

MEMORANDUM #1: EXISTING PARK & RIDE LOT INFORMATION

I. Existing Park & Ride Lots

Tables 1-4 include information on existing Formal Park & Ride Lots and Informal Park & Ride Lots in Region 4, including:

1. **Location** – General address
2. **Capacity** – Per stakeholder interviews
3. **Conditions** – Per Stakeholder interviews
4. **Underlying Zoning** – Per County websites
5. **Utilization** – Stakeholders were asked to quantify the average number of cars they saw in each lot to fit within three ranges: 1-5, 5-10 or 10+.
6. **Transportation system access for bikes, pedestrians and transit** – Based on maps of the surroundings. Pedestrian access determined by presence of sidewalks connecting the location to nearby residential centers or commercial districts, bike access determined by presence of bike lanes, and transit access with a transit stop within .25 miles.

Table 1: Formal Park & Ride Lots – Region 4

FORMAL LOTS						
Name	Location	City	Capacity and Conditions	Zoning	Utilization	Access
Sunriver Marketplace Park & Ride	18160 Cottonwood Rd.	Sunriver	6 spaces. Demand for P&R in this location is unknown.	Commercial District (SUC)	1-5	Bike – Yes Ped – No Transit – No
Mount Bachelor Park & Ride	SW Simpson and Columbia	Bend	About 200 spaces. Used primarily for shuttle to Mt. Bachelor Ski Resort.	Light Industrial (IL)	10+	Bike – Yes Ped – Yes Transit - Yes
ODOT Park & Ride	20340 Empire Blvd.	Bend	8 spaces. Incorporated into new building's parking lot, has lighting, and bike racks designated for P&R users.	Light Industrial (IL)	1-5	Bike – Yes Ped – No Transit - Yes
Bend Park & Ride: Powell Butte Hwy	Powell Butte Hwy and E Hwy 20	Bend	10 spaces. Does not have lighting and is unpaved. Generally believed to have low demand and minimal use.	Multi-Use Agriculture (MUA10)	1-5	Bike – Yes Ped – No Transit - No
La Pine Park & Ride	17000 Burgess Rd	La Pine	25 spaces. Most popular P&R in the tri-counties, especially for transit use. Threatened by a planned U.S. 97 overpass, future is unknown.	La Pine Community Facility Limited (LPNCFL)	10+	Bike – Yes Ped – No Transit - Yes
Prineville Park & Ride	305 NW Madras Hwy	Prineville	12 spaces. Shared with Les Schwab. Not ADA accessible. Semi-dangerous location for access.	Light Industrial (M1)	5-10	Bike – Yes Ped – No Transit - Yes
Sisters Pumphouse Park & Ride	591 E Hwy 20	Sisters	6 spaces. Located behind a gas station. The location facilitates commutes to Bend and Redmond, but lacks signage and/or promotion.	Commercial (C)	1-5	Bike – Bike Ped – Yes Transit - Yes
Terrebonne Park & Ride	8150 N Hwy 97	Terrebonne	5 spaces with overflow for about 10 more. Used primarily by carpoolers and by transit users.	Commercial	10+	Bike – Yes Ped – Yes Transit - Yes

Table 2: Existing Informal Park & Ride Lots - Lower John Day Area

EXISTING INFORMAL - LOWER JOHN DAY AREA						
Name	Location	City	Capacity and Conditions	Zoning	Utilization	Access
Earl Snell Park	Earl Snell Memorial Park	Arlington	Adjacent to a public park. Has access to a restroom, drinking water and lighting. Unused, unpaved space on the west side of the park could be developed as a formal P&R lot.	Could be ODOT ROW	1-5	Bike – No Ped – Yes Transit – No
Bank of Eastern Oregon	325 on the Mall	Arlington	10 space capacity. Paved and lit. Needs access to restrooms (although Earl Snell Park is not far away).	Likely to be Commercial	1-5	Bike – No Ped – Yes Transit – No
Biggs Junction	Biggs Junction	Biggs Junction	Capacity depends on owners' willingness to dedicate limited Park & Ride use. An empty store lot at Hwy 97/Hwy 30 is paved and in close proximity to restroom and water access. Recommend keeping these lots informal. Need crosswalks for pedestrians.	Commercial	1-5	Bike – No Ped – Yes Transit – Yes (Greyhound stop)
Gravel Pull-Out	Clem-Mikkalo Rd and Hwy 19	Condon	Large gravel pull-out without amenities. Serves travel to The Dalles and Arlington from Condon and remote Gilliam County.	Land adjacent to roadway is Exclusive Farm Use (EFU), but site may be ODOT ROW.	1-5	Bike – No Ped – No Transit – No
St. Johns Catholic Church	412 W Walnut St	Condon	Large paved lot with street lighting behind church.	Commercial (C-1)	1-5	Bike – No Ped – No Transit – No
United Church of Christ	114 S East St	Condon	Paved lot with street lighting.	Commercial (C-1)	1-5	Bike – No Ped – No Transit – No
Dufur School	802 NE 5th St	Dufur	20 space capacity. Lit, paved, has access to water.	Residential (R-2)	1-5	Bike – No Ped – No Transit – No
The Park at Hogan's Alley	224 Hogans Alley	Dufur	20-30 space capacity. Paved, has lighting, restrooms and a park manager. Not located right in town.	Residential (R-2)	1-5	Bike – No Ped – No Transit – No

Kramer's Market	121 Main St	Dufur	6-7 space capacity. Gravel lot needs grading designation of spaces, lighting and signage.	Commerical (C-1)	1-5	Bike – No Ped – No Transit – No
Fossil Courthouse Lot	4th and Jefferson	Fossil	12 space capacity. Gravel lot, has some lighting but would likely need more.	Residential	1-5	Bike – No Ped – No Transit – No
Paleo Building Lot	4th and Adams	Fossil	2-3 space capacity. Currently used by transit as a stop or meeting place for events.	Residential	1-5	Bike – No Ped – No Transit – No
Grocery Store		Grass Valley	10 space capacity. Gravel lot with lighting.	Commercial	1-5	Bike – Yes Ped – Yes Transit – No
Kent Post Office	95097 Dobie Point Rd	Kent	12 space capacity. Gravel lot with lighting.	Light Industrial/Residential	1-5	Bike – No Ped – No Transit – No
Greenway Park	6 th St and Hwy 197	Maupin	Lot is privately owned, but could be owned by the city soon. City would improve paving, install security cameras, and add more parking spaces.	General Commercial (GC)	5-10	Bike – No Ped – Yes Transit – No
City Park lot across from Restrooms	200 Bakeoven Road	Maupin	Dirt/gravel lot on the south side of Deschutes River, down a steep grade from main street area.	Industrial (I)	1-5	Bike – No Ped – No Transit – No
Mountain Fir Park	Mill St and Water Ave	Maupin	Next to restrooms and a well developed sports complex for the Maupin area. Needs grading.	Low Density Residential (LDR)	1-5	Bike – No Ped – No Transit – No
Canon Tires Pull-Out	Hwy 26 and Hwy 207	Mitchell	8-10 space capacity. Dirt lot with no direct lighting. Restrooms available at the privately owned tire company next to the lot and at the public park not far away.	Exclusive Farm Use (EFU), Residential	1-5	Bike – No Ped – No Transit – No
Gravel Pull-Out	Fulton Canyon and Hwy 30	Biggs Junction	20 space capacity. Frequently used by trucks and RVs (possibly commuters). No amenities. Some amenities are available at nearby Deschutes State Park.	Exclusive Farm Use	1-5	Bike – No Ped – No Transit – No
Lot across from Sherman County Senior Center	300 Dewey St	Moro	40 space capacity. Gravel lot owned by Mid-Columbia producers. Senior Center lot is also used by City Park patrons and is frequently used as a meeting place for carpoolers and transit passengers.	Commercial/ Agricultural	1-5	Bike – No Ped – No Transit – Yes (Bus comes to senior center regularly)

Across from Moro City Hall	101 Dewey St	Moro	8-10 space capacity. Public parking lot, one light and good proximity to City Hall restrooms.	Commercial	1-5	Bike – No Ped – No Transit – Yes (Bus comes to senior center regularly)
Sherman County Courthouse	500 Court St	Moro	Paved, lit and currently used as a meeting place for transit pick-ups.	Residential	5-10	Bike – No Ped – Yes Transit – Yes (Transit service stops by courthouse regularly)
Keith Chamberlain Park	Hwy 30 between overpass and Rock Creek Rd	Mosier	ODOT right-of-way along Hwy 30. Lot is gravel, limited lighting from adjacent properties, used by carpoolers and by Columbia Area Transit out of Hood River for a bus stop. Recommend better signage and naming the lot to make it known to residents and visitors.	Commercial (C)	1-5	Bike – No Ped – No Transit – Yes
Center Street	1104 1st Ave	Mosier	Street parking also used for carpooling hikers and recreation trips.	Commercial (C)	1-5	Bike – No Ped – No Transit – Yes
Rufus Community Center	304 W 2nd St	Rufus	20 space capacity. Gravel lot has some lighting, periodic police patrol and is currently used by carpoolers and cyclists. City of Rufus is working on a solar/electric vehicle charging station and canopy for 14 vehicles.	Residential (R-10), minimum 10,000 sq. ft.	1-5	Bike – No Ped – No Transit – No
Spray City Park	Willow St. & Park Ave.	Spray	5-7 space capacity. Paved lot with street lighting, and no restrooms. City has interest in acquiring and improving the lot, but needs funding to do so.	Commercial/ Residential	1-5	Bike – No Ped – No Transit – No
Junction of Hwy 30 and Hwy 197	Hwy 30 and Hwy 197	The Dalles	30-40 space capacity. ODOT right-of-way at the base of a steep grade on the east end of The Dalles. Described as essentially a wide shoulder, gravel, no lighting. Current location is not safest - steep grade, curve in highway, and lack of enforcement.	Right of Way (ROW), next to Commercial Light Industrial (CLI)	10+	Bike – No Ped – No Transit – No
Front of Shilo Inn	3223 Bret Clodfelter Way	The Dalles	12-15 space capacity. Paved lot is currently used by carpoolers, trucks and RVs. May lose right-of-way or have the opportunity to be incorporated into a new roundabout and Riverfront Trail project that will provide multi-modal connections to downtown The Dalles. Serves travel going north, east and south from The Dalles.	Commercial (CG)	5-10	Bike – No Ped – Some sidewalks nearby Transit – No

1st St and Federal	1st St and Federal	The Dalles	Paved, striped, lit lot primarily used for downtown patrons, but also used by local and regional transit as a P&R for The Dalles-Hood River and The Dalles-Portland routes. Parking is allowed for up to 48 hrs.	Central Business Commercial (CBC)	10+	Bike – No Ped – Yes Transit – Yes
Roundabout Lot	Base of Brewery Grade	The Dalles	12 space capacity. Relatively new lot at the east end of downtown The Dalles, may currently service some carpoolers but not verified.	Central Business Commercial (CBC) / ROW	1-5	Bike – No Ped – Yes Transit – No
Big Box Stores	3600 W 6th St	The Dalles	Unspecified location. Large businesses on this corridor could partner for partial usage of their lots. Suggested stores include: The Home Depot, Kmart, Coastal Farm and Ranch, and Cascade Square shopping center.	Commercial (CG)	5-10	Bike – Yes Ped – Yes (Intermittent sidewalks) Transit – No
Discovery Center	5000 Discovery Dr.	The Dalles	8-10 space capacity. Paved and lit lot a couple miles west of The Dalles has capacity for carpoolers, depending on the Center's schedule of events.	General Management Area – Public Recreation	1-5	Bike – Yes Ped – Yes (Connects to Riverfront bike/ped trail) Transit – No
Lone Pine Village	551 Lone Pine Blvd.	The Dalles	15-20 space capacity. Not directly affiliated with the business but near the Water's Edge. Located at the east end of The Dalles, close to a gas station and I-84 on/off ramps.	Commercial (CG)	10+	Bike – Yes Ped – Yes Transit – No
Wasco Triangle	Hwy 206 and Old Hwy 97	Wasco	5-6 space capacity. Gravel lot. Grade school a few blocks NE has additional capacity.	Commercial	1-5	Bike – No Ped – Sidewalks across street from this site Transit – No
Wasco Grade School	2 nd & McPherson Street	Wasco	Gravel lot with lighting.	Residential	1-5	Bike – No Ped – Yes Transit – No

Table 3: Existing Informal Park & Ride Lots - Central Oregon

EXISTING INFORMAL – CENTRAL OREGON						
Name	Location	City	Capacity and Conditions	Zoning	Utilization	Access
Gravel shoulder	U.S. 97 and Vandever Rd.	South Deschutes County	Up to 8 space capacity. Parking on unpaved right of way, on gravel shoulder, or in an open area in the woods. Area does not have any amenities and is not recommended as a formal P&R Lot.	Forest Use 1 (F1)	5-10	Bike – Yes Ped – No Transit - No
Gravel shoulder 2	U.S. 97 and State Rec Rd.	South Deschutes County	Up to 8 space capacity. Parking on unpaved right of way, on gravel shoulder, or in an open area in the woods. Area does not have any amenities and is not recommended as a formal P&R Lot.	Forest Use 1 (F1)	5-10	Bike – Yes Ped – No Transit - No
Wal-Mart	20120 Pinebrook Blvd.	Bend	Large lot is paved, has lighting, and passive security. If designated as 'formal' should have 10 spaces and a Bend-La Pine shuttle stop.	General Commercial District (CG)	1-5	Bike – Yes Ped - Yes Transit - Yes
Culver City Hall	200 First Ave	Culver	Extra parking on the south end of City Hall has been used informally and inconsistently as P&R for the CET shuttle to Madras. Paved and streetlamp provides lighting.	Central Business (C1)	1-5	Bike – Yes Ped – Yes Transit - Yes
Riverwoods Country Store	19745 Galen Baker Rd	Deschutes River Woods	Location could serve Bend-La Pine and South Bend-Bend commuters. An agreement with the Country Store could be mutually beneficial. Should have 10 spots for P&R, lighting, and at least partial paving for ADA.	Rural commercial (RC), Rural residential (RR10)	Unknown	Bike – Yes Ped – No Transit - Yes
Commercial Store	53750 Hwy 97	La Pine	Lot is used informally by people who live north of La Pine and travel to Bend. Easy access for vehicles heading both north and south on U.S. 97.	Rural residential (RR10)	Unknown	Bike – Yes Ped – No Transit - No
Jefferson County Fairgrounds	430 SW Fairgrounds Rd.	Madras	Fairgrounds has a large capacity that is unused for most of the year. Amenities are unknown.	Open Space/Public Facilities (OS)	Unknown	Bike – Yes Ped – No Transit – Yes
Across from Madras Fire Department	4th and J St.	Madras	Location is used frequently, has easy access to 97 and is located on the southern edge of town. Condition is unknown.	Community Commercial (C3)	1-5	Bike – Yes Ped – No Transit - Yes
Safeway	80 NE Cedar St.	Madras	Large paved parking lot with lighting and potential for a formal partnership with spaces dedicated to P&R.	Corridor Commercial (C1)	5-10	Bike – Yes Ped – Yes Transit - Yes
DMV/WorkSource	249 SW 3rd St.	Madras	Location is the CET Community Connector shuttle stop in Madras. P&R activity for some transit riders	Downtown Commercial (C2)	1-5	Bike – Yes Ped – Yes

			in the parking lot and on surrounding streets. Location is very convenient.			Transit – Yes
Metolius Market	3777 SW Culver Hwy	Metolius	The market parking lot is used inconsistently for P&R. Has lighting and potential for a P&R partnership with the storeowners.	Exclusive Farm Use (A1)	Unknown	Bike- Yes Ped – No Transit - Yes
Powell Butte Post Office	16052 Oregon 126	Powell Butte	5-6 space capacity. County would like to purchase land but needs intersection improvements/safety upgrades from ODOT. Opportunity to be a formal P&R.	Rural Service Center	5-10	Bike – Yes Ped – No Transit - No
Powell Butte Church	13720 Oregon 126	Powell Butte	CET transit stop and activity center for the area. Since it is already very busy and privately owned, P.O. is better location.	Rural Service Center	10+	Bike – Yes Ped – No Transit - Yes
City Hall	387 Northeast 3rd Street	Prineville	Used as P&R due to CET shuttle stop and shelter on property, does not have dedicated P&R slots or have sufficient capacity to become a formal P&R lot.	Commercial Center	10+	Bike – Yes Ped – Yes Transit - Yes
Erickson's Thriftway	315 Northwest 3 rd Street	Prineville	Grocery store has a satellite lot that is used for P&R. Owner is interested in making a formal arrangement.	Commercial Center	Unknown	Bike – Yes Ped – Yes Transit - Yes
Downtown Redmond Transit Center	827 SW Deschutes Ave	Redmond	The CET transit hub in Redmond does not have any designated spaces for P&R activity. Currently, there is informal P&R in the library parking lot and surrounding streets.	Public Facilities District (PF)	5-10	Bike – Yes Ped – Yes Transit – Yes
WorkSource Redmond	2158 SE College Loop	Redmond	WorkSource office is in a high activity area next to the COCC campus and across from the RDM municipal airport. The area could have P&R and a Community Connector shuttle stop for travel to Bend.	Public Facilities District (PF-L)	1-5	Bike – Yes Ped – No Transit - Yes
Safeway	1705 US 97	Redmond	Convenient location directly off of US 97, Safeway presents an opportunity for formal P&R. Large parking lot has ample space at the periphery, and a partnership with the store can provide a mutually beneficial relationship.	Strip Service Commercial (C1)	1-5	Bike – Yes Ped – No Transit - Yes
Wal-Mart	300 NW Oak Tree Ln	Redmond	Has a large parking lot that could have spaces dedicated to P&R. This location could serve carpool travel for employees of the Madras industrial park.	Strip Service Commercial (C1)	5-10	Bike –Yes Ped – Yes Transit - Yes
Rays Food Place	635 N Arrowleaf Trail	Sisters	Rays has a large parking lot and is located on the west side of town. Rays is known for community involvement and so may be willing to enter into a formal P&R partnership to serve those living west of town.	Commercial Highway (CH)	1-5	Bike – Yes Ped – No Transit - Yes
Warm Springs Tribal	1270 Kot-Num Rd.	Warm Springs	Locations are CET Community Connector shuttle stops and have reported informal P&R activity.	NA?		Bike –Yes Ped – No

Administration/ Wellness Center			Conditions are unknown.			Transit – Yes
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Table 4: Existing Informal Park & Ride Lots - Klamath and Lake Counties

Existing Informal – Klamath and Lake Counties						
Name	Location	City	Capacity and Conditions	Zoning	Utilization	Access
Klamoya Casino	34333 U.S. 97	Chiloquin	Unspecified location. May be some P&R informal activity here or at tribal headquarters.	F/EFU	0-5	Bike – No Ped – No Transit – Yes
Crescent	Co Route 61 and Riverview St	Crescent	Unspecified location. May be some informal P&R activity here for trips north and west.	RSC-C	0-5	Bike – No Ped – No Transit – No
Keno	OR 66 W and Keno Worden Rd	Keno	Unspecified location. May be some informal P&R activity here for trips to Medford.	F	0-5	Bike – No Ped – No Transit - No
Klamath Community College	7390 S 6th St.	Klamath Falls	May be some informal P&R activity here.	CG	5-10	Bike – Yes Ped – Yes Transit - Yes
Sky Lakes Medical Center	2865 Daggett Ave.	Klamath Falls	May be some informal P&R activity here.	C (PUD)	5-10	Bike – Yes Ped – Yes Transit – Yes
North Chevron	3730 U.S. 97	Klamath Falls	May be some informal P&R activity here for trips traveling north from Klamath Falls	C	0-5	Bike –No Ped – No Transit – No
Large Retail Stores	3600 Washburn Way	Klamath Falls	May be some informal P&R activity at larger retail stores in Klamath Falls. Listed address is the Wal-Mart Supercenter.	C	0-5	Bike – Yes Ped – Yes Transit - Yes

II. Transit Service Overview

Central Oregon

In Central Oregon, public transportation is provided by Cascades East Transit (CET), which is operated by the Central Oregon Intergovernmental Council. CET service is offered within and between the 8 incorporated cities of Central Oregon. CET provides the following types of service across the region:

- Bend Fixed Route and Complementary Dial-A-Ride: CET provides 7 fixed routes in Bend, with routes running from approximately 6:15am to approximately 6:20pm. The routes all converge at Hawthorne Station, which is also the hub for the Bend-Redmond and Bend-La Pine shuttles. CET also offers complementary paratransit (DAR) available to any eligible individual (persons with disabilities and low-income senior citizens) within the city limits. Routes run at full service (40 minute pulse) from Monday to Friday, and operate from 8am to 5pm on an 80-minute pulse on Saturdays.
- Local General Public Dial-A-Ride: CET provides local dial-a-ride (reservation-based) service to any members of the public in the 7 other incorporated cities in Central Oregon: Culver, La Pine, Madras, Metolius, Prineville, Redmond and Sisters. Service hours vary from community to community, but are generally 7am to 5:30pm, Monday through Friday. The exception is Sisters, where service is only offered on Tuesdays, from 9am to 3:30pm (focused on the senior meal and related senior trips). Service areas are the designated urban growth boundary (UGB) in all communities except for Sisters and La Pine, where local settlement patterns justify a broader service area that includes large unincorporated areas.
- Community Connector Shuttles: CET provides fixed-schedule Community Connector Shuttles connecting all 8 incorporated cities, and Warm Springs. The shuttles run M-F, on various schedules. The shuttles all pick up and drop off at central transit hubs in each community, from which riders can transfer to local transit services.

Lower John Day Area

In the northern section of Region 4, public transportation is provided by each county: Wasco, Sherman, Gilliam, and Wheeler counties. The services offered in each county are listed below:

- Wasco County - public transportation is provided by Mid-Columbia Council of Governments, which administers The Link Transportation Network, providing Dial-A-Ride services to The Dalles area. The Link offers regular shopping trips around The Dalles on Mondays and Wednesdays. The Link also connects to Columbia Area Transit in Hood River on Thursdays for a fixed-route to Portland. The Link Dial-A-Ride is available on weekdays by reservation with office hours of 8am-5pm. Columbia Area Transit, which is based in Hood River, provides a fixed-route intercity connector service between Hood River and The Dalles three times a day on weekdays, which runs from 6am-6:30pm. There is also a volunteer-driven Dial-A-Ride service for seniors and individuals with disabilities that serves south Wasco County communities.
- Sherman County – public transportation is provided by Sherman County Community Transit, which offers Dial-A-Ride services throughout Sherman County on weekdays from 8am-5pm

(office closed on Fridays), as well as a regular trip from Moro to The Dalles on Mondays and Thursdays leaving Moro at 8am and departing The Dalles at 2pm.

- Gilliam County – the Senior Services department of Gilliam County provides Dial-A-Ride services with volunteer drivers for seniors, individuals with disabilities, and the general public throughout the county as space is available. Service is offered Monday-Friday on a variable schedule to meet the needs of county residents/passengers, primarily those in the areas of Arlington and Condon. Passengers must reserve a ride 36 hours in advance.
- Wheeler County – Wheeler County Community Transportation (WCCT) provides Dial-A-Ride service for seniors, individuals with disabilities, and the general public as space is available. Service is offered to residents throughout the county, primarily in the areas of Fossil, Spray, and Mitchell and uses volunteer drivers. Service is available on weekdays and passengers must reserve a ride at least two days in advance. WCCT makes frequent trips to Bend, Redmond, Prineville, Madras, and The Dalles.

III. **Other Transportation Options/TDM Program Overview**

Central Oregon

Commute Options for Central Oregon is the region's TDM program advocate and provider, and offers several programs, including vanpool programs, carpool ride-matching (as regional administrators of the 3-state Drive Less Connect program), park and ride lot development and marketing, and a transportation options rewards program:

- Advocacy and Outreach: Commute Options has been the primary regional organization advocating for non-SOV modes since the early 1990s, and has worked to promote non-SOV infrastructure (e.g. park and ride lots, bike corrals, pedestrian facilities), public transportation, carpool and vanpool programs; outreach to citizens and organizations; policy advocacy to local governments and state agencies; and more recently the Safe Routes to Schools program and transportation Health Impact Assessment policy advocacy.
- Drive Less Connect regional administrator: Drive Less Connect is a tri-state (OR, WA, ID) online rideshare and TDM tracking program that helps interested users and organize carpools, identify "bike buddies", and track out-of-pocket savings accrued from non-SOV trips. It is also the reporting basis for the rewards program described in the next section. Data on non-SOV trip origin-destination pairs can be queried from the system. However, DLC is a self-reporting system being used by a relatively small number of users and the numbers cannot be taken as a measure of actual activity. Unfortunately, there are no other sources of information for carpool or vanpool use in the region, and the statewide administrators noted that they as yet have no basis for estimating actual numbers from DLC data.
- Commute Options Partners (COPs) and Reward Program: Commute Options enlists the involvement of area businesses, non-profits, and government agencies as TDM partners. Interested organizations pay a fee of \$50-\$500, depending on number of employees, and designate an Employee Transportation Coordinator (ETC) to act as a liaison with Commute Options and to oversee TDM activities and rewards programs. The ETC is trained to register employees into the Drive Less Connect online database, and assists employees with reporting

their non-SOV commute (and other) trips. The COPs fee helps pay for a rewards program in which employees are eligible to receive \$25 gift certificates to area businesses after every 45 non-SOV work round trips (home to work and back). Only employees with COPs are eligible receive this award.¹ Commute Options staff noted that Region 4 has the highest rate of per capita DLC registrations statewide, and the highest percentage of active participants (registrants become categorized as “inactive” after a few weeks of inactivity) due to the fact that they are able to offer a rewards program.

- Vanpool Program – Commute Options does not directly provide vanpool services, however it assists interested employers and employees in accessing the vanpool programs offered by Enterprise and V-Ride, in which companies lease vans that are then driven by vanpool participants. Currently, V-Ride leases 9 vans serving 91 US Forest Service employees; Enterprise leases 1 van serving 13 riders, and Sunriver Resort operates their own van serving 9 employees.

Lower John Day Area

Mid-Columbia Economic Development District (MCEDD) hosts a Project/Mobility Manager position, which is responsible for coordinating public transportation agencies and services in Wasco and Sherman counties, as well as Hood River, Klickitat, and Skamania counties. The Mobility Manager also promotes commute options programs in the region. Commute Options for Central Oregon contracts with MCEDD for the Mobility Manager to work with employers in Wasco and Sherman counties to promote the use of Drive Less Connect, sign up employers as Commute Options Partners, and generally increase awareness of and participation in ridesharing programs throughout the region.

¹ COPs fees don't cover the entire cost of purchasing the gift certificates; other sources include the City of Bend. ODOT used to support the rewards program, but has since moved away from these sorts of investments across the state.