

APPENDIX A

Future Employment Forecast Methodology

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APPENDIX A FUTURE EMPLOYMENT FORECASTS

Figure A-1 displays the Oregon Employment Department (OED) count of jobs per sector from 2014, and forecasts for growth per sector through 2024 for the Mid-Willamette Valley region. As described in Chapter 3, this data was used to develop employment growth projections for Yamhill County cities for the purpose of analyzing transit service areas.

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Figure A-1 Future Employment Forecasts by Industry, Yamhill County, 2035 (based on Mid-Willamette Valley Region Projections by Sector, 2014-2024)

Sector	2014 Jobs ¹	2014-2024 Change ²	2014-2024 Avg Annual Change ²	2024 Jobs ³	2035 Jobs
Manufacturing	6,541	9%	0.85%	7,099	7,794
Health Care and Social Assistance	4,786	18%	1.77%	5,633	6,831
Educational Services	3,430	15%	1.55%	3,961	4,689
Agriculture, Forestry, Fishing and Hunting	3,118	19%	1.86%	3,697	4,528
Retail Trade	3,361	8%	0.83%	3,639	3,984
Accommodation and Food Services	2,775	10%	0.98%	3,046	3,390
Construction	1,433	19%	1.86%	1,699	2,081
Public Administration	1,466	3%	0.29%	1,509	1,558
Other Services (excluding Public Administration)	1,249	15%	1.46%	1,431	1,679
Administration & Support, Waste Management and Remediation	885	18%	1.85%	1,049	1,282
Transportation and Warehousing	930	8%	0.83%	1,007	1,102
Professional, Scientific, and Technical Services	704	17%	1.67%	821	985
Finance and Insurance	686	5%	0.50%	720	761
Wholesale Trade	552	7%	0.69%	590	636
Arts, Entertainment, and Recreation	490	9%	0.91%	535	590
Real Estate and Rental and Leasing	249	17%	1.67%	291	348
Information	211	0%	0.00%	211	211
Management of Companies and Enterprises	144	17%	1.67%	168	201
Mining	63	-6%	-0.56%	60	56
Utilities	0	8%	0.84%	-	0
Total	33,073			37,164	42,707

Notes: For the purpose of analyzing transit service areas, Yamhill County growth was extrapolated to 2035 based on 2014-2024 sector growth rates from the Mid-Willamette Valley Region. [1] Yamhill County jobs by sector from US Census Bureau, LEHD, 2014. [2] Sector growth rates for the Mid-Willamette Valley region from the Oregon Employment Department Mid-Valley 2014-2024 Employment Forecast. [3] Yamhill County jobs in 2024, assuming the sector growth rates from the Mid-Willamette Valley region forecast. [5] Yamhill County jobs in 2035, extrapolating the 2014-2024 sector growth rates from the Mid-Willamette Valley region forecast.

APPENDIX B

Public Transportation Funding Sources

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APPENDIX B PUBLIC TRANSPORTATION FUNDING SOURCES

Figure B-1 summarizes potential funding options that could be used to support public transportation in Yamhill County. The information is limited to resources YCTA is eligible for either directly or with local partners and describes solicitation schedules, eligible activities, local match, and how the source applies to YCTA. Funds may be available at the local and state levels with or without formal grant solicitation processes, and YCTA can check directly with funding partners on an as-needed basis.

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Figure B-1 Public Transportation Funding Options

Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
Federal Grants				
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities ¹	<ul style="list-style-type: none"> ▪ Grants for public transit agencies that provide transportation services specifically for older adults and people with disabilities. ▪ ODOT allocates funds every two years by formula based on population. ▪ ODOT may offer discretionary grants through this program, currently on an irregular schedule. ▪ Local match is 20% capital (including purchased service) and 50% operating (limited eligibility). 	<ul style="list-style-type: none"> ▪ Designated STF agencies receive funds and manage local award process 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations (limited) ▪ Nontraditional programs (e.g., travel training, mobility management) 	<ul style="list-style-type: none"> ▪ This is a long-time source of operating funding for YCTA through the FTA's "purchased service" rules allowing YCTA to pay third-party vendor costs at a capital match rate. ▪ Local agencies are eligible to apply for FTA 5310 funding via YCTA as the regional Special Transportation Fund (STF) agency. ▪ Though considered a stable funding source, program could be subject to changes in state highway funding. Over 80% of Oregon's \$5310 program is Federal Highway funds the state moves to this FTA program.
FTA \$5311 Formula Grants for Rural Areas ²	<ul style="list-style-type: none"> ▪ Capital, planning, and operations assistance that supports public transportation in rural communities with populations less than 50,000 ▪ Training and technical assistance through the Rural Transportation Assistance Program (RTAP) ▪ ODOT allocates funds every two years by formula based on ridership, population and miles. ▪ Local match is 20% capital and 50% operating 	<ul style="list-style-type: none"> ▪ Recipients <ul style="list-style-type: none"> – States – Native tribes or villages ▪ Subrecipients: <ul style="list-style-type: none"> – Local government authorities (including Yamhill County) – Nonprofit organizations – Public transportation operators (including YCTA) 	<ul style="list-style-type: none"> ▪ Planning ▪ Capital ▪ Operations 	<ul style="list-style-type: none"> ▪ This is a long-time source of operating funding for YCTA.

¹ Federal Transit Administration, Fact Sheet: Enhanced Mobility of Seniors and Individuals With Disabilities, Chapter 53 Section 5310, U.S. Department of Transportation, 2015.
https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37971/5310-enhanced-mobility-seniors-disabled-fact-sheet_0.pdf

² Federal Transit Administration, Fact Sheet: Formula Grants for Rural Areas, Chapter 53 Section 5311, U.S. Department of Transportation, 2015.
<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5311%20Rural%20Program%20Fact%20Sheet%20FAST.pdf>

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Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
FTA §5311(f) Rural Intercity Bus	<ul style="list-style-type: none"> ▪ ODOT uses these funds for state-supported intercity transit service (i.e., POINT routes) and for a statewide discretionary grant program. Discretionary program funds are generally very limited (i.e. < \$2 million) ▪ Rural intercity bus routes are those serving multiple jurisdictions with stops generally 5 miles apart or more. ▪ Local match is 20% capital and 50% operating 	<ul style="list-style-type: none"> ▪ State ▪ Nonprofit organizations ▪ Public transportation operators (i.e., YCTA) ▪ Intercity bus service companies 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations ▪ Planning 	<ul style="list-style-type: none"> ▪ YCTA has not received §5311(f) funds. ▪ YCTA routes to Hillsboro, Tigard, Salem, Grand Ronde and between Newberg and McMinnville would be eligible for §5311(f) funding. ▪ This program may change as ODOT implements STIF programs. This program is not likely to be a significant or sustainable source of ongoing funding for YCTA.
FTA 5339 Buses and Bus Facilities Grants Program ³	<ul style="list-style-type: none"> ▪ Replace, rehabilitate, and purchase transit vehicles and related equipment ▪ Construct transit-related facilities ▪ ODOT awards funds through a statewide discretionary program every 1 to 3 years. ▪ Local match is 20% capital. 	<ul style="list-style-type: none"> ▪ Public transportation operators ▪ State and local government entities ▪ Tribes that are eligible to receive 5307 or 5311 	<ul style="list-style-type: none"> ▪ Capital 	<ul style="list-style-type: none"> ▪ YCTA has received funds through this program. ▪ Though discretionary and competitive, YCTA can expect some funding through this program to replace aging vehicles, particularly those exceeding both age and miles useful life thresholds.
USDOT TIGER Grants Program ⁴	<ul style="list-style-type: none"> ▪ Competitive grant program for capital projects that will have a significant impact on a region, metropolitan area, or the nation. ▪ Local agencies and ODOT typically propose projects independently directly to the USDOT. ▪ TIGER program is available every 2-5 years. ▪ Local match may vary. 	<ul style="list-style-type: none"> ▪ State ▪ Local government authorities (including Yamhill County) ▪ Public transportation operators ▪ Tribal governments ▪ Metropolitan planning organizations ▪ Can be multi-jurisdictional 	<ul style="list-style-type: none"> ▪ Capital 	<ul style="list-style-type: none"> ▪ Could be used for major projects such as a transit center. ▪ Chances of award to YCTA are low.

³ Federal Transit Administration, Fact Sheet: Grants for Bus and Bus Facilities, Chapter 53 Section 5339, U.S. Department of Transportation, 2015. <https://www.transit.dot.gov/sites/fta.dot.gov/files/5339%20Bus%20and%20Bus%20Facilities%20Fact%20Sheet.pdf>

⁴ U.S. Department of Transportation, TIGER Grants Overview, 2015. https://www.transportation.gov/sites/dot.gov/files/docs/TIGER%20Fact%20Sheet_2015.pdf

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USDOT TIFIA Program ⁵	<ul style="list-style-type: none"> Federal credit assistance program for surface transportation projects for: Secured loans, loan guarantees, and lines of credit. Local agencies and ODOT typically propose projects independently directly to the USDOT. 	<ul style="list-style-type: none"> States US Territories Local government authorities (including Yamhill County) Public transportation operators Private entities undertaking projects sponsored by public authorities 	<ul style="list-style-type: none"> Capital 	<ul style="list-style-type: none"> Could be used for major projects such as a transit center. YCTA may be more competitive and face fewer compliance hurdles through the Oregon Transportation Infrastructure Bank.
State				
State Transportation Investment Fund (STIF)	<ul style="list-style-type: none"> HB2017 passed in 2017 by the Oregon Legislature created a dedicated funding source for public transportation from a payroll tax of one-tenth of one percent on wages paid to employees. 90% will be distributed by formula to eligible agencies, 5% through a discretionary program, and 4% through a discretionary program for intercity transit. ODOT will use 1% for a transit technical resource center. 	<ul style="list-style-type: none"> Mass transit districts, transportation districts, counties without a mass transit district or transportation district, and federally-recognized Indian tribes in Oregon (same as STF Agencies). 	<ul style="list-style-type: none"> To improve or expand public transportation service in Oregon. 	<ul style="list-style-type: none"> This will be a significant source of public transportation funding for YCTA by January 1, 2019. YCTA will need to manage the local project solicitation and evaluation process, as with Oregon's STF and FTA 5310 programs.
Oregon Special Transportation Fund (STF) - Formula ⁶	<ul style="list-style-type: none"> ODOT awards funds every two years to STF agencies by formula based on population. 	<ul style="list-style-type: none"> Designated STF agencies receive funds and manage local award process to any public or non-profit transit providers. 	<ul style="list-style-type: none"> Capital Operations Planning 	<ul style="list-style-type: none"> This is a long-time source of operating funds in Yamhill County. Funds may be used to match Federal funding programs. This is considered a stable funding source, though funds declined 10% between 2015-2017 and 2017-2019 funding cycles.

⁵ Federal Highway Administration, Transportation Infrastructure Finance and Innovation Act (TIFIA), U.S. Department of Transportation, 2015.

<https://www.fhwa.dot.gov/fastact/factsheets/tifiafs.cfm>

⁶ Oregon Department of Transportation, Public Transportation Funding in Oregon, 2017. <http://www.oregon.gov/ODOT/RPTD/RPTD%20Document%20Library/Transit-funding-in-Oregon.pdf>

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Oregon Special Transportation Fund (STF) - Discretionary ⁷	<ul style="list-style-type: none"> ▪ Grants for transit agencies providing service to older adults and people with disabilities. ▪ ODOT awards funds at irregular intervals based on available funding. ▪ Funding criteria target innovative capital, start up and pilot programs, though subject to change. 	<ul style="list-style-type: none"> ▪ Public and non-profit local transit providers apply through the local STF agency. 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations ▪ Planning 	<ul style="list-style-type: none"> ▪ YCTA received a significant award for public information and technology activities in 2016. ▪ This is not considered a sustainable funding source, though a good resource for one-time, irregular funding needs.
State Transportation Improvement Program (STIP) ⁸ Enhance Program	<ul style="list-style-type: none"> ▪ The Enhance program provides funding to projects that enhance, expand, or improve the transportation system. This has included public transportation capital needs. ▪ ODOT Area Commissions on Transportation prioritize and recommend Enhance projects. ▪ ODOT offers the Enhance program every 1-2 years as funding allows. ▪ The program is related to ODOT's maintenance (Fix-It) program, which includes ODOT-selected projects to maintain the roadway system statewide, including bicycle and pedestrian infrastructure. ▪ Local match is typically 20% but may vary. 	<ul style="list-style-type: none"> ▪ Local government authorities (including Yamhill County) 	<ul style="list-style-type: none"> ▪ Capital ▪ Sidewalk infrastructure 	<ul style="list-style-type: none"> ▪ YCTA received a significant award for 40-foot replacement buses in 2016. ▪ This program is primarily used for roadway infrastructure projects, including pedestrian infrastructure. ▪ This is not considered a sustainable funding source, though a possible resource for vehicles.
ConnectOregon	<ul style="list-style-type: none"> ▪ Lottery-backed bonds to support multimodal transportation, including rail, marine, aviation and bicycle and pedestrian capital infrastructure. ▪ Local match is 30% and may vary. 	<ul style="list-style-type: none"> ▪ Local government authorities (including Yamhill County) 	<ul style="list-style-type: none"> ▪ Multimodal transportation projects ▪ Previously included transit centers 	<ul style="list-style-type: none"> ▪ Public transportation is not expected to be a directly eligible use after ODOT implements the STIF program. ▪ YCTA bus stop access could benefit from local bicycle and pedestrian infrastructure projects.

⁷ Oregon Department of Transportation, Public Transportation Funding in Oregon, 2017. <http://www.oregon.gov/ODOT/RPTD/RPTD%20Document%20Library/Transit-funding-in-Oregon.pdf>

⁸ Oregon Department of Transportation, About the STIP. <http://www.oregon.gov/ODOT/STIP/Pages/About.aspx>

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Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
Planning Grant Program (from ODOT via FTA 5303, 5304, and 5305) ⁹	<ul style="list-style-type: none"> ▪ Discretionary ODOT grant program for transit plans that lead to improved public transportation systems. ▪ ODOT awards funds through irregularly-scheduled solicitations depending on available funds, or on an as-needed basis. ▪ Local match is 20% 	<ul style="list-style-type: none"> ▪ Rural, and small urban public transportation providers 	<ul style="list-style-type: none"> ▪ Planning 	<ul style="list-style-type: none"> ▪ This offers a flexible, but one-time resource to create and maintain local public transportation plans.
Oregon Transportation Infrastructure Bank (OTIB) ¹⁰	<ul style="list-style-type: none"> ▪ Statewide revolving loan fund “designed to promote innovative financing solutions for transportation needs.” Cities as well as transit districts are eligible to borrow from the bank. ▪ There is a funding pool set-aside for public transportation projects. Rates are typically very low and more favorable to local agencies than other loan programs. 	<ul style="list-style-type: none"> ▪ Cities ▪ Counties ▪ Transit districts ▪ Port authorities ▪ Special service districts ▪ Tribal governments ▪ State agencies ▪ Private for-profit and not-for-profit entities 	<ul style="list-style-type: none"> ▪ Transit capital projects (facilities, vehicles) ▪ Active transportation access projects on highway rights-of-way 	<ul style="list-style-type: none"> ▪ This has been resource for public transportation providers to cost-effectively secure a loan for major capital purposes. ▪ A sustainable, regular local funding source is required to demonstrate the provider can support ongoing interest costs.
ODOT Transportation Growth Management (TGM) Program	<ul style="list-style-type: none"> ▪ TGM Grants help local communities plan for streets and land use to foster more livable, economically vital, and sustainable communities and increase opportunities for transit, walking and bicycling. ▪ ODOT solicits proposals and awards funds annually. ▪ Local match is 20%. 	<ul style="list-style-type: none"> ▪ Counties ▪ Cities ▪ Public transportation providers 	<ul style="list-style-type: none"> ▪ Planning 	YCTA received an award in 2016 to develop a consultant-led Transit Development Plan (TDP). Awards are needs-based (e.g., time since last planning process), and YCTA is unlikely to require or receive an award in the near future.

⁹ Oregon Department of Transportation, Public Transportation Funding Options, 2017. <http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx#2f96a75c-e0ff-4504-aae5-ec14cee35125>

¹⁰ Oregon Department of Transportation, Financial Services: Oregon Transportation Infrastructure Bank, 2017. <http://www.oregon.gov/odot/about/pages/financial-information.aspx>

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Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
Local				
Transit Access (Utility) Fee	<ul style="list-style-type: none"> A transit access (utility) fee is paid by households and businesses within a service district, and is designed to support a transit service provider over time. A transit access fee could be assessed for all households within the transit service district, or a subset. Transit access fees are typically a monthly charge of between \$1 to \$ 5 per household. 	<ul style="list-style-type: none"> County Cities 	<ul style="list-style-type: none"> Operations Capital Administration 	<ul style="list-style-type: none"> There are approximately 34,000 households in Yamhill County as of 2015.¹¹ A monthly utility fee of \$1 to \$1.50 per household could generate between \$400,000 and \$600,000 in annual revenue. The City of Corvallis assesses a transit operations fee of \$2.75 for single-family residential customers and \$1.90 for multi-family residential units. The fee for industrial and commercial customers varies by the type of business. The fee generated \$1,100,000 in fiscal year 2015-2016; approximately \$400,000 replaced property tax revenue that is now used for other services (police, fire, library, etc.).¹²
Employer Payroll Tax	<ul style="list-style-type: none"> An employer payroll tax is a progressive tax imposed directly on the employer. The tax is based on payroll for services performed within a transit district, including traveling sales representatives and employees working from home. This tax applies to covered employees and self-employed workers. 	<ul style="list-style-type: none"> Mass Transit Districts formed under Oregon Revised Statute 267. 	<ul style="list-style-type: none"> Operations Capital Administration Equity 	<ul style="list-style-type: none"> Several transit districts or providers in Oregon use a payroll tax as their primary local funding source, including TriMet, the City of Wilsonville, the City of Sandy, the South Clackamas Transportation District, the City of Canby, and Lane Transit District. YCTA is currently a Service District, and it would need to be confirmed whether it is authorized to implement a payroll tax. A payroll tax of 1/10th of a percent of annual payroll would yield about \$400,000 in 2017 dollars, costing employees about \$3.90 each year.

¹¹ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, Table S1101.

¹² City of Corvallis, <https://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=4248>

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Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
Gasoline Tax	A gas tax is a tax on the sale of gasoline for use in motor vehicles. Motorists already pay federal, state, and local taxes on motor fuel so the levy would not impose a new type of tax.	<ul style="list-style-type: none"> ▪ State ▪ Local government authorities (including Yamhill County) 	<ul style="list-style-type: none"> ▪ Operations ▪ Capital ▪ Administration ▪ Equity 	<ul style="list-style-type: none"> ▪ Various cities and counties in Oregon have local gas taxes, ranging from \$0.01 to \$0.05 per gallon, including neighboring Washington and Multnomah counties.¹³ Dundee is currently the only local jurisdiction in Yamhill County assessing a gas tax; Dundee's gas tax is \$0.02 per gallon. ▪ Based on an average 1,226 gallons of gasoline consumed per US household per year, and approximately 34,000 households in Yamhill County as of 2015,^{14, 15} a \$0.01 gas tax could generate approximately \$400,000 in annual revenue. ▪ However, gas tax revenues are currently on a declining trend, due to factors such as increasing vehicle fuel efficiency, and adoption of alternative vehicle fuel sources. This long-term trend is expected to continue.¹⁶
Property Tax	A property tax dedicated to funding public transportation is usually assessed at a rate per \$1,000 of property value. Property taxes may be permanent, or temporary and need to be re-approved by voters.	<ul style="list-style-type: none"> ▪ State ▪ Local government authorities (including Yamhill County) 	<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital ▪ Equity 	<ul style="list-style-type: none"> ▪ There are several examples of dedicated property taxes for transit in Oregon. Tillamook County has a tax of \$0.20 per \$1,000 in property value to fund operation of its transit system. Basin Transit (Klamath Falls) has a levy of \$0.38 per \$1,000 in property value. A 2001 report identified seven districts in Oregon that used property taxes to fund transit, with average annual per-capita revenues of \$14.¹⁷ ▪ With countywide assessed property values of approximately \$8.3 billion,¹⁸ a county property tax of \$0.05 or \$0.10 per \$1,000 of property value could raise between \$410,000 and \$830,000 in annual revenue. ▪ Property taxes in Oregon are subject to "compression," which limits the amount of property taxes that can be collected (based on state Measures 5, 47, and 50) and can reduce the amount of revenue collected.

¹³ State of Oregon, Fuels Tax Group, http://cms.oregon.gov/ODOT/CS/FTG/pages/current_ft_rates.aspx#bm3

¹⁴ U.S. Energy Information Administration, Frequently Asked Questions: How Much Gasoline Does the United States Consume, 2017. <https://www.eia.gov/tools/faqs/faq.php?id=23&t=10>

¹⁵ U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, Table S1101.

¹⁶ Oregon Department of Transportation, Oregon State Fuel Taxes, 2017. <http://www.oregon.gov/ODOT/FTG/Pages/Current%20Fuel%20Tax%20Rates.aspx>

¹⁷ Goldman, Corbett, and Wachs. Local Option Transportation Taxes in the United States, Research Report UCB-ITS-RR-2001-3, March 2001. <http://www.its.berkeley.edu/publications/UCB/2001/RR/UCB-ITS-RR-2001-3.pdf>

¹⁸ Yamhill County, Summary of 2016-2017 Assessment & Tax Roll. <http://www.co.yamhill.or.us/sites/default/files/2016%20Assessment%20Summary.pdf>

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Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
Local Option Sales Tax	A tax assessed on the purchase of goods or services within the jurisdiction of a taxing authority.	<ul style="list-style-type: none"> ▪ State ▪ Local government authorities (including Yamhill County) 	<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital ▪ Equity 	Sales taxes are widely used to fund transit in other states, despite not currently being used in Oregon. A specific local option sales tax can apply to tourism, collecting revenue from outside visitors. For example, Ashland collects a 9% transient occupancy tax (hotel/motel). There is an existing state lodging and hotel tax of 1%, providing an existing collection mechanism.
Motor Vehicle Registration Fee	A tax assessed on the registration of private motor vehicles within the jurisdiction of a taxing authority.	<ul style="list-style-type: none"> ▪ Counties ▪ Special districts 	<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital ▪ Equity 	As of 2016, over 113,000 private motor vehicles are registered in Yamhill County. ¹⁹ A \$2 annual registration fee would generate approximately \$110,000, with the assumption that at least 50% of registrations are ineligible for the fee.
System Development Charges	Systems Development Charges (SDCs) are fees paid by land developers intended to reflect the increased capital costs incurred by a municipality or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or transit use.	<ul style="list-style-type: none"> ▪ Local government authorities (including Yamhill County) 	<ul style="list-style-type: none"> ▪ Capital 	Cities in Yamhill County currently have transportation system development charges and other fees associated with new developments. These are not linked to public transportation.
Property Access Fee, Land Value Capture, or Benefit Assessment Districts	Property access fee, land value capture, and benefit assessment districts are mechanisms for sharing transit costs with owners of property located near a transit resource who benefit directly from the proximity to the transit resource. These mechanisms help finance transit through taxes on nearby private development, where the property value increased as a result of transit investments.	<ul style="list-style-type: none"> ▪ Local government authorities (including Yamhill County) 	<ul style="list-style-type: none"> ▪ Operations ▪ Capital ▪ Administration 	

¹⁹ Oregon Department Of Transportation, Driver And Motor Vehicle Services Division, Oregon Motor Vehicle Registrations By County (Note 1), 2016. http://www.oregon.gov/ODOT/DMV/docs/2016_Vehicle_County_Registration.pdf

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Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
Tax Increment Financing	Tax increment financing (TIF) is the primary finance tool used within urban renewal areas. TIF is generated when an urban renewal area (URA) is designated and the assessed value of all property in the area is 'frozen.' Over time, the total assessed value in the area increases above the 'frozen base' from appreciation and new development. The value in the area greater than the frozen base is called the incremental assessed value, and taxes generated on the incremental assessed value are received by the URA, rather than other taxing districts.	<ul style="list-style-type: none"> ▪ Urban Renewal Area 	<ul style="list-style-type: none"> ▪ TIF could only be used on capital transit projects that directly benefit the URA. Projects that benefit the broader area can only receive TIF funding proportional to the benefits the URA receives. 	Could be used to fund capital improvements in conjunction with an urban renewal district within a Yamhill County city, if established in the future.
Public and Private Partnership Funding Programs				
Advertising	Advertisements: Transit providers can display paid advertisements on agency properties, including the inside and outside of fleet vehicles, bus shelters, benches, and at transit stations.		<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital 	Could be a supplementary funding source for YCTA.
Employer Transit Pass Program	Employer transit pass programs are partnerships between a transit agency and private employers, and offer employers the opportunity to purchase a transit pass for all employees, often at discounted rates. The company may be able to take a tax deduction on the cost of the transit pass. The benefit to the transit agency is an increase in ridership and in revenues.		<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital ▪ Equity 	Could be a supplementary funding source for YCTA.
Transit Pass Program	Public school districts or colleges/ universities and transit agencies sometimes partner to provide students with a transit pass, as a way for students to get to school or school-affiliated activities.		<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital ▪ Equity 	A transit pass program through direct agreement with the institutions such as the Willamette Valley Medical Center, Linfield College, and George Fox University could bring opportunities for steady funding streams while offering convenience to riders.

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Program Name	Description	Eligible Agencies	Eligible Activities	Applicability/Assessment/Comments
Naming Rights / Sponsorships	Historically, the selling of naming rights to people or organizations that make a donation for a capital improvement was most common for large organizations, such as universities or hospitals. Selling naming rights has become more common among smaller organizations and some transit agencies sell naming rights to vehicles, stations, or transit corridors		<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital 	Selling naming rights may provide a small amount of revenue for transit.
Public-Private Partnerships and Joint Development	A public-private partnership is a mutually beneficial agreement between public and private entities that seek to improve the value of an asset. Transit funding from public-private partnerships are most likely to be for capital projects such as a mixed use development that combined a transit station or center.		<ul style="list-style-type: none"> ▪ Operations ▪ Administration ▪ Capital ▪ Equity 	

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APPENDIX C

Conceptual Service Costing Details

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APPENDIX C CONCEPTUAL SERVICE IMPROVEMENT OPTIONS DETAILS

Figure C-1 provides the cost of conceptual transit service improvements by service area. Each potential improvement includes estimated annual revenue hours required to operate the route. The estimated cost is the number of hours multiplied by YCTA's average hourly operating cost of \$55.00. Revenue hours are calculated based on existing route revenue service hours, increased using assumptions regarding additional hours required to implement the strategy. These costs are provided for conceptual purposes, to assess the need for future transit funding within the TDP time horizon.

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Figure C-1 Conceptual Transit Service Improvements by Service Area, Estimated Hours and Costs

Service Area	Annual Hours	Annual Cost
McMinnville		
Cost Neutral	10,400	\$572,000
Increase span to 7 pm	800	\$44,000
Add evening service until 9 pm	3,100	\$171,000
Add Saturday Service	2,100	\$116,000
Add Sunday Service	2,100	\$116,000
Additional Fixed-Route Coverage	3,600	\$198,000
Additional General Public Dial-A-Ride Capacity	2,300	\$127,000
30-minute fixed-route frequency	6,200	\$341,000
Total	30,600	\$1,685,000
Newberg		
Cost Neutral	7,500	\$413,000
Increase span to 7 pm	6,500	\$358,000
Add evening service until 9 pm	3,000	\$165,000
Add Saturday Service	2,100	\$116,000
Add Sunday Service	2,100	\$116,000
Additional General Public Dial-A-Ride Capacity	2,300	\$127,000
30-minute fixed-route frequency	3,100	\$171,000
Total	26,600	\$1,466,000
OR 99W McMinnville to Salem		
Cost Neutral	2,000	\$110,000
Add Saturday Service	200	\$11,000
Add Sunday Service	200	\$11,000
Additional evening service	400	\$22,000
Additional daytime trips	800	\$44,000
Total	3,600	\$198,000
OR 99W McMinnville to Tigard		
Cost Neutral	10,400	\$572,000
Add Sunday Service	600	\$33,000
Additional Express trip to Newberg and Tigard	3,900	\$215,000
Total	14,900	\$820,000
US 18 McMinnville to Grand Ronde		
Cost Neutral	3,900	\$215,000
Add Sunday Service	400	\$22,000
Additional evening service	500	\$28,000
Total	4,800	\$265,000
US 47 McMinnville to Hillsboro/MAX		
Cost Neutral	2,600	\$143,000
Add Saturday Service	300	\$17,000
Add Sunday Service	300	\$17,000
Additional evening service	500	\$28,000
Additional daytime trips	1,000	\$55,000
Total	4,700	\$260,000
Other Cities/Countywide Services		
General Public, Limited Countywide Dial-A-Ride Services, e.g., shopper shuttles	4,700	\$259,000
OVERALL TOTAL	89,900	\$4,953,000

Note: Values may differ slightly from tables in Technical Memorandum 3 due to rounding.

Source: TDP Analysis