting fees have not been included. The total construction estimate is $995,500. Architectural design and permitting fees would be an estimated $215,000, bringing the total capital cost of the project to an estimated $1,210,500.

Maintenance and operating costs were also estimated for the proposed transit center. The estimated costs include utilities (the biggest portion of the cost – particularly for site illumination), fire alarm service for a building, landscaping maintenance, irrigation, shelter repair, etc. Based on an analysis of other transit centers (*Appendix G*), the estimated maintenance and operating costs are approximately $30,000-$65,000. In recognition that this transit center is smaller than most for which estimates were gathered, a reasonable estimate for operations and maintenance for this transit center is $30,000.

There are no impacts to bus operation costs, as all current YCTA bus routes pass near the preferred transit center site. YCTA most likely would not add an extra bus if a route with 40-minute headways only added several minutes to its running time in order to serve the transit center. Routes 2 and 3 pass very close to the site and should not be impacted from a time standpoint. Route 1 may have to be diverted and increase its running time slightly to serve the transit center, but its route could be adjusted to save time by keeping the bus on Highway 99W in the north end of town and not diverting into the shopping center parking lot.

FUNDING ANALYSIS

The project team reviewed potential sources of funding that could be used to construct and maintain the transit center. There are numerous federal, state, and local funding opportunities that YCTA could pursue to fund its transit center. *Connect*Oregon is one of the most attractive options, as the transit center meets the qualifications for the program and the funds will be awarded in the near future. Yamhill County's ownership of the property is also advantageous for this program, because it increases the project's "shovel-readiness" and a portion of the original property cost may be accepted as part of the County's local match. Given the November 21st deadline for this grant, if YCTA decides to pursue this funding opportunity it will need to act quickly to identify the remainder of its local match and complete the application. YCTA may elect to explore and pursue other sources of funding as well.

A summary of YCTA's current budget and funding sources is presented below, as well as summaries of each of the potential federal, state, and local sources of funding that could be pursued to fund construction of the transit center.

Current Funding

YCTA's budget for fiscal year 2010-2011 included total revenue of $1,908,345, as shown in Table 5. These revenues include a combination of local general funds, state and federal grants, fares, and other sources. After accounting for expenses and additional fare revenues from YCAP and CVT, YCTA anticipates an ending balance of $86,142.

Table 5 YCTA 2010-2011 Revenue Sources

Source	Amount
Beginning Balance	$ 130,000
General Fund	$ 259,105
Federal Grants	$ 993,842
State Grants	$ 474,990
Other Revenue (Tribe/Willamina)	$ 49,808
Fares (does not include YCAP or CVT)	$ 600
Total Revenue	**$1,908,345**

The estimated capital cost of constructing a transit center at the 800 NE 2nd Street site is approximately $1,210,500. The ongoing operations and maintenance costs associated with the new transit center are estimated at approximately $30,000 annually. As a result, YCTA will need to request increased funding from existing funding sources or explore new funding sources to build and operate the transit center.

Federal Funding

There are several federal programs to which YCTA could apply for grants or loans for construction of the transit center. Most of these programs are authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This legislation authorizes funding for all surface transportation programs, including highways, highway safety, and public transportation. SAFETEA-LU was scheduled to expire on September 30, 2009, but has been extended by Congress multiple times. If and when a new federal surface transportation authorization bill is passed the programs described below could be significantly changed or eliminated.

Most federal funding sources that include transit center construction as an eligible expense are managed by the Federal Transit Administration. Most programs require the local jurisdiction to provide matching funds (generally 20% of the total project cost) and have stringent requirements, such as requiring projects to comply with the National Environmental Policy Act (NEPA). The selection process for most federal grants is also highly competitive.

The primary federal programs to which YCTA could apply for funds for construction of the transit center are outlined below. Basic information on match requirements, application cycles, and sources for additional information are provided for each program.

TIGER DISCRETIONARY GRANTS (ROUND 3)

The TIGER grant program was created as part of the 2009 American Recovery and Reinvestment Act (ARRA), which appropriated $1.5 billion of discretionary grant funds to be awarded by the USDOT for capital investments in surface transportation infrastructure. Although the pre-application period for Round 3 TIGER grants has already passed, there is a possibility there will be another round of TIGER grants in the future. Competition for TIGER grants is extremely competitive and priority is given to projects that are "shovel-ready" and have clear job creation and economic development impacts.

- Administered by: U.S. Department of Transportation (DOT)

- Application Deadline: October 3, 2011 (potential for another round in the future)
- Total Funding: $527 million
- Considerations: Long-term outcomes; job creation and near term economic activity; innovation; partnerships
- Local Match: 20% (identified and committed)
- Website: http://www.dot.gov/tiger/index.html

TRANSIT INVESTMENTS FOR GREENHOUSE GAS AND ENERGY REDUCTION (TIGGER) PROGRAM

The TIGGER program provides funding to assist public transportation agencies to implement new strategies for reducing greenhouse gas emissions and/or reduce energy use within transit operations. It encourages projects that enhance operational efficiencies, demonstrate innovative electric drive strategies, and achieve efficiency through Intelligent Transportation Systems (ITS). The program was initiated within the American Recovery and Reinvestment Act of 2009 and was appropriated additional funding in FY 2011. Although the application deadline has passed for the most recent round of funding, additional funds may be available through this program in the future.

- Administered by: Federal Transit Administration (FTA)
- Application Deadline: August 23, 2011 (potential for another round in the future)
- Total Funding: $49.9 million
- Considerations: Projects should reduce energy consumption or greenhouse gas emissions of a transit agency
- Website: http://fta.dot.gov/12351_11424.html

NONURBANIZED AREA FORMULA GRANTS (SECTION 5311)

This formula program provides discretionary funding for the purpose of supporting public transportation in rural areas with population of less than 50,000. Funding may be used for capital, operating, State administration, and project administration expenses.

- Administered by: Federal Transit Authority (FTA)
- Total Funding: $197.1 million

- Allocation: FTA apportions these funds to the states by a statutory formula using the latest census data
- Local Match: 20%
- Website: http://www.fta.dot.gov/grants/13093_3555.html

SMALL STARTS/VERY SMALL STARTS

This program is part of the Section 5309 Capital Investment Grant Program, which provides capital funds for major transit investment projects. These projects are simple, low-risk projects that qualify for a rating process by FTA.

- Administered by: Federal Transit Authority (FTA)
- Application Deadline: Not established for upcoming year
- Total Funding: Not established for upcoming year
- Considerations: Cost effectiveness; land use and economic development, local financial commitment
- Website: http://www.fta.dot.gov/12304_222.html

JOB ACCESS AND REVERSE COMMUTE PROGRAM (SECTION 5316)

This program provides formula funding to support the development and maintenance of job access projects designed to transport low-income residents to job sites.

- Administered by: Federal Transit Authority (FTA)
- Total Funding: $69.7 million
- Considerations: Funds apportioned based upon the number of low income individuals in the jurisdiction
- Local Match: 20%
- Website: http://fta.dot.gov/grants/13093_3550.html

State Funding

The majority of state funding programs for which the transit center would be eligible are administered by the Oregon Department of Transportation (ODOT). Most programs have a roughly

annual application cycle, assuming funds are available. Like federal funding, most state funding requires a local match. Two state programs that could potentially help fund YCTA's transit center are outlined below.

*CONNECT*OREGON IV

This lottery-bond-based initiative was first approved by the 2005 Oregon Legislature to invest in air, rail, marine, and transit infrastructure. It is focused on improving the connections between the highway system and other modes of transportation to improve the flow of commerce and remove delays.

- Administered By: Oregon Department of Transportation
- Application Deadline: November 21, 2011
- Selection Date: August, 2012
- Total Funding: $40 million (previous programs had $100 million allocated)
- Considerations: Readiness for construction, economic benefit, value in linking transportation modes, whether the project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor, how much of the cost can be borne by the applicant and from any source other than the Multimodal Transportation Fund
- Local Match: Applicant must pay for 20 percent of the project costs (The applicant's out-of-pocket payment to purchase the land or buy/rent the special equipment can be part of the match and must be specified in the application.)
- Website: http://www.oregon.gov/ODOT/COMM/CO

FLEXIBLE FUNDS PROGRAM

This program funds bicycle, pedestrian, transit, and Transportation Demand Management (TDM) projects, plans, programs and services through a competitive process. Although applications were already due for funds this year, there may be another round next year.

- Administered By: Oregon Department of Transportation
- Application Deadline: October 20, 2011 (potential for another round)

- Funding: Approximately $21 million, average award amount between $700,000 and $800,000
- Considerations: Connectivity, integration and overall benefits to the transportation system; environmental sustainability; community livability and sustainability; mobility, access and health
- Local Match: 10.27%
- Website: http://www.oregon.gov/ODOT/TD/TP/FlexFunds.shtml

Local Funding

There is an option to fund the transit center entirely from local sources, but at the very minimum YCTA will need sufficient local sources for the match required by federal and state programs. Some local funding mechanisms require voter approval before they can be implemented (see Table 6). Local funding sources are advantageous because they do not require YCTA to adhere to federal requirements. However, some local options would increase taxes or fees paid by Yamhill County citizens.

Table 6 Local Funding Sources

Funding Source	May be Spent on: Operations	May be Spent on: Capital	Usually Requires Voter Approval
Local Option Taxes (i.e., property tax)	√	√	√
County Gas Tax		?	
Local Improvement District (LID)		√	
Increased Fares		√	
Revenue Bonds		√	
General Obligation Bonds		√	√

LOCAL OPTION TAXES

An increasing amount of local county and municipal governments are enacting new taxes to generate revenue for transportation projects. Cities in Oregon can raise funds from a local option property tax levy (Section 11, Article XI of the Oregon Constitution). The Oregon Department of Revenue administers payroll tax programs for the Tri-Met Transit District (Portland area) and the Lane Transit

District (Eugene area). Nearly every employer pays a tax of two-thirds of 1 percent in both districts. Similarly, Charlotte, North Caroline has used a 1% dedicated sales tax to help build its light rail transit system. More information is available on the Oregon website (http://egov.oregon.gov/DOR/BUS/IC-211-503.shtml).

COUNTY GAS TAX

The use of a county gas tax to raise revenue for transportation projects is discussed in the Yamhill County Transportation System Plan. Multnomah and Washington counties both have fuel taxes and contract with the ODOT Fuels Tax Group to collect and administer the tax. Multnomah County charges a 3 cent per gallon fuel tax and Washington County charges a 1 cent per gallon fuel tax. The passage of HB2001 by the state legislature in 2009 placed a moratorium that would prevent the enactment of a local gas tax, but the moratorium is set to expire in 2014.

LOCAL IMPROVEMENT DISTRICT (LID)

Jurisdictions in Oregon have the statutory authority (ORS 223.387 to 223.401) to establish LIDs and collect upfront or annual payments from property owners affected by an improvement. LIDs are normally used for capital improvement projects that benefit numerous property owners. The future revenue stream from LIDs can be used to back revenue bonds.

INCREASED FARES

Fare revenue can help close the gap between the costs of a service and the revenues from governmental support. Fare box revenues can also back bonds issued to finance transit improvements

REVENUE BONDS

Revenue bonds are used to finance projects that generate revenue. The revenue is used to make interest and principal payments to the bond holders. Fare box revenue bonds can be secured by pledging revenues collected from transit system operation.

GENERAL OBLIGATION BONDS

General obligation bonds can be used to finance capital construction improvements, such as transportation facilities. They usually entail a property tax levy and require voter approval.

CONCLUSION

The project team has recommend 800 NE 2nd Street as the preferred site for YCTA's Intermodal Transportation Center based on a rigorous selection and evaluation process that involved input from the public and an advisory committee. The site is located downtown and currently owned by Yamhill County, making it readily available for redevelopment. The project team has prepared a conceptual site plan, which considers the current and potential future users of the transit center and their needs. Several sources of funding have been presented as potential means of funding the construction, operations, and maintenance of the transit center.

APPENDIX A

POTENTIAL SITE PROPERTY COSTS

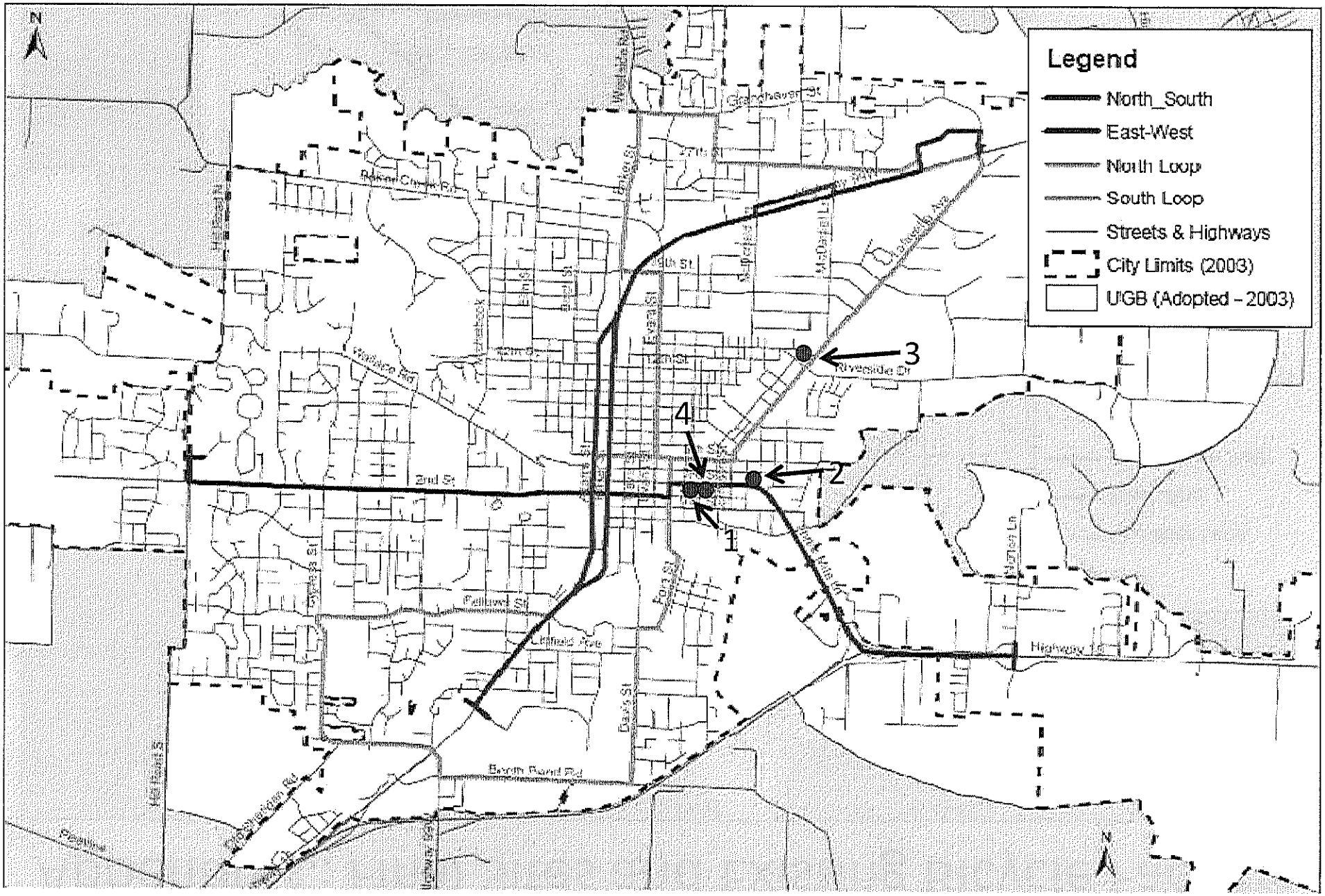
Location	Estimated Property Value*
Existing Transit Center	NA
2nd Street and Galloway Street	476,909
3rd Street and Kirby Street	1,500,000
2163 NE Lafayette	3,000,000
1715 S. Baker St.	309,543
900 SE Booth Bend Road	549,193
Current post office site (650 NE 2nd St)	1,157,404
Riverside and Lafayette - NE corner	150,000
Riverside and Lafayette - NW corner	61,882
Riverside and Lafayette - SW corner	524,448
800 NE 2nd Street	NA

* Based on Assessed Values of Tax Lot, Real Estate Information, and Property Listings

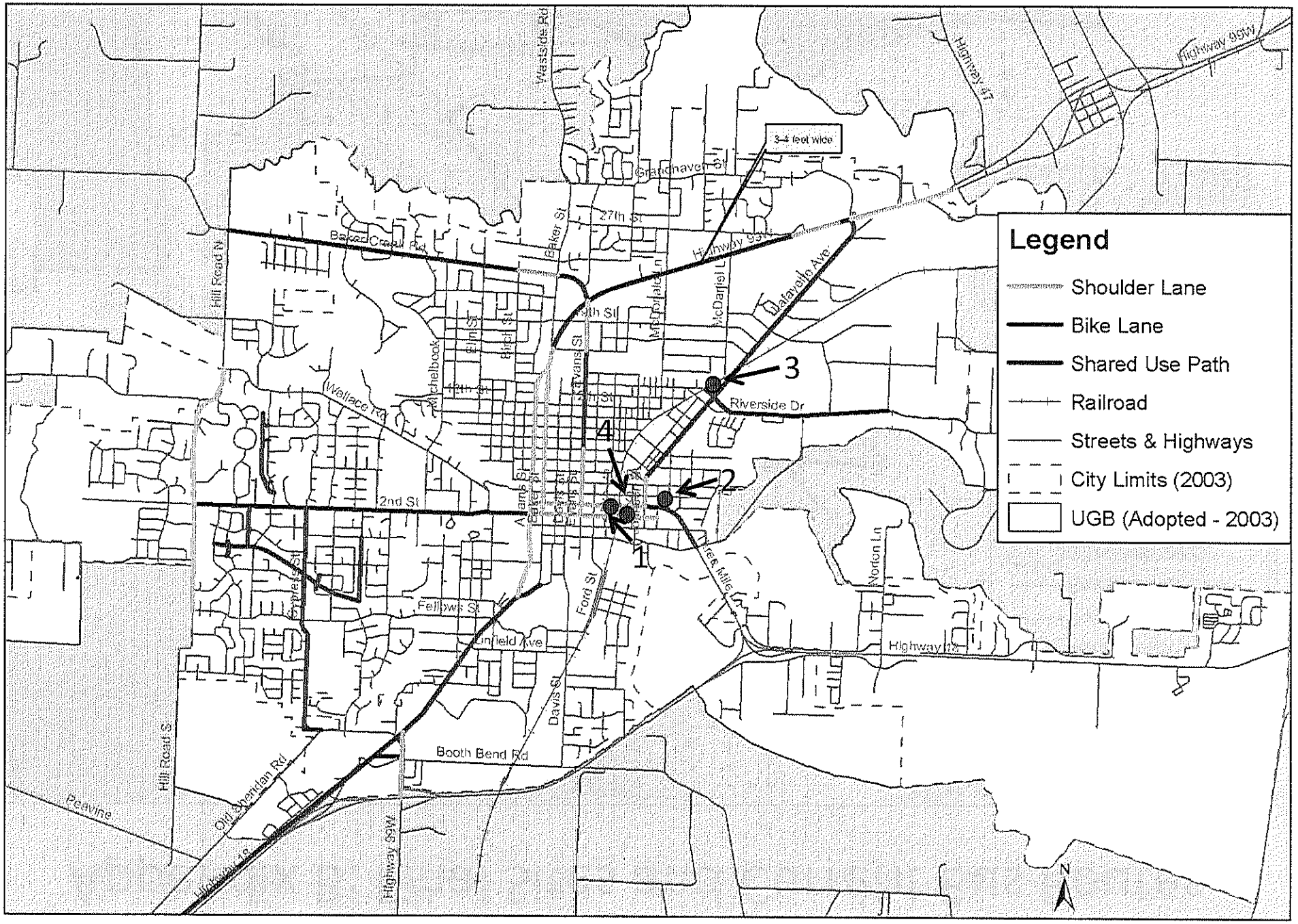
APPENDIX B-D

CANDIDATE SITE LOCATIONS IN RELATION TO EXISTING TRANSIT, PEDESTRIAN AND BICYCLE FACILITIES

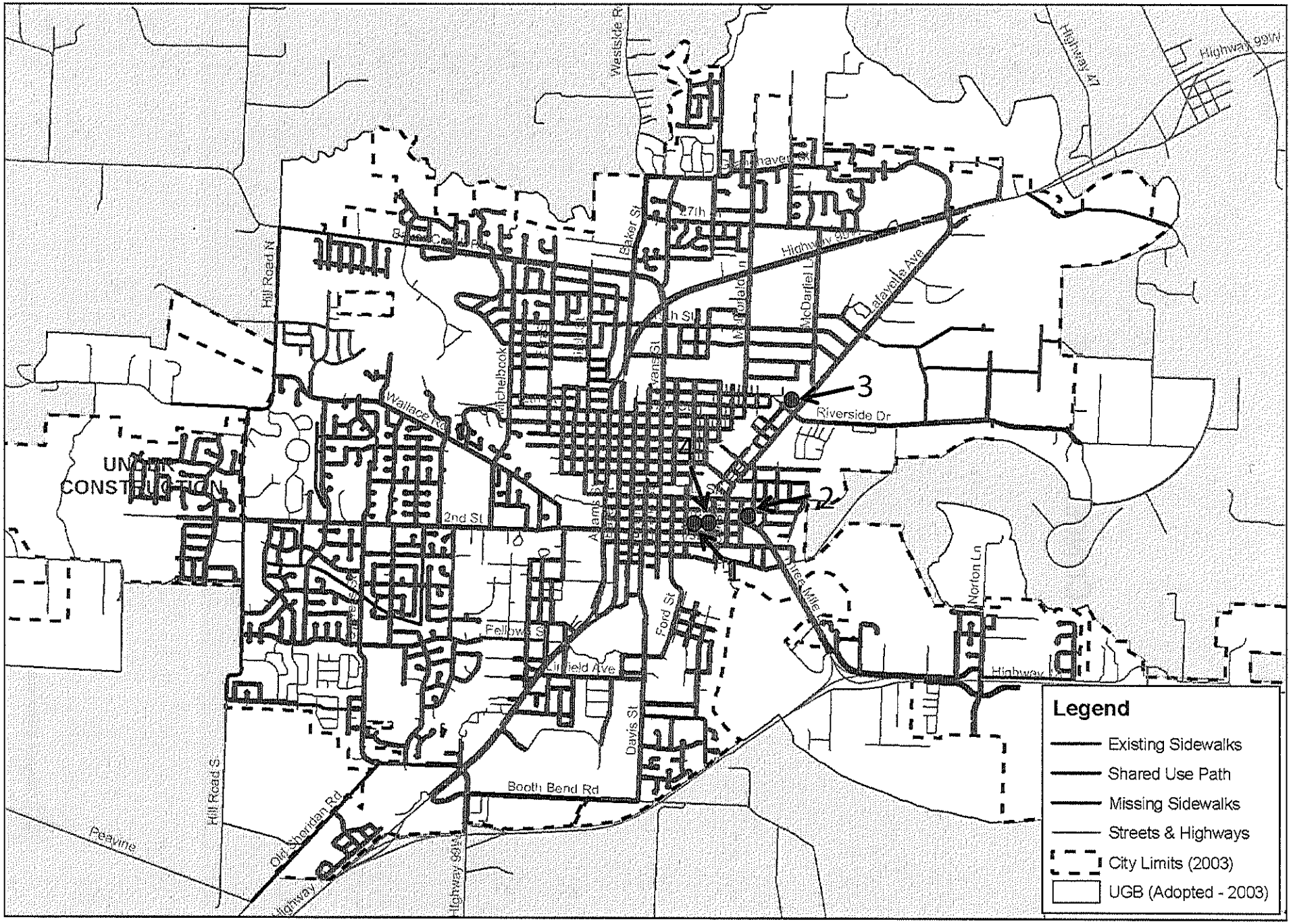
Appendix B: Final Sites and Current Bus Routes



Appendix C: Final Sites and Existing Bicycle Facilities



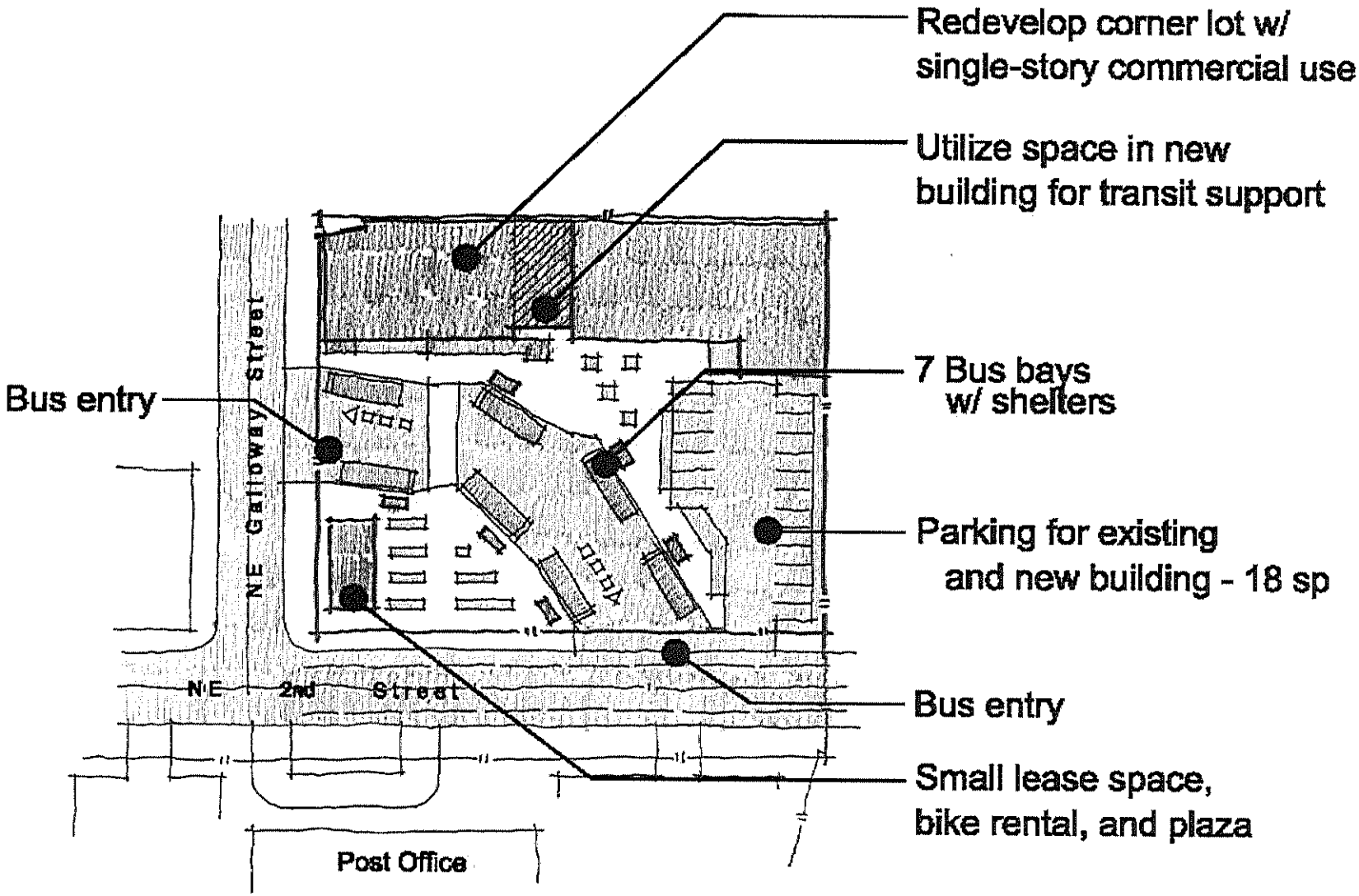
Appendix D: Final Sites and Existing Sidewalk Inventory



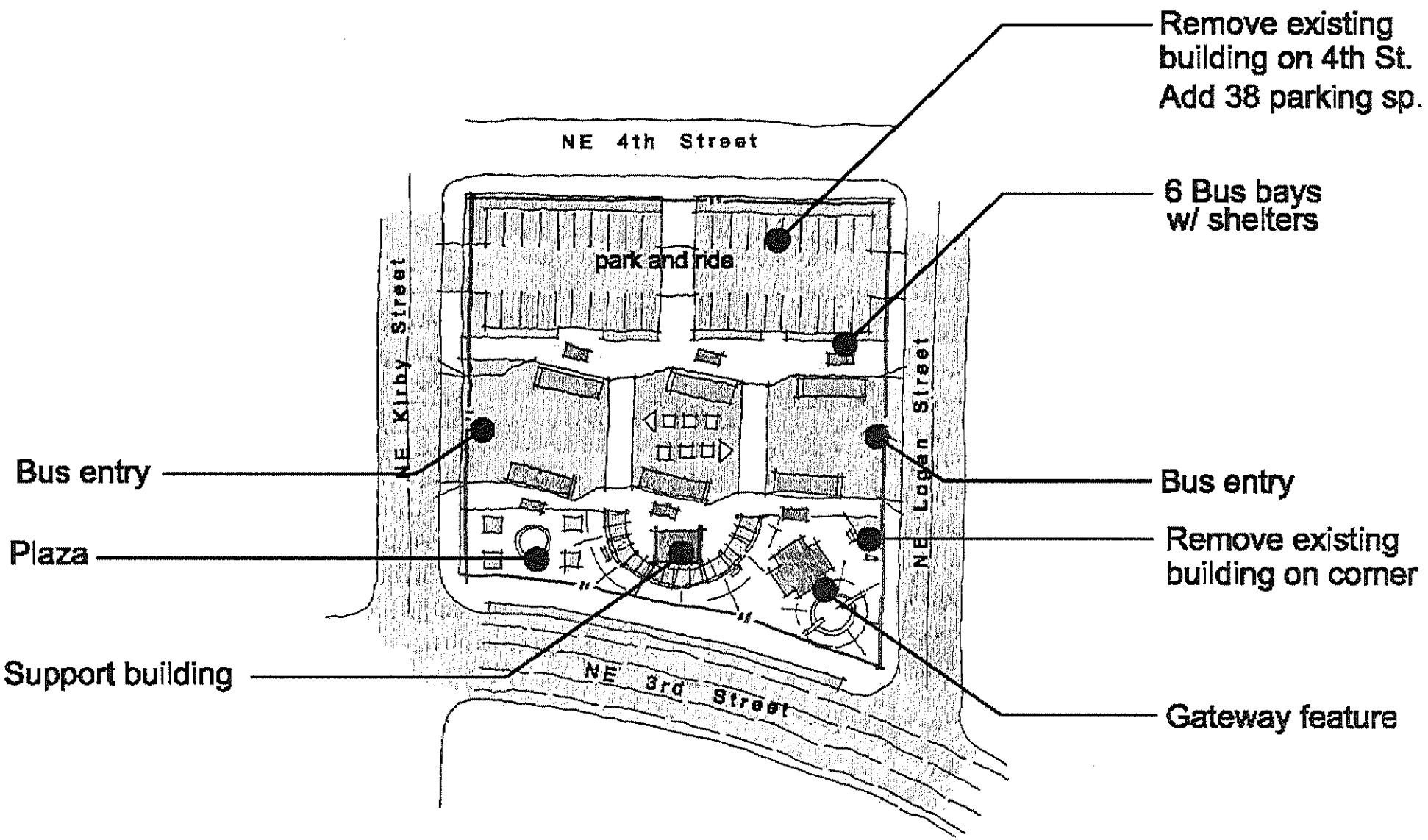
APPENDIX E

CANDIDATE SITE CONCEPT DESIGNS

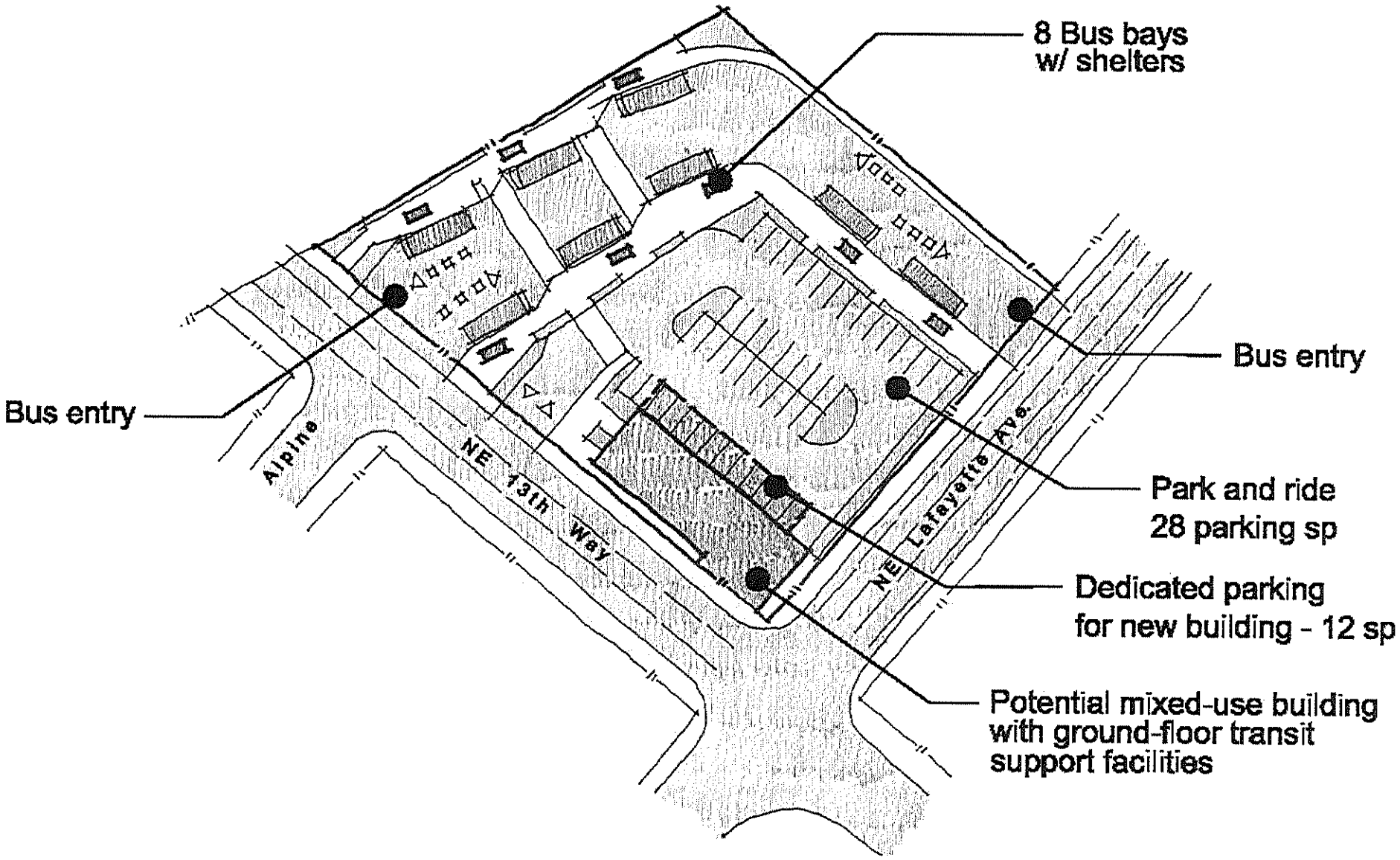
2nd Street and Galloway Street



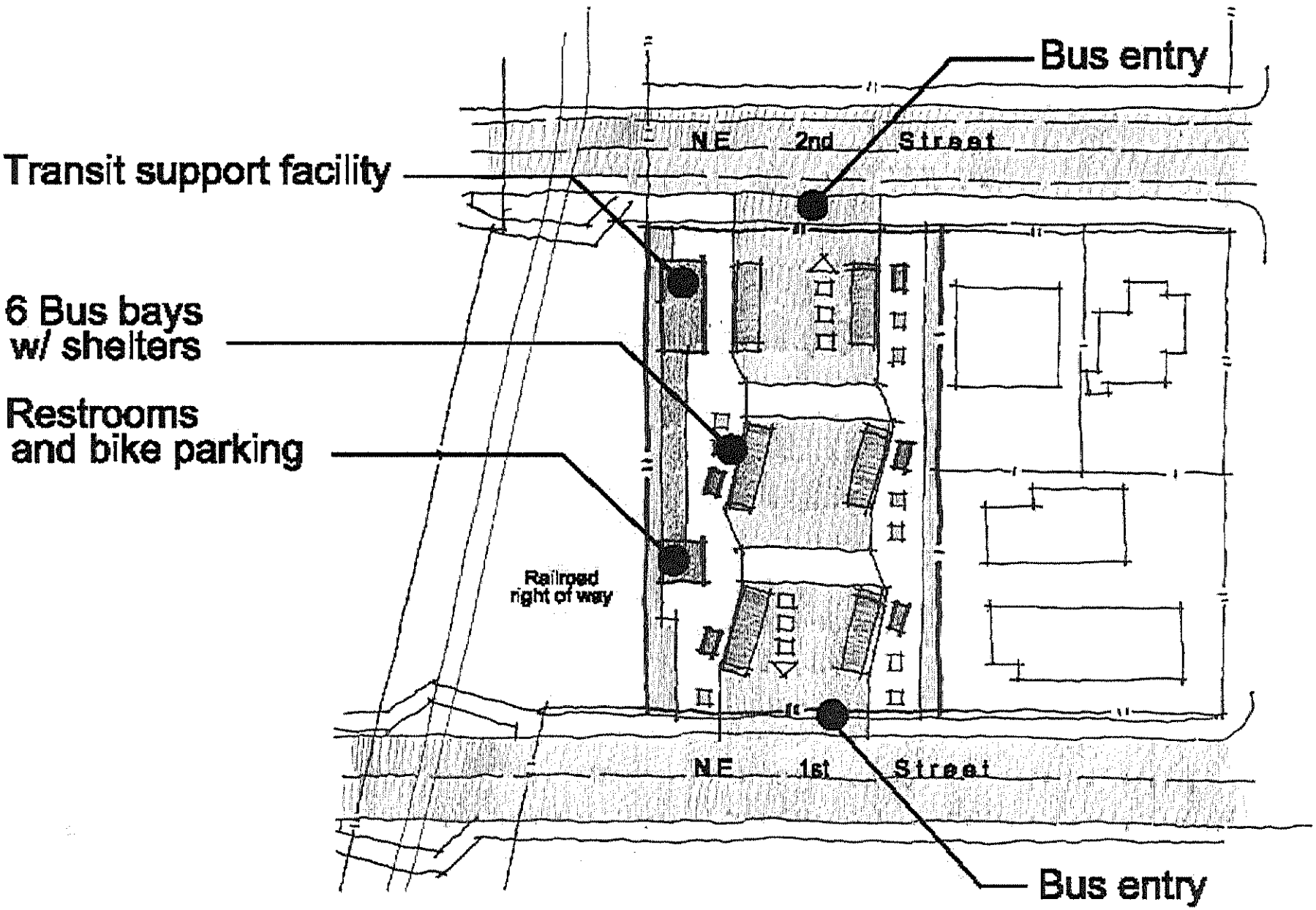
3rd Street and Kirby Street



Riverside and Lafayette (NW corner)



800 NE 2nd Street (YCAP site)



APPENDIX F

CONSTRUCTION COSTS ESTIMATE

P&C Construction

2133 NW York Street
Portland, OR 97210-2108
503) 665-0165
fax 503) 667-2565

Project: Yamhill County Transit Center
Location: McMinville, OR

Date: 4-Nov-11

Budget Estimate - Conceptual Design Documents

Division	Description	Project Cost
01	General Requirements	$0
02	Existing Conditions	$48,500
03	Concrete	$0
04	Masonry	$0
05	Metals	$0
06	Wood, Plastics & Composites	$0
07	Thermal & Moisture Protection	$0
08	Openings	$0
09	Finishes	$0
10	Specialties	$5,000
11	Equipment	$0
12	Furnishings	$10,000
13	Special Construction	$40,000
14	Conveying Systems	$0
21	Fire Suppression	$0
22	Plumbing	$0
23	Heating, Ventilating, & Air Conditioning	$0
26	Electrical	$40,500
27	Communications	$0
28	Electronic Safety & Security	$0
31	Earthwork	$40,183
32	Exterior Improvements	$184,255
33	Utilities	$80,000
	Subtotal	$448,438
	Office Building - 700 S.F. @ $250/SF	$175,000
	Restroom Building - 400 S.F. @ $275/SF	$110,000
	Subtotal	$733,438
	General Conditions @ 12.00%	$88,013
	Subtotal	$821,450
	Estimating Contingency @ 5.00%	$41,073
	Subtotal	$862,523
	Liability Insurance @ 1.00%	$8,625
	Performance and Payment Bonds @ 1.25%	$10,782
	Subtotal	$881,930
	Overhead & Profit @ 7.50%	$66,145
	Subtotal	$948,075
	Contractors Construction Contingency @ 5.00%	$47,404
	TOTAL GMP ESTIMATE AMOUNT	**$995,478**

Clarifications & Notes:

1. Performance and payment bonds are included.
2. Permit costs and system development charges are excluded.
3. Builders risk insurance to be provided by Owner.
4. Costs for testing & special inspections to be paid by Owner.

Division	Description	Quantity	Units	Unit Cost	Project Cost
01	**General Requirements:**				
01 74 23	Final cleanup		S.F.	0.25	$0
					$0
			Subtotal - Division 01		**$0**
02	**Existing Conditions:**				
02 21 00	Site surveying & layout	25,000	S.F.	0.25	$6,250
02 41 00	Building demoition	13,000	S.F.	3.25	$42,250
					$0
			Subtotal - Division 02		**$48,500**
10	**Specialties:**				
10 14 00	Signage - Allowance	1	Allwnc.	5,000.00	$5,000
					$0
			Subtotal - Division 10		**$5,000**
12	**Furnishings:**				
12 93 00	Site furnishings - Allowance	1	Allwnc.	10,000.00	$10,000
					$0
			Subtotal - Division 12		**$10,000**
13	**Special Construction:**				
13 34 00	Bus shelters	5	Ea.	8,000.00	$40,000
					$0
			Subtotal - Division 13		**$40,000**
26	**Electrical:**				
26 00 00	Temporary power service	1	L.S.	5,000.00	$5,000
26 00 00	Electrical service	1	L.S.	25,000.00	$25,000
26 00 00	Site pole lighting	3	Ea.	3,500.00	$10,500
					$0
			Subtotal - Division 26		**$40,500**

Division	Description	Quantity	Units	Unit Cost	Project Cost
31	**Earthwork**				
31 00 00	Mobilization & site G.C.'s	1	L.S.	7,500.00	$7,500
31 10 00	Site clearing and demolition	12,000	S.F.	0.65	$7,800
31 21 00	Site grading	25,000	S.F.	0.75	$18,750
31 21 00	Building pad base rock	1,100	S.F.	1.10	$1,210
31 21 00	Excavate for curbs	570	L.F.	4.25	$2,423
31 25 00	Erosion control	25,000	S.F.	0.10	$2,500
					$0
			Subtotal - Division 31		**$40,183**
32	**Exterior Improvements**				
32 05 13	Import topsoil	148	C.Y.	25.00	$3,694
32 05 16	Paving base rock	11,400	S.F.	1.60	$18,240
32 05 16	Hardscape base rock	11,060	S.F.	5.35	$59,171
32 13 13	Concrete paving	11,400	S.F.	1.80	$20,520
32 13 13	Sidewalks	8,900	S.F.	4.50	$40,050
32 13 13	Driveways & crosswalks	2,160	S.F.	7.75	$16,740
32 16 00	P.I.P. curbs	570	L.F.	12.00	$6,840
32 17 00	Striping, stops and signs	1	L.S.	2,500.00	$2,500
32 90 00	Landscape & irrigation	3,000	S.F.	5.50	$16,500
					$0
			Subtotal - Division 32		**$184,255**
33	**Utilities**				
33 10 00	Water system - Allowance	1	Allwnc.	12,500.00	$12,500
33 30 00	Sanitary sewer - Allowance	1	Allwnc.	7,500.00	$7,500
33 40 00	Storm sewer - Allowance	1	Allwnc.	60,000.00	$60,000
					$0
			Subtotal - Division 33		**$80,000**

APPENDIX G

MAINTENANCE AND OPERATION COST ESTIMATE

The following transit centers were analyzed to inform the cost estimate for maintenance and operations:

- **Fairfax County, VA**: $13K/bus bay (based on 2002 WMATA actual values, inflated to 2010 dollars)
- **Troy, MI**: $30K for a site with a 3,000 sq. ft. building (2011)
- **New Hampshire:** $31K for a site with a 2,700 sq. ft. building; $44K for a site with a 3,900 sq. ft. building (2004)