



**YAMHILL COUNTY TRANSIT AREA ADVISORY COMMITTEE (YCTA AC)
and TDP PROJECT ADVISORY COMMITTEE (PAC)
STAKEHOLDER MEETING**

January 25, 2018, 6:30 p.m. Kent Taylor Room, 200 Second St, McMinnville, OR

ATTENDEES

Meeting facilitated by Oren Eshel and Jamey Dempster of Nelson/Nygaard

PAC/YCTA Committee Members present:

Ken Moore, City of Yamhill
Heather Richards, City of McMinnville, Planning Director
Kellie Menke, City of McMinnville
Scott Essin, City of Newberg, Councilor
Brad Allen, City of Newberg
Joe Hannan, City of Newberg, Manager
Frank Sheridan, City of Sheridan, Manager
Paula Necas, City of Sheridan
Kenna West, City of Willamina
Craig Johnson, City of Willamina
David Sword, City of Lafayette
Chris Mercier, Confederated Tribe of Grand Ronde
Andrew Eldien, City of Carlton

Others Present:

Donna Belander, Friends of the Bus
Martha O'Donnell, Friends of the Bus
Florence Hoffman, Friends of the Bus
Caye Poe, Friends of the Bus
John Francis, Friends of the Bus
Carolyn O'Brien, Friends of the Bus
Gene Harris, Friends of the Bus
Greg Tompkins, Advocate

Staff Present:

Cynthia Thompson, Transit Manager
Renee Guerrero, First Transit Manager
Shana Reid, Transit Assistant

YCTA Advisory Committee

The meeting was called to order at 6:30 p.m. by Acting Chairman Ken Moore.

Welcome and Introductions:

Acknowledgement was made of the great representation of members from Friends of the Bus at the meeting.

Intro of new members:

David Sword – City Council Lafayette; YCTA Advisory, interested in transit issues
Kellie Menke – City of McMinnville; YCTA Advisory
Kenna West – City of Willamina; YCTA Advisory
Pat Johnson – City of Newberg; PAC member
Adam Argo – New ODOT TGM Project Manager
Joe Hannan – Newberg City Manager (Newberg is short on planners, so he may be staff representative for a while)

Meeting Agenda (Appendix A)

Approval of Minutes – Acting Chair Ken Moore, mentioned that the minutes from the previous meeting were excellent representation on where we have been and where we are going for those needing more information about the process, along with a good description on the survey, ridership, and issues and priorities.

Motion was made and seconded to approve the minutes.

Management Update:

Cynthia Thompson, Transit Manager thanked everyone for their participation, and provided an update on transit issues including:

1. Ridership report highlighting accomplishments and goals (Appendix B). Ridership increased from 15/16 to 16/17 from 289,271 to 318,794; page two of the report provides a breakdown of useful ridership information.
2. The customer conduct ordinance, which was reviewed by YCTA committee in late 2016 is being evaluated by the Board of Commissioners. Hearings are scheduled for Feb 1st and 15th with the ordinance to be voted on at the Feb 15th hearing. A copy of the updated ordinance, is available at the YCTA office or on-line at YCTA website.

Expectation for local police involvement with the ordinance is that once it is adopted, it will provide a mechanism to allow law enforcement to handle problems or situations as they arise, something that has been previously missing up to this point. The police have been asking for this and are very happy and supportive of the ordinance being adopted. If approved by the board the ordinance will go into effect 30 days from the date of adoption, and will technically be effective throughout all of Yamhill County.

3. Mark Schiffmacher, an active supporter of STF and an active member of the grass roots group, Friends of the Bus, passed away unexpectedly in January. He was very committed to transportation issues, specifically transportation concerns for elderly and disabled, and was very involved with, and provided a good deal of benefit to transit matters throughout YCTA. As part of this plan, we will be beginning another round of outreach soon, and it would be nice if we could do something to honor Mark for his service to the YCTA, perhaps a rider appreciation day, a free fare day, or something along those lines and if possible do something to honor him on an ongoing basis, perhaps with something we could do every year. There are a lot of details to work out but if anyone is interested in working on this please let me know.
4. A new source of funding for transit is being implemented through the State soon through HB2017. Currently meetings are taking place on how that funding is to be allocated. A copy of the latest version of the summary and rules is available for anyone who would like a copy on YCTA's website. The money is starting to be collected soon and it is possible that YCTA might start receiving funds as soon as Jan 2019. The amount YCTA will receive is unknown, but thought to be around \$1M annually. Monies received could help with funding some of the improvements discussed as part of this plan.

YCTA TDP Project Advisory Committee (PAC)

The role of PAC (Project Advisory Committee) members in the planning process is to review deliverables and methodologies, provide policy advice, act as a sounding board on proposals, provide local knowledge and input, and attend the PAC meetings. This is the third of four meetings; the last will be held in April.

The Project Advisory Committee includes all members of the YCTA advisory committee, an ongoing committee representing the people of Yamhill County and providing advice regarding transit needs throughout the County. Once the project planning is completed, the PAC will no longer function as a committee however, the YCTA advisory committee will continue.

YCTA Transit Development Plan

The Nelson/Nygaard consultant team led the remainder of the meeting which primarily covered Tech Memo 4, Solution Strategies, and next steps. A complete copy of the presentation from the TDP consulting team is available on the YCTA Development Plan website at <https://yamhilltransitplan.com>.

TDP PROJECT OVERVIEW

The project is currently at step 6 of the plan (see project schedule) which constitutes a high level, macro look at the process as opposed to a detailed assessment - considering ways and strategies to improve the system, honing in on solutions to concerns talked about previously, while considering ideas heard from people throughout the past few months.

Topics considered will include:

- Project Schedule/Process
- TM #4: Solution Strategies
 - Solutions
 - Potential Scenarios
 - Group Exercise: Preferred Scenario
 - Debrief
 - Short-Term Recommendations (Highlights)
- Next Steps
 - Public Outreach #2 – Late February



Project Schedule



Planning Framework

The project is currently at the solution strategies/conceptual service design stage of the project. We are not yet at the point of having detailed lines on the map – that is the next stage after we receive feedback from the PAC and the public on strategies the concept level.

- Analyze existing conditions
- Planning: Goals and Performance Measurements
- Solutions Strategies and Service Design
- Draft and Final TDP
- Implementation and Ongoing Monitoring

Issues that riders and the community overall have expressed concern about (e.g., from surveys conducted in Spring/Summer 2017) include:

- Buses running at convenient hours to help people get to jobs
- Weekend service
- Well timed connections outside of the County and connections between Cities within the County
- Bus stops clearly marked and within a short walk of most residents
- Service to run on time

Transit Goals for YCTA

Since there are new members on the PAC, the transit goals for YCTA were reviewed. There was public input on the goals in Spring/Summer 2017 and these are described in more detail in Technical Memo #1.

- **Goal 1: Mobility** – convenient, reliable public transportation serving a range of customer needs
- **Goal 2: Accessibility** – equitable and address the needs of all users
- **Goal 3: Passenger experience** – convenient, attractive and welcoming way to travel
- **Goal 4: Safety and security** – transit riders and drivers have safe and secure vehicles and facilities
- **Goal 5: Livability and economy** – integrate public transit in the transportation system to support a prosperous, healthy community
- **Goal 6: Efficiency and financial accountability** – manage the transit system in a fiscally manner. We want to meet the needs, while being as efficient as possible.

How should YCTA resources be allocated?

As the PAC considers tonight's discussion of solutions to address the various transit goals and needs, we are asking PAC members to think about how resources should be allocated in Yamhill County. A presentation slide illustrated two approaches to allocating transit resources, one focusing on coverage and the other on productivity. We need your help to inform us in our path forward.

Strategies in TM #4

Technical Memo #4 is organized into four parts:

- The first is **Solution Strategies**, which describes high-level solutions (strategic and corridor level) for meeting YCTA goals.
- The second is **Long-Term Service Scenarios**, which packages the general solutions into two scenarios: **Locally-Focused** and **Regionally-Focused**. These are intended as "Bookends" to understand impact of shifting allocation of YCTA resources in either direction. We anticipate that the preferred scenario for the TDP will be somewhere between these bookends.
- The third is **Policies & Programs**, which includes **Regional Coordination** and **Transit-Supportive Programs & Technology**.
- Finally, there are **Short-Term Recommendations** for what YCTA can implement at no or low-cost.

SOLUTION STRATEGIES

Some of the strategies we're considering based on what we've heard from the community (both current riders and the public) and the PAC that they would like to see implemented are:

- Service Days and Hours
 - Run later in evening
 - Start service earlier
 - Run on weekends
- Intercity Routing and Frequency
 - Increase frequency
 - Shorten intercity routes (to focus more resources on service within Yamhill County)
 - Add express trips
 - Extend routes (where needed) to provide better regional connections
- Local Urban Service Design and Frequency
 - Add routes/frequency in McMinnville and/or Newberg (including addressing operational issues affecting service today)
 - Consider running local service closer to retail store front doors
 - Rural Cities
 - Add local stops on the intercity routes serving small cities
 - Consider other service models to improve service in small cities: flex routes, feeder service (to intercity), or rural shopper/medical shuttles – these would provide some scheduled service for small cities, with the ability to provide local on-demand stops with prior reservations, to a few major destinations in McMinnville or Newberg. An alternative model would be to provide some county-wide dial-a-ride – this would be the most flexible but would likely serve relatively few riders due to long distances between cities.
 - Demand Response
 - Additional options such as shopper/medical shuttles within McMinnville and Newberg
 - ADA Paratransit within ¾ mile of fixed-route service
- Regional Service Coordination
 - Coordination with Cherriots (Salem), TriMet (Portland/Hillsboro), Tillamook County Transportation District, and Confederated Tribes of Grand Ronde around schedules, capital facilities, wayfinding, etc.
- Capital Strategies. Examples of capital strategies being considered include:
 - New (or replacement) vehicles, with consistent markings/branding
 - Mark or place signage at all bus stops

- Move to eliminating flag stops
 - Bus stop amenities (shelters)
 - Transit Center in Newberg
 - High capacity bike racks where warranted
- Policies, Programs, Technology. Examples of other “transit-supportive” strategies being considered include:
 - Improve customer information and signage
 - Investigate electronic fares (e.g., a smart card for passes and tickets) and coordinate with efforts in adjacent areas e.g., Cherriots
 - Improve access to transit, i.e., safe walking and biking routes to transit stops
 - Partner with ride-hailing services
 - Develop marketing & branding plan
 - Education & Outreach programs
 - Coordinate with local jurisdictions

SCENARIOS: LOCALLY-FOCUSED AND REGIONALLY-FOCUSED

The solutions strategies were packaged (or grouped) into two hypothetical “bookend” scenarios with two different emphases:

1. Locally-focused:
 - Reduce or maintain resources allocated to out-of-county service
 - Focus new resources on local service and connections
2. Regionally-focused
 - Enhance regional connections
 - More modest local and intra-county improvements

YCTA’s current service is roughly balanced between resources directed towards locally-focused and regionally-focused service. The intent is to develop a hybrid of the two scenarios for the TDP, based on PAC and public input that best meets the YCTA goals.



Tech Memo 4 provides more detail on the scenarios and how they were evaluated. The remainder of the meeting consisted of a small group exercise where PAC members worked to prioritize strategies within a constrained budget.

Small Group Strategy Prioritization Exercise

Summary

PAC members organized into three small groups. Each group was provided with a poster-size YCTA system map and a list of potential local and regional strategies to select (adapted from Technical Memo #4), each with an approximate operating and capital cost (see Figure 2 and Figure 4). For simplicity, each “\$” represented an annual operating cost of +/- \$100,000. Each group had a total operating budget range constrained to 20 to 30 “\$” corresponding to the \$2 to \$2.5 million in additional operating revenue that YCTA is expected to have over the next 20-years. The participants chose and prioritized strategies based on expected resources.

There was **moderate to strong support** (i.e., strategy identified by at least two of the groups) around prioritizing the following elements within the constrained set of resources that was available (these correspond to the green-shaded rows in Figure 1):

- **Local Service in McMinnville and Newberg:**
 - **Provide Saturday service on local routes in McMinnville (all groups) and Newberg.**
 - **Increase local service in McMinnville and Newberg** to improve coverage and/or frequency (with a greatest emphasis on covering areas that lack service and addressing operational issues; increasing frequency overall, e.g., to every 30 minutes, was a lower priority).
 - **Start service earlier (6 am)** – this was seen more important for McMinnville than for Newberg.
- **Intercity Service**
 - **Provide additional express service on Route 45X, operating via the Dundee Bypass.** It was generally felt that this would need to be accompanied by service that maintained (or increased) access to these connections from Dundee and downtown Newberg.
 - **Extend Route 11 to downtown Salem and add trips during the morning and afternoon commute**, including early evening to meet commuter needs, although not necessarily as late as 9 pm.
 - **Add weekday evening service to 9 pm on Route 22 to Grand Ronde**
 - **Add trips on Route 33 to/from Hillsboro during the morning and afternoon commute**, including evening service although not necessarily as late as 9 pm.
- **Service to Small Yamhill County Cities:**
 - **Add stops on intercity routes** where needed to improve access to the routes.
 - **Introduce flex service to connect smaller cities to McMinnville and Newberg**, particularly for the Sheridan/Willamina/Amity and Yamhill Carlton community clusters. Two of the groups also included flex service for Dayton, Lafayette, and Dundee. It was also suggested that:
 - YCTA could start with one day per city to assess level of demand and desired destinations (a shopper/medical service shuttle was suggested as an initial strategy).

- The service could be utilized to provide seasonal connections to recreation opportunities, e.g., Yamhill/Carlton to McMinnville.
- A flex service could be useful in Grand Ronde.
- **Capital and Programs:**
 - Mark and/or install **signs at bus stops** to transition away from flag stops
 - Replace existing **vehicles** and expand fleet to support new routes
 - Provide **real-time information**

There was **limited to mixed support** (i.e., strategy identified by one group, or for different markets) among the small groups for prioritizing the following elements in the exercise:

- **Run service later in the evening service (e.g., to 9 pm)** in McMinnville and Newberg.
- **Add Saturday service on Route 11 to Salem and Route 33 to Hillsboro.**
- **Provide Sunday service on intercity routes.** Two groups identified Sunday service to Grand Ronde and one group each identified service to Tigard and Hillsboro. **None of the groups prioritized Sunday service on local routes** in McMinnville and Newberg
- **Consider truncating Route 44** in Sherwood (to save/reallocate resources).
- **Other types of demand-responsive services, including:**
 - **Initiate local shopper/medical shuttles** in McMinnville and Newberg
 - **Expand general public Dial-A-Ride capacity** in McMinnville
 - **Initiate a non-emergency out-of-town medical shuttle** service to appointments in the Portland area

PAC Members were also asked to prioritize two of the following five potential strategies for the near-term, if YCTA has the funding available (all of these strategies would require additional operating resources beyond what is available to YCTA today). The highest priority of these strategies were, in order of preference:

- **Initiate a pilot program to test a local shopper/medical shuttle program connecting small cities in Yamhill County to key destinations in McMinnville and Newberg** (11 votes).
- **Add express trips on Route 45x and use the Dundee Bypass to decrease travel time** (7 votes).
- **Add one bus each in McMinnville and Newberg** to address service reliability and on-time performance (4 votes total, 2 each).
- **Extend Route 11 to downtown Salem** (0 votes)
- **Initiate local shopper/medical shuttles in McMinnville and Newberg** (0 votes)

The results will inform the strategies included in the recommended TDP scenario and phasing approach, along with other public and stakeholder input received. Outreach will be conducted in February and March 2018 to obtain public input on strategies and priorities. The strategies were not intended to represent final concepts, and some strategies changes based on further input and more detailed service design and analysis

Detailed Exercise Materials and Results

Figure 1 summarizes the level of priority each strategy received from PAC members. These results were tabulated from the strategies each small group placed on the maps (shown in Figure 5, Figure 6, and Figure 7).

Figure 1 Summary of Strategies by Small Group

ID	Strategy Name	Identified by:			Overall Level of Support	Notes
		Group 1	Group 2	Group 3		
Local bus service						
s4a	Add Saturday service on local routes	✓	✓	✓	High	McMinnville, Newberg
c3	Place local fixed-route bus stops near store entrances when possible to improve pedestrian access	✓	✓	✓	High	
c1	Add service areas covered by McMinnville and/or Newberg fixed routes / add capacity to address current operational issues	✓	✓		Medium	
s3	Add early morning service on local routes (6 a.m. all days)	✓	✓		Medium	Identified in McMinnville by two groups, by one group in Newberg
s2b	Add evening service on local routes (7 p.m. all days)		✓		Low	Generally preferred over ending at 9 pm
c2	Increase McMinnville and Newberg fixed route frequency to every 30 minutes on weekdays on selected route segments and/or provide additional coverage	✓			Low	
s2a	Add evening service on local routes (9 p.m. all days)				None	
s4b	Add Sunday service on local routes (with lower frequency than weekdays/Saturdays)				None	
Demand response service						
dr3	Add capacity for flex or demand-response service in small communities (Sheridan, Willamina, Amity; Yamhill, Carlton; Lafayette, Dayton, Dundee) with key stops in McMinnville or Newberg.	✓	✓	✓	High	All groups identified Sheridan/Willamina/Amity and Yamhill/Carlton
dr1	Add local shopping or medical appointment shuttles in McMinnville and Newberg, providing front-door semi-fixed route service.	✓			Low	
dr4	Add medical appointment shuttle from McMinnville and Newberg to hospitals and clinics in the Portland area		✓		Low	
dr2	Add general Dial-a-Ride and ADA paratransit capacity within McMinnville on weekdays	✓			Low	
dr5	Add DAR capacity countywide			✓	Low	
s6a	Add Saturday service on DAR in McMinnville and Newberg			✓	Low	
s6b	Add Sunday service on DAR in McMinnville and Newberg				None	

ID	Strategy Name	Identified by:			Overall Level of Support	Notes
		Group 1	Group 2	Group 3		
Intercity service						
s1	Add evening service on intercity routes (9 p.m. all days)	✓	✓	✓	High	Grand Ronde, Hillsboro, Tigard (varied by market)
i1	Operate Route 45x express 5 times per day (McMinnville, Newberg, Tigard) via the bypass	✓	✓		Medium	
i2	Add two trips on Route 11 Salem during weekday morning and evening commute hours	✓	✓		Medium	
i3	Extend Route 11 into downtown Salem	✓	✓		Medium	
i4	Add two trips on Route 33 Hillsboro during weekday morning and evening commute hours	✓		✓	Medium	
i8	Add stops on intercity routes to serve local communities.	✓		✓	Medium	
s5a	Add Saturday service on intercity routes	✓		✓	Medium	Hillsboro, Salem (varied by group)
s5b	Add Sunday service on intercity routes	✓		✓	Medium	Grand Ronde, Hillsboro, Tigard (varied by group)
i7	End Route 44 in Sherwood		✓		Low	
i9	End Route 33 in Forest Grove during off-peak hours				None	
Capital/Technology						
A	Markings/signage at bus stops	✓	✓	✓	High	
B	Transition away from flag stops	✓	✓	✓	High	
E	Vehicle Replacement for Existing Fleet / New Routes	✓	✓	✓	High	
F	Real-Time Information	✓	✓	✓	High	
C	Bus stop shelters and amenities	✓	✓		Medium	
D	Transit Center in Newberg	✓	✓		Medium	
G	Park & Ride Lots		✓		Low	

Key: **Green highlight and bolded text** = high level of support (selected by all three groups); **Light green and bolded text** = medium level of support (two out of three groups)

YCTA TDP SOLUTION STRATEGIES

LOCAL SERVICE

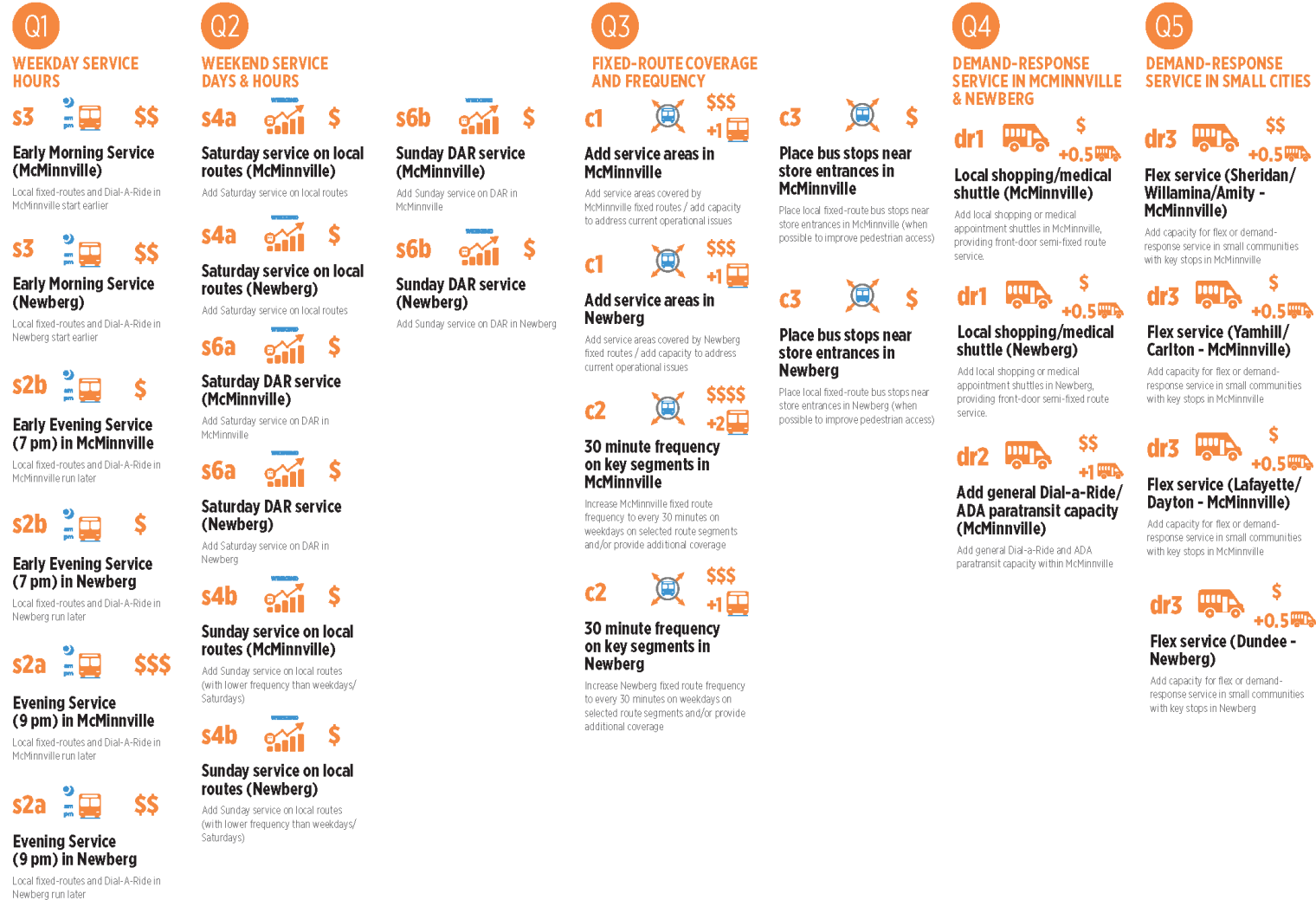


Figure 3 Intercity and Capital/Program Solution Strategies Exercise Handout

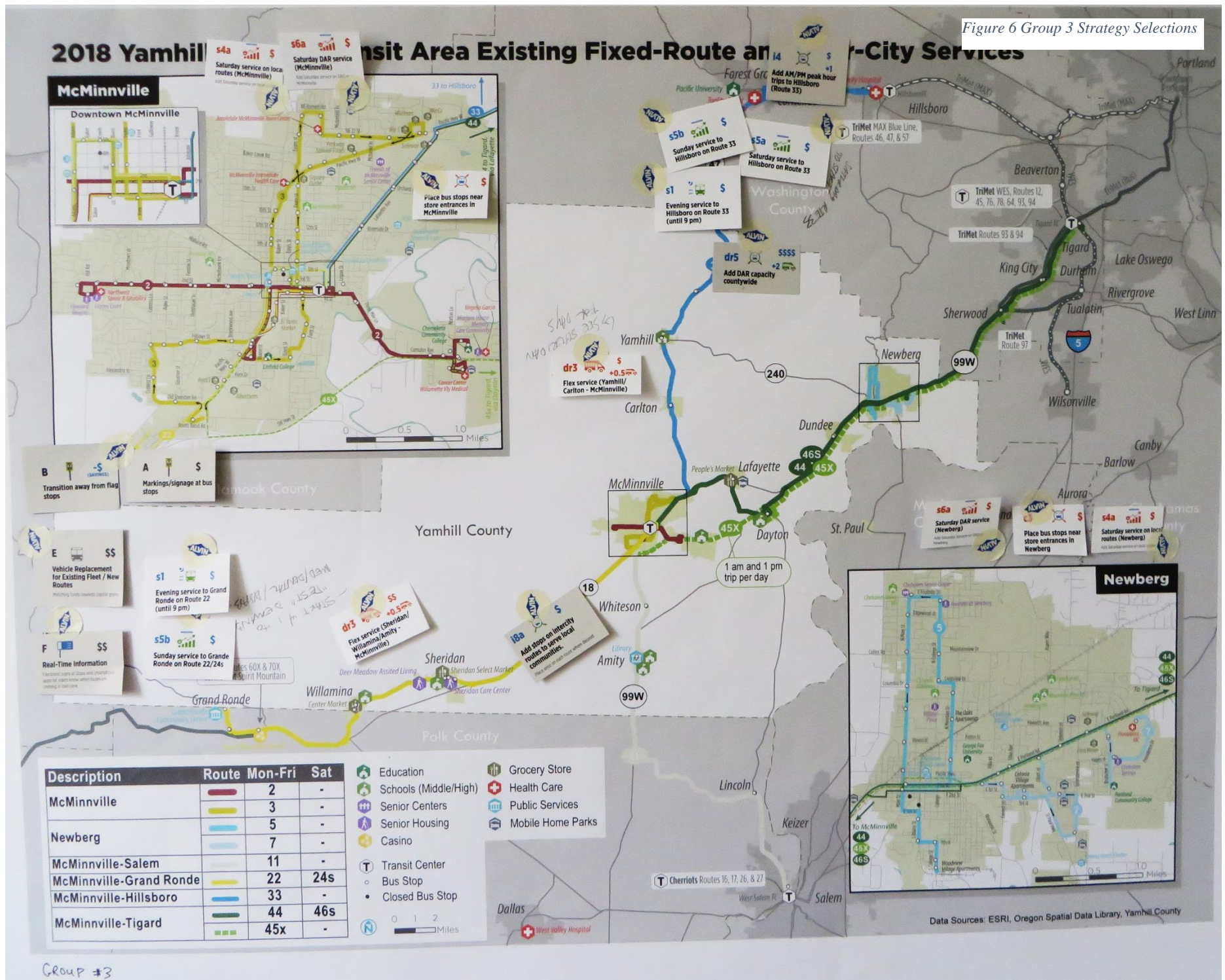
INTERCITY SERVICE					CAPITAL AND PROGRAMS	
<p>Q6</p> <p>WEEKDAY SERVICE HOURS</p> <p>s1 \$</p> <p>Evening service to Salem on Route 11 (until 9 pm)</p>	<p>Q7</p> <p>WEEKEND SERVICE DAYS & HOURS</p> <p>s5a \$</p> <p>Saturday service to Salem on Route 11</p>	<p>Q8</p> <p>ROUTING AND FREQUENCY</p> <p>i1 \$\$\$ +1</p> <p>Add 4 Route 45x express trips (McMinnville, Newberg, Tigard)</p>	<p>Q9</p> <p>DEMAND-RESPONSE SERVICE</p> <p>dr4 \$ +0.5</p> <p>Medical shuttle to hospitals and clinics in Portland</p>		<p>Q10</p> <p>CAPITAL</p> <p>A \$</p> <p>Markings/signage at bus stops</p>	<p>Q11</p> <p>PROGRAMS & TECHNOLOGY</p> <p>F \$\$</p> <p>Real-Time Information</p> <p>Electronic signs at stops and smartphone apps let riders know when buses are coming in real-time.</p>
<p>s1 \$</p> <p>Evening service to Grand Ronde on Route 22 (until 9 pm)</p>	<p>s5a \$</p> <p>Saturday service to Hillsboro on Route 33</p>	<p>i1 -\$ (SAVINGS) +1</p> <p>Operate Route 45x via the Dundee Bypass</p>	<p>i8a \$</p> <p>Add stops on intercity routes to serve local communities.</p> <p>Place once on each route where desired</p>		<p>B -\$ (SAVINGS)</p> <p>Transition away from flag stops</p>	<p>G \$</p> <p>Park & Ride Lots</p> <p>Develop partnerships to provide park & ride lots for commuters</p>
<p>s1 \$</p> <p>Evening service to Hillsboro on Route 33 (until 9 pm)</p>	<p>s5b \$</p> <p>Sunday service to Salem on Route 11</p>	<p>i2 \$ +1</p> <p>Add AM/PM peak hour trips to Salem (Route 11)</p>	<p>i8b \$</p> <p>Add stops on intercity routes to serve local communities.</p> <p>Place once on each route where desired</p>	<p>dr5 \$\$\$\$ +2</p> <p>Add DAR capacity countywide</p>	<p>C \$\$</p> <p>Bus stop shelters and amenities</p> <p>Annual budget, prioritized based on demand and need</p>	<p>G \$</p> <p>Park & Ride Lots</p> <p>Develop partnerships to provide park & ride lots for commuters</p>
<p>s1 \$</p> <p>One additional evening trip to Tigard on Routes 44/45x</p>	<p>s5b \$</p> <p>Sunday service to Grande Ronde on Route 22/24s</p>	<p>i3 \$</p> <p>Extend Route 11 into downtown Salem</p>	<p>i8c \$</p> <p>Add stops on intercity routes to serve local communities.</p> <p>Place once on each route where desired</p>		<p>D \$\$\$\$</p> <p>Transit Center in Newberg</p>	<p>G \$</p> <p>Park & Ride Lots</p> <p>Develop partnerships to provide park & ride lots for commuters</p>
	<p>s5b \$</p> <p>Sunday service to Hillsboro on Route 33</p>	<p>i4 \$ +1</p> <p>Add AM/PM peak hour trips to Hillsboro (Route 33)</p>	<p>i8d \$</p> <p>Add stops on intercity routes to serve local communities.</p> <p>Place once on each route where desired</p>	<p>i9 -\$ (SAVINGS)</p> <p>End Route 33 in Forest Grove during off-peak hours</p>	<p>E \$\$</p> <p>Vehicle Replacement for Existing Fleet / New Routes</p> <p>Matching funds towards capital grants</p>	<p>G \$</p> <p>Park & Ride Lots</p> <p>Develop partnerships to provide park & ride lots for commuters</p>
	<p>s5b \$</p> <p>Sunday service to Tigard on Route 44/45x/46s</p>	<p>i7 -\$ (SAVINGS) -1</p> <p>End Route 44 in Sherwood</p>				

Figure 4 Group 1 Strategy Selections

2018 Yamhill County Transit Area Existing Fixed-Route and Inter-City Services



Figure 6 Group 3 Strategy Selections



NEXT STEPS

The second set of public outreach events is planned for late February and early March. The PAC was asked for input on potential outreach locations. Suggested locations included:

- Annual county homeless count on January 31, 2018 (did not occur due to insufficient preparation time).
- McMinnville Senior Center in McMinnville.
- Newberg Cultural Center / Library in Newberg.
- Grand Ronde Community Center for the West Valley area.

Please provide any comments relative to Memo #4 to:

Cynthia Thompson, YCTA, thompsonc@co.yamhill.or.us

or

Oren Eshel, Nelson/Nygaard, oeshel@nelsonnygaard.com

Public comment – *(This time period is reserved for public comment on matters not scheduled for a separate public hearing. Unless extended or restricted by the Chair or majority of the committee, public comment will be limited to five minutes per person.)*

Gene Harris wanted to mention one of the bus drivers he encountered recently treated him very politely and courteously, and was a great representative for the Transit Department. Additionally, Gene has been very pleased with the bus services he has received.

Upcoming YCTA/PAC Meeting #4:

**April 26th, 2018,
Kent Taylor Room,
200 Second St.
McMinnville, OR**

APPENDIX A

Agenda

Call to Order (Ken Moore – ActingChairman)

I. Welcome and Introductions of New Members

- a. David Sword – City of Lafayette YCTA Advisory
- b. Kellie Menke- City of McMinnville- YCTA Advisory
- c. Kenna West – City of Willamina – YCTA Advisory
- d. Pat Johnson- City of Newberg- PAC member
- e. Adam Argo – New ODOT TGM Project Manager

II. Approval of Last Meeting's Minutes

III. Transit Managers Report

- a. Ridership/Accomplishments 2017
- b. YCTA Ordinance #1 – Public Hearing February 1,2018
- c. Rider Appreciation Day- Honor Mark Schiffmacher

IV. Transit Development Plan

- a. Nelson Nygaard- Oren Eshel, Jamey Dempster
- b. Tech Memo # 4 Presentation

V. Small Group Exercise

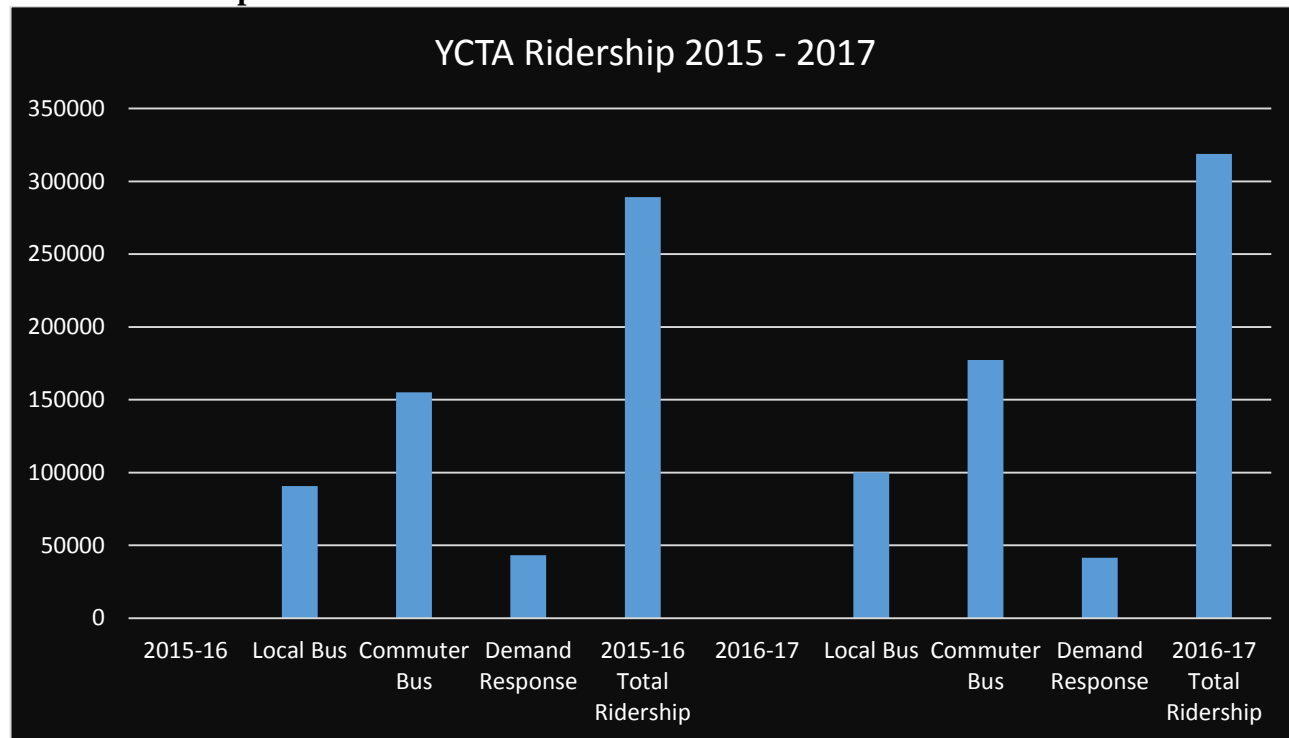
VI. Next Meeting Date - Confirmation

VII. Adjournment



APPENDIX B

Annual Ridership 2015 - 2017



2015-16	
Local Bus	90848
Commuter Bus	155,057
Demand Response	43,366
2015-16 Total Ridership	289,271
2016-17	
Local Bus	100,139
Commuter Bus	177,216
Demand Response	41,439
2016-17 Total Ridership	318,794

FISCAL YEAR 2016 - 2017

	Children	Senior Disabled	General Public	Total Boardings
McMinnville DAR	62	29,317	86	29,465
Newberg DAR	37	11,909	28	11,974
Total	99	41,226	114	41,439
Route 2	2,081	9,362	30,624	42,067
Route 3	2,597	10,134	31,626	44,357
Route 5	390	2,014	5,000	7,404
Route 7	301	1,318	4,692	6,311
Total	5,369	22,829	71,942	100,139
Route 11	356	3,304	12,981	16,641
Route 22	616	6,878	31,317	38,811
Route 24S	78	485	2,042	2,605
Route 33	591	2,896	16,937	20,424
Route 44	1,799	11,133	72,705	85,637
Route 45	61	901	4,828	5,790
Route 46	254	948	6,106	7,308
Total	3,756	26,545	146,915	177,216
Special Event	6	14	33	53
McMinnville Total	8,496	75,358	209,251	293,105
Newberg Total	728	15,242	9,719	25,689
Fixed Route Total	9,125	49,374	218,857	277,355
System Total	9,230	90,614	219,004	318,847