



YCT 2025-2027 STIF Plan

Short-Term Service Plan Overview

December 2024

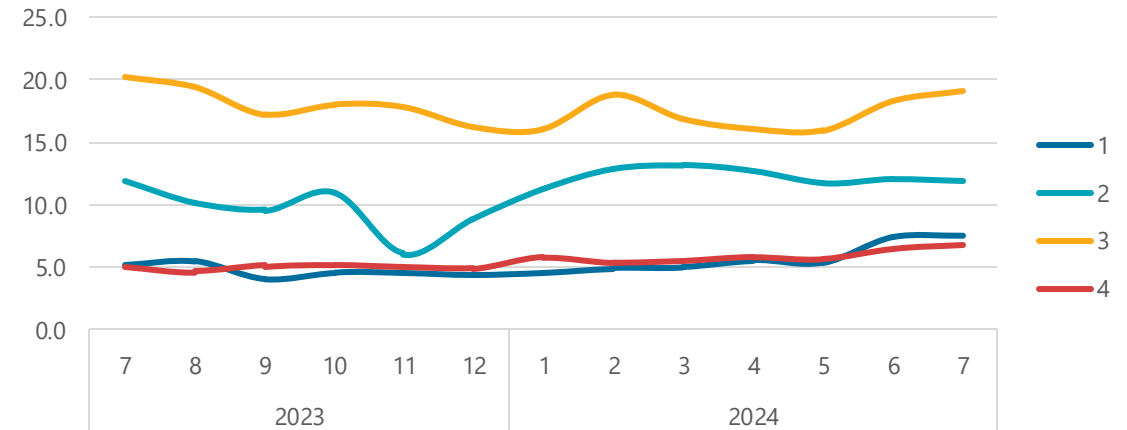
Overview/Purpose

- The following slides summarize Yamhill County Transit's proposed short-term service plan for the 25-27 STIF plan.
- Previous STIF plans included several expansion projects. This is not possible for the 25-27 STIF plan. Several factors were considered when developing this proposed short-term plan.
 - Increased cost for operating, capital, parts, supplies and goods and services.
 - Need to reduce service hours to **32,000 to 35,000** annual hours.
 - Develop a short-term plan to maximize service and improve efficiency while reducing the total annual hours of service.
- It is imperative for Yamhill County Transit to **secure a local funding** source because the level of local match required for existing state and federal grants will soon outpace current local sources. (County general fund, city contributions, contract income, misc.)
- Starting with this 25-27 STIF plan the goal is to **right-size service** at a sustainable level.

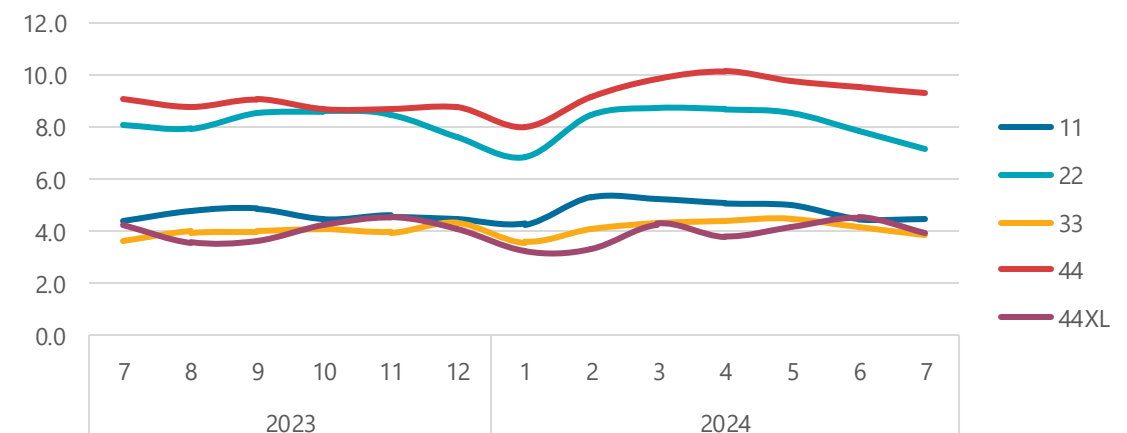
Service Productivity by Service Type

- **Route 3** followed by **Route 2** are the highest performing **local services**
- **Routes 44** and **Route 22** are the highest performing **intercity services**
- **Route 44X** is the **lowest performing** among all fixed routes
- **DAR** riders per hour was 1.9, the **lowest of all services**
- **Avg. cost per rider** is the highest for **DAR (\$24)**, followed by Intercity (\$8) and Local (\$6)

Local Routes Riders per Revenue Hour



Intercity Routes Riders per Revenue Hour



Dial-A-Ride Overview

- **Many DAR trips** start and/or end **within ¼ - ¾ miles of fixed routes**.
 - In McMinnville:
 - 75% of trips start or end with ¼ mile of a fixed route
 - 50% of trips start and end within ¼ mile of a fixed route
- Many DAR trips can be served by **re-routed/restored fixed local services**.
 - McMinnville: connecting residential areas in west McMinnville and Willamette Valley Medical Center.
 - Newberg: major employers (ADec), grocery stores, Newberg Veterinary Hospital, and elementary school.

	Within Geography	Origin within ¼ mile	Destination within ¼ mile	Origin within ¾ mile	Destination within ¾ mile	Origin+ Destination within ¼ mile	Origin+ Destination within ¾ mile
All Trips	Yes	1326	1387	2041	2018	738	1676
	No	1083	1022	368	391	1671	733
	% Yes	55%	58%	85%	84%	31%	70%
Trips within McMinnville	Yes	829	862	1070	1099	608	1052
	No	288	255	47	18	509	65
	% Yes	74%	77%	96%	98%	54%	94%

YCT Funding Allocation Today vs. Proposed

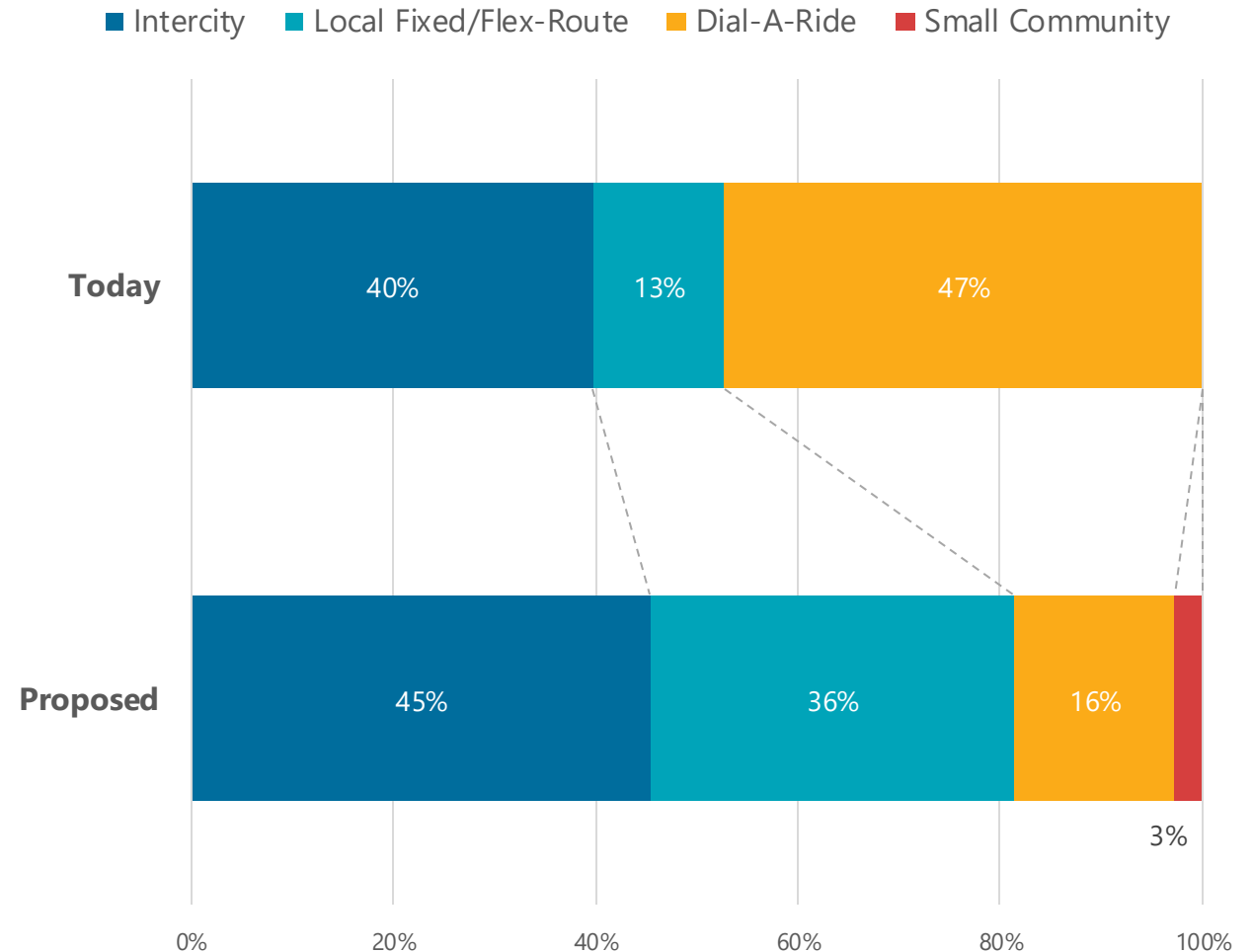
Today

- **Dial-A-Ride (DAR)** service hours have increased since before the pandemic. A large share of YCT funding goes to DAR.
- DAR serves relatively **few riders** per revenue hour and **costs 3-4x** as much per rider compared to intercity and local fixed-routes

Proposed

- **Reallocate** resources from DAR to local fixed routes, intercity service connections between Yamhill County cities, and new **small community** services

Service Funding Allocation (Hours; %) by Service Type



Proposed Service Elements (Higher Range)



McMinnville

- Reallocate Dial-A-Ride resources
- Increase frequency on Rt 2 and 3
- Redesign low-performing fixed routes and/or convert portions to flex routes to better serve trips being made on Dial-A-Ride
- Limited Sat service (Fixed and Dial-A-Ride)

Newberg

- Reallocate Dial-A-Ride resources into a limited fixed/flex-route service (serving ADec)
- 1.5-hr headway on Hwy 99 via Rt 44 (Mac-Newberg Connector)
- Sat Dial-A-Ride

Intercity

- Restore Saturday Service (Rt 22 and 44)
- Reduce trips on Rt 44 to Tigard (6 daily), increase trips btwn. Mac and Newberg (11 total)
- Eliminate Rt 44X
- Rt 33 funding contribution from Washington County
- Reduce 1 trip on Rt 11 (300hrs)
- Integrate Rt 11 and/or 33 with Junction City service

Small Community

- Pilot Shopper/Services Shuttles for small communities (and/or modify midday trips on intercity routes)

Proposed Service Elements (Lower Range)



McMinnville

- Reallocate Dial-A-Ride resources
- Increase frequency on Rt ~~2~~ and 3
- Redesign low-performing fixed routes and/or convert portions to flex routes to better serve trips being made on Dial-A-Ride (Reduce Rt 1 and 4 service)
- Limited Sat service (Fixed and Dial-A-Ride)



Newberg

- Reallocate Dial-A-Ride resources into a limited fixed/flex-route service (serving ADec)
- 1.5-hr headway on Hwy 99 via Rt 44 (Mac-Newberg Connector)
- Sat Dial-A-Ride



Intercity

- Restore Saturday Service (Rt 22 and 44)
- Reduce trips on Rt 44 to Tigard (6 daily), increase trips btwn. Mac and Newberg (11 total)
- Eliminate Rt 44X
- Rt 33 funding contribution from Washington County
- Reduce 1 trip on Rt 11 (300hrs) and 33 (400hrs)
- Integrate Rt 11 and/or 33 with Junction City service



Small Community

- Pilot Shopper/Services Shuttles for small communities (and/or modify midday trips on intercity routes)

Proposed Short-Term Service Scenario (FY 2025-27 STIF)

- **32,000 to 35,000 annual service hours** are estimated to be a sustainable service level
- The short-term service plan with apprx. 35,000 hours ("**proposed high**") aims to rebalance YCT service and reduce resources
- The "**proposed low**" scenario further reduces resources to apprx. 32,000 hours

Annual Hours by Service Type
(Estimates based on July 2024 Daily Scheduled Hours)

