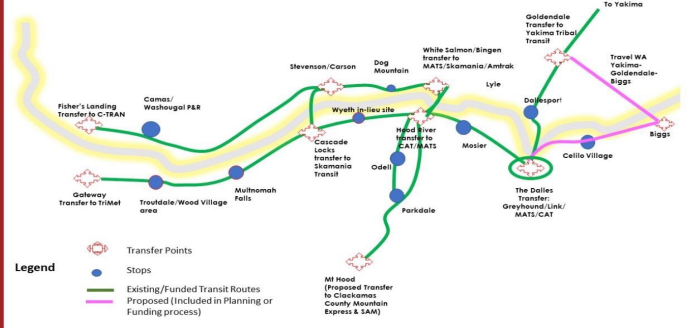


Gorge Transit: Existing and Proposed Routes



Transit Moves People. People Move Oregon.

Public transportation does a lot of important things that you might not even notice. It enables workers to get to jobs, older adults to medical facilities, younger people to schools, bike riders to urban centers, disabled adults to appointments and family members to shopping areas.

As public transportation matures and expands in Oregon, it will do many more important things. Electric buses will cut carbon emissions. Dial-a-ride and weekend service will give people more mobility options. Inter-community routes will expand the concept of neighborhood. On-demand scheduling and integrated payment platforms will empower statewide car-free travel. And that’s just the beginning.

Oregon’s 41 transit agencies have benefitted from additional funding through the Statewide Transportation Improvement Fund (STIF) approved by the 2017 legislature.

In the attached backgrounders, the agencies tell their stories – what they did during the pandemic, how they invested their STIF funds and where they could invest additional STIF funding if it was available.



Check out the backgrounders at TransitMovesOregon.com

Senate District 8



Your Guide to Benton Area Transit (BAT)

Why BAT matters

"BAT Lift makes a huge difference for me. It gives me a whole lot of freedom and independence I wouldn't otherwise have." **Jessica S.**



Benton Area Transit (BAT), operated by Benton County, provides public fixed route and demand response transit services throughout the county and beyond. It provides key transit connections between Linn, Benton and Lincoln counties and is the public transportation service provider for seniors and people with disabilities within Benton County, which has a population of more than 100,000 people.

BAT operates two fixed-route services – the 99 Express and the Coast to Valley Express. The former is a commuter route that operates Monday through Friday between Corvallis, Lewisburg and Adair Village. The latter is a regional service provided through a partnership with Lincoln County Transit, operating seven days per week between Newport, Corvallis and the Amtrak Station in Albany.

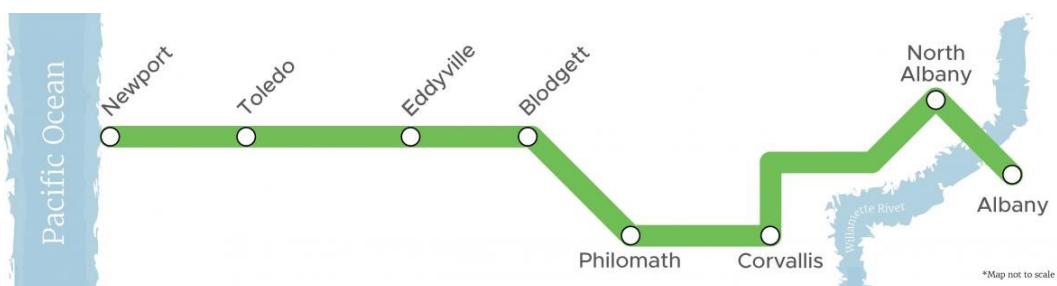
BAT Lift provides demand-response service for older adults and people with disabilities throughout Benton County. BAT Lift also provides federally mandated paratransit service on behalf of Corvallis and Philomath. BAT provides transportation for Benton County residents served through its Developmental Diversity program and who need transportation to and from jobs. All told, BAT provides between 50,000 and 65,000 rides per year to residents and visitors.

BAT links passengers to local transit systems such as Corvallis Transit System, Albany Transit System and Lincoln County Transit, including significant ridership for the Oregon State University community. Most BAT users consider themselves regular riders, accessing the system between 1–3 times per week. Top uses for BAT's services include tourism or general travel (21%), shopping (22%), work (17%), medical appointments (14%), social opportunities (15%), and school (11%). While most fixed-route systems have struggled to recover pre-pandemic ridership, ridership on BAT's Coast to Valley service has grown 50 percent over 2019 figures.

Future service expansions include additional runs by the Coast to Valley Express and a new pilot service operated in partnership with Yamhill County to include connections along the Highway 99W corridor between Monmouth, Adair Village, Corvallis, Monroe and junction City/Eugene. Links with other transit systems will extend service to Salem and McMinnville.

"I use the Coast to Valley Express five days a week. It's affordable, reliable and allows me so much opportunity!"

Steve D.



Take a video tour of BAT's service area and services with Transportation Coordinator Brad Dillingham
<https://youtu.be/QnFP-NiyHqM>



How many buses, vans and other vehicles do you operate?

Benton Area Transit owns a fleet of 20 vehicles – five are used for regional fixed-route service and 15 for BAT Lift, a demand-response service for seniors and people with disabilities.

What are key priorities for BAT route decisions?

The public transit chapter of Benton County's Transportation System Plan identifies improving connections to rural communities, keeping its fleet in a state of good repair, and expanding transit services north and south to neighboring counties as top priorities.

How did BAT apply its funding from the STIF?

BAT used STIF funding to:

- Expand Coast to Valley Express service, creating more convenient and frequent connections between the Oregon Coast, Willamette Valley and the Amtrak Station in Albany.
- Make 99 Express and BAT Lift services fare-less for all passengers.
- Install new on-board cameras, add a new automatic vehicle location system and upgrade dispatching software and mobile ticketing.
- Replace older vehicles, improving fleet safety and reliability.

How would BAT apply additional STIF funding?

If provided additional STIF funds, BAT would:

- Implement an expanded service pilot along the 99W corridor between Monmouth, Corvallis and Junction City/Eugene.
- Add another Coast to Valley Express run.
- Invest in a newer, more modern fleet that includes cleaner-fueled vehicles.
- Improve rural bus stop facilities.
- Expand general public transit options to underserved areas of Benton County.



"BAT Lift is my whole life! It allows me to get where I need to go – I wouldn't be able to without you. I appreciate BAT so much!"

Michelle W.