



PRIORITY INTERCITY BUS NETWORK STUDY

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Prepared for Oregon Department of Transportation



Contents

1. Introduction	1
2. Study Process	4
3. Partner Engagement	9
4. Existing Intercity Bus Network	10
5. Intercity Bus Needs Analysis	12
6. Priority Intercity Bus Network	19
7. Priority Intercity Bus Network Strategies	25
8. Conclusion	47
Appendix A. Public Engagement Plan and Summary	
Appendix B. Existing Conditions Technical Memorandum	
Appendix C. Gap Analysis	



List of Figures

Figure 1. Priority Intercity Bus Network Evaluation Process.....	4
Figure 2. Project and Engagement Phases.....	9
Figure 3. Existing Intercity Bus Service in Oregon in 2025	10
Figure 4. ODOT Social Equity Index Map for the State of Oregon.....	14
Figure 5. Priority Intercity Bus Network Corridors.....	21

List of Tables

Table 1. Document Chapters	2
Table 2. Evaluation Measures and Description	6
Table 3. Study Tasks and Route Level Planning Steps	8
Table 4. Summary of Engagement Feedback during Phase 1.....	15
Table 5. Priority Intercity Bus Network Corridors – Principal Corridors.....	23
Table 6. Priority Intercity Bus Network Corridors – Regional Corridors	24
Table 7. Intercity Bus Network Strategies	26
Table 8. Potential Transit Hub Improvement Locations	46

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ODOT was supported by dozens of participants who provided feedback during online meetings and shared emailed information as needed. This information and collaboration are crucial to supporting intercity bus travel across Oregon. Names of partners involved in study engagement are included in Appendix A Public Engagement Plan and Summary.

1. Introduction

The purpose of the Priority Intercity Bus Network Study (“study”) is to support Oregon Department of Transportation’s (ODOT’s) mission to provide a safe and reliable multimodal transportation system that connects people and helps Oregon’s communities and economy thrive. The study defines the corridors that ODOT should maintain and develop as a funding and planning priority and recommends a Priority Intercity Bus Network (PIBN) for the state based on data analysis and stakeholder engagement. The study team worked to identify and share information about the existing and planned intercity bus network and major intercity bus transit markets statewide. The intent of the study was to understand:

- Which statewide and regional highway corridors provide priority connections between communities?
- How are these transportation corridors served by long-distance buses today?
- Are there underserved highway corridors and communities where intercity buses should be a travel option?
- How can ODOT help maintain and improve the intercity bus network?



Currently, ODOT influences the intercity bus network in several ways.

- *POINT Intercity Bus*: The State of Oregon is one of a small group of states that directly manages intercity bus service and issues contracts to private bus operators. ODOT’s bus service is called POINT and has four routes. ODOT selects these services independent of grant solicitations.
- *Transit grant programs*: ODOT manages solicitations for formula and discretionary transit grants every two years. The Public Transportation Division targets intercity bus service types and corridors through grant awards.
- *Policy and practice*: ODOT sets policy and practices that influence decision-making processes and statewide and regional transit services, such as service type definitions, data collection and planning expectations.
- *Coordination and convening*: ODOT staff offer statewide perspectives and influence to bridge distance and jurisdictional gaps that may impede intercity bus connections.

Departments of Transportation in other states also support and manage intercity bus programs, such as Washington’s *Travel Washington* and Colorado’s *Bustang*. The study team was familiar with these states and used information to compare and contrast ODOT’s role with its peers. This helped frame strategies and envision next steps.

Project Approach

The study includes recommended strategies for ODOT to both implement directly and influence through standard practice and engagement. The recommendations in this report do not supersede local transit planning and decision making, nor suggest that ODOT will fund or implement service improvements. ODOT will provide support where possible by facilitating collaboration, allocating resources, and providing information about possible funding.

- *What this study is:* a network-level, statewide study to better understand local community and rider needs and the intercity bus network.
- *What this study is not:* a transit plan with route- or corridor-level strategies and recommendations prioritized to reflect ODOT, transit providers' and local communities' shared goals.

Chapter Overview

This report includes a summary of existing conditions, gap analysis, a recommended Priority Intercity Bus Network, and recommended strategies to continue to improve the intercity bus network. Table 1 provides an overview of the chapters and their contents.

Table 1. Document Chapters

Chapter	Contents
1. Introduction	Definition, necessity, and benefits of an intercity bus network.
2. Study Process	Steps and methods used in the Priority Intercity Bus Network Study.
3. Partner Engagement	Engagement activities conducted as part of this study, including stakeholder webinars and surveys.
4. Existing Intercity Bus Network	Overview of the current intercity bus network in Oregon. A description of intercity bus service providers including span, frequency, and the communities served.
5. Intercity Bus Service Needs Analysis	Needs analysis for intercity bus service addressing the needs of the population. Service gaps summary based on existing services and study engagement activities.
6. Priority Intercity Bus Network	Summary and map of proposed network and introduction of corridor typology.
7. Priority Intercity Bus Network Strategies	Strategies to address network gaps, developed with input from study participants, statewide studies, local plans, and industry best practices.

Chapter	Contents
Appendix A. Engagement Plan	Summary of goals and tactics to engage participants during the study.
Appendix B. Existing Conditions Technical Memorandum	Detailed summary and maps of intercity bus services statewide.
Appendix C. Gap Analysis	Gaps in the Priority Intercity Bus Network based on existing service and partner feedback.

2. Study Process

The study team conducted a statewide intercity bus priority evaluation to summarize Oregon’s highway corridors’ role in the long-distance transportation network. This effort recognized that equitable, reliable, and accessible intercity transit is essential for connecting rural communities and linking them to urban areas, providing more accessible and affordable transportation options, supporting economic development, and enhancing climate resilience across the state.

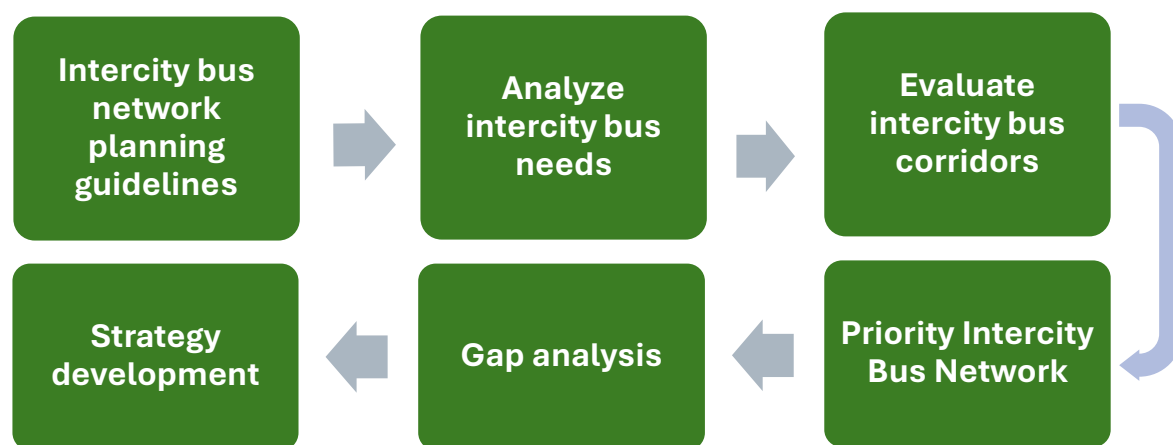
The study process followed the Oregon Public Transportation Plan, which sets ODOT policy and planning goals supporting ODOT programs, projects, and studies. The ten Public Transportation Plan goals include the following.

1. Mobility
2. Accessibility and Connectivity
3. Community, Livability, and Economic Vitality
4. Equity
5. Health
6. Safety and Security
7. Environmental Sustainability
8. Land Use
9. Funding and Strategic Investment
10. Communication, Collaboration, and Coordination

The Priority Intercity Bus Study addressed five of these goals directly through corridor analysis and recommendations, including mobility, accessibility and connectivity, equity, health, and funding and strategic investment. These goals support the planning guidelines described in the first process step below.

The study team evaluated intercity bus connections at the network level, meaning the evaluation focused on overall connections where there were common data sources and information available for the state study area. This reflects the network level of analysis and the limited data and engagement available.

Figure 1. Priority Intercity Bus Network Evaluation Process



Step 1: Establish Intercity Bus Planning Guidelines

The study team established planning guidelines to organize the corridor evaluation framework. These guidelines clarify what ODOT sees as the priority issues and outcomes for the intercity bus network. While internal ODOT and external study participants reviewed and discussed the guidelines, they are different from adopted policy guidance. The guideline categories are summarized below.



Mobility | Intercity bus service should provide transportation options connecting rural and urban communities. Identifying and prioritizing population centers helps offer transit service to most people and supports ridership performance and service efficiency.



Access and Connectivity | This guideline captures how a potential transit corridor can provide meaningful access for people and connect them to local multimodal transportation. By prioritizing places with local and long-distance transportation options, the intercity bus network can expand connections and opportunities for riders.



Equity | ODOT prioritizes providing service to population groups that have been historically underserved, including rural areas across the state. The evaluation included ways to identify opportunities statewide and methods to maintain and expand lifeline transit connections even with very limited services today.



Intercity focus | An intercity bus evaluation must prioritize long-distance trips to differentiate the analysis from local transit services. Long distance can vary based on local transportation conditions. This recognizes that the existing intercity bus network is a reflection of historical demand and priority corridors established by local agencies.

Transit plans may use other performance goals such as service productivity supported by more available data like route-level ridership and operating expenditures. The study planning guidelines also reflect available data today.

Step 2: Analyze Transit Needs

The team conducted an existing conditions analysis that included demographic, geographic, and transit service data. Data sources included population density, socioeconomic indicators, travel demand patterns, and proximity to essential services such as healthcare, education, and employment centers. The analysis included data on underserved regions where residents have limited mobility options and where improved transit connectivity could enhance quality of life and regional integration.

The transit needs analysis is in the Existing Conditions Technical Memorandum (see Appendix B). The study team presented the information to study participants during interactive sessions, a webinar, and as part of an online map-based survey shared with study participants.

Step 3: Evaluate Intercity Bus Corridors

Areas across Oregon have population indicators which, combined with stakeholder feedback received through this study, indicate a need for intercity transit demand. These areas include

populations across the state in rural communities and urban centers. Step 3 started with a corridor level assessment of all Oregon highways, including state and federal routes. To ensure alignment with local priorities and statewide mobility goals, the team incorporated study partners’ input, existing transit service, and regional transportation plans. They applied guiding principles identified in Step 1. The team evaluated the network route for its ability to improve mobility, accessibility, and reduce transportation inequities. The study team categorized routes by the type of service each had or could likely have in the corridor given historical demand, local community population, activity centers, existing transit plans, and feedback from study participants. The following evaluation measures help to compare corridors.

Table 2. Evaluation Measures and Description

Measure by Category	Description
<i>Mobility</i>	
Population of five largest cities served by the corridor	2024 Census population data for the five largest cities on the corridor.
Population within 1 mile of corridor	2024 Census population for all block groups intersected within one mile of the corridor centerline.
<i>Access and Connectivity</i>	
Local and intercity transit connections	Count of fixed route transit providers serving any city in the corridor.
Long distance / interstate transport	Number of commercial airports and Amtrak stations in communities located in the corridor.
<i>Equity</i>	
Maximum ODOT Social Equity Index (SEI)	Highest SEI value for block groups intersecting the corridor, evaluated in up to four segments of approximately equal length.
Medical facilities and hospitals	Number of health care facilities in communities located on the corridor, based on Oregon Health Authority inventory.
Rural services	Denoting whether corridor connects mostly rural communities or some rural communities (value 0-2)
<i>Intercity Focus</i>	
Corridor length	Distance from one end of the corridor to the other, generally to or from the center of a community on the corridor, measured using GIS software.
Number of ODOT regions connected	Count of ODOT regions surrounding the corridor.

The study team estimated performance measures for each state highway corridor using data sources available from ODOT’s TransGIS website and the United States Census Bureau. The evaluation used a ranking approach, by which measures were ranked according to the corridor measure value compared to all other highway corridors analyzed. For quantitative measures

(e.g. population) values ranged from the low quintile value of 1 to the highest quintile assigned a value of 5. Some measures were non-quantitative for which the study team assigned values according to high level assessments of the corridor, such as whether the corridor would serve many, some or no rural areas.

The sum of the measures provided a high-level comparison between the corridors, which provided input about the corridor type and priority relative to the study planning guidelines. The analysis does not provide a level of priority or success relative to regional and local transportation, economic development, or community goals, which would be applied to transit route-specific operating plans. The analysis also considered where intercity routes operated at the time of the study, as a reflection of local intercity transit needs.

Step 4: Recommend Priority Intercity Bus Network

Based on these findings, the team recommended a Priority Intercity Bus Network (PIBN) consisting of twenty intercity bus routes designed to create a cohesive and coordinated statewide transit network. The study team illustrated a long-distance bus network that reflects existing service, and where key activity centers could be better connected to the network to meet the study network guidelines (step 1).

The study does not provide a priority to serve one corridor or community compared to another. Decisions about state funding will be based on local and regional engagement that will identify long-term community support and alignment with community goals, and funding availability. The network does capture where there are possible gaps in service, given the need to create a coordinated network statewide. The network also recommends “principal” routes that provide border-to-border connections and could take higher priority in cases of limited available intercity bus funding.

Step 5. Gap Analysis

In this step, the study team compared the recommended intercity bus network to existing intercity bus routes and hubs and combined feedback collected from the two engagement phases. If feedback was about a gap in the intercity bus network, the study team evaluated the recommendation compared to the study guidelines. If connections in the gap area would meet the guidelines, the team identified whether there was past service and checked if the gap was identified in local transportation plans.

The analysis resulted in corridors and hubs where service enhancements would be most needed. These gaps are where the strategy development phase would focus, to identify opportunities to further advance the network. More information about the gap analysis can be found in Appendix C of this report.

Step 6. Strategy Development

In this step, the team developed strategies to address the gaps in the Priority Intercity Bus Network. ODOT sought strategies of all types that would improve rider experience and access across the state, create more cost-effective service, and lay the groundwork for continued

improvements. Strategies reflect stakeholder feedback, transportation plans at state and local levels, strategies employed by peer agencies, and from ODOT input. The strategies provide a blueprint for ODOT to consider and pursue as conditions and resources allow.

Notably, the strategies in this study are at a higher level than a local transit plan. The ODOT Transit Development Plan Guidebook¹ notes that a transit plan should promote transparent and accountable decision-making through data analysis, public engagement, a goal-based framework for objectively identifying needs and improvements, and financial constraints. Table 3 below illustrates the study tasks compared to route-level transit planning steps.

Table 3. Study Tasks and Route Level Planning Steps

Required elements and data/information	Priority Intercity Bus Network Study	Transit Plan
Market analysis / demand	✓	✓
Route and stop inventory	✓	✓
Agency engagement	✓	✓
Public engagement		✓
Vision and goals		✓
Evaluation measures		✓
Ridership by route and stop		✓
Revenues and expenditures		✓
Evaluated alternatives or options		✓
Funding and time-based constraints		✓

Source: Oregon Department of Transportation Transit Development Plan Guidebook, 2018

¹ Oregon Department of Transportation, Transit Development Plan Guidebook, 2018.

3. Partner Engagement

Throughout the project, ODOT’s internal and external partners were engaged for the purpose of gaining input to inform the Priority Intercity Bus Network Study, including understanding critical service gaps. The study team conducted two phases of outreach and engaged with partners through virtual meetings, online surveys and mapping tools.

Figure 2. Project and Engagement Phases

	February - April: PIBN intercity bus service analysis	April - August: PIBN recommendations	August - February: Finalize the PIBN	
PIBN study	<ul style="list-style-type: none"> Examined the demographic and economic characteristics of the current intercity bus network. Analyzed how intercity bus services currently connect. Reviewed relevant local plans’ needs and intercity bus strategies. 	<ul style="list-style-type: none"> Take what was learned from engagement and prepare recommended strategies. 	<ul style="list-style-type: none"> Use input from engagement and write the Priority Intercity Bus Network Study report. 	
Outreach and engagement	<p>PHASE 1 OUTREACH</p> <p>Early engagement to incorporate input from partners and tribes into the identification of a proposed PIBN.</p> <p>Timing: As part of the initial study analysis.</p> <p>Proposed tools & tactics:</p> <ul style="list-style-type: none"> → Outreach and engagement plan → Partner analysis → Presentation templates and talking points → 6 virtual meetings with ODOT partners → Meetings with internal partners and Tribes, as needed → Webinar → Online survey 	<p>PHASE 2 OUTREACH</p> <p>ODOT lead follow-up engagement with ODOT partners and tribal members as needed.</p> <p>Timing: Following phase 1 outreach.</p> <p>Proposed tools & tactics:</p> <ul style="list-style-type: none"> → Follow-up meetings and correspondence 	<p>Communicated proposed corridors to ODOT partners from phases 1 & 2 outreach and gather their feedback.</p> <p>Timing: When the draft PIBN is ready for partner review.</p> <p>Proposed tools & tactics:</p> <ul style="list-style-type: none"> → Presentation templates and talking points → 6 virtual meetings with ODOT partners → Meetings with internal partners and Tribes, as needed → Webinar 	<p>ODOT circulated the final Statewide PIBN Study.</p> <p>Timing: When the PIBN is final.</p> <p>Proposed tools & tactics:</p> <ul style="list-style-type: none"> → Engagement summaries in the final PIBN report → Email correspondence and follow up.

Partners engaged included transit agencies, cities, counties, ODOT, Metropolitan Planning Organizations, other DOTs, Active Transportation Liaisons, Statewide Transportation Improvement Fund Qualified Entities, Area Commissions on Transportation, Tribes, private bus companies, and other key partners. Feedback gathered in both phases of outreach played a critical role in shaping the Priority Intercity Bus Network Study.

In Phase 1, the study team engaged partners through virtual meetings, an interactive online StoryMap, and a webinar. In Phase 2 the team engaged with partners through virtual meetings and a webinar to provide an overview of previous engagement and share and gather feedback on the proposed network.

More about the engagement strategies and outcomes are available in Appendix A of this report. The study team integrated engagement findings into Chapter 5 Intercity Bus Needs Analysis.

For this study, ODOT's team grouped bus services into three ownership or management categories to better understand how providers plan and operate services statewide. The study team began by identifying routes as intercity that either received intercity bus funding or operated on a route 50 miles long or greater. This was done to screen out what ODOT considered to be local or commuter bus service based on existing definitions and grant program guidance.

- **POINT Intercity Bus Service:** Routes that make up ODOT's intercity bus service are operated by private transportation companies under contract with ODOT. POINT contracts are funded with a combination of FTA 5311(f) and state funds, including the Statewide Transportation Improvement Fund (STIF). ODOT plans and manages service at an administrative level. Transportation companies supply their own equipment and drivers and are responsible for most day-to-day operations.
- **Public Intercity Bus Providers:** These providers are part of local governments like transit districts, transportation districts, cities, and counties. The services are funded through local funds and state and/or federal grants. ODOT often provides grant and compliance oversight as needed. Intercity bus services are planned locally with relevant partners, such as through Transit Development Plans and Transportation System Plans. ODOT influences regional intercity bus service through grant solicitation goals and guidelines.
- **Private Intercity Bus Providers:** These operators are private, for-profit companies that may or may not provide service to the general public. They may operate with or without public investment from ODOT. Subsidy may come from grant programs such as FTA 5311(f) or STIF-Discretionary. If no public funds are used, private providers plan and manage service independently of ODOT, coordinating with ODOT and other agencies at their discretion.

These categories and the component routes and organizations are described further in the Existing Conditions Technical Memorandum.

5. Intercity Bus Needs Analysis

Oregon is a large state with diverse transportation needs. There are over 240 cities, plus smaller communities that vary widely regarding where and how they travel. Each community has people who rely on public transportation to connect them with employment, family, recreation, shopping, and medical services.

Research on public transportation shows that transportation needs can be estimated through population data analysis. This research has shown that people more likely to use public transportation are in households with lower income than the average household, are more likely to be living in poverty, are more likely to identify as persons of color, have fewer cars per household on average, and are older or younger than the average population.² Demographic analysis can reveal places with an above-average representation of people who choose not to drive because of cost, for example, and people who are unable to drive.

These demographic indicators align closely with ODOT's Social Equity Index (SEI). Therefore, the SEI was used to help understand transit demand across the state. The SEI analysis is described in more detail in the section below. Note that there are many other factors that affect successful transit service, such as development density, operating environment, level of service, activity centers served, and cost. In fact, some transit services focus more on attracting people with above average discretionary incomes. Oregon's intercity bus network serves a broad customer base, and the rider markets vary by corridor.



Intercity Bus Riders and Types of Trips

Intercity bus ridership in Oregon reflects a diverse mix of travelers, shaped by geography, service availability, and socioeconomic factors. Those who ride, and their ridership patterns include the following:

² *Understanding Changes in Demographics, Preferences, and Markets for Public Transportation*. National Academies of Sciences, Engineering, and Medicine. 2018. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25160>.

- **Rural Residents:** A significant portion of riders come from rural communities. In 2018, 79% of rural residents had access to intercity bus services.
- **Low-Income and Transit-Dependent Populations:** Intercity buses often serve individuals without access to personal vehicles, including older adults, students, and people with disabilities.
- **Commuters and Workers:** Routes like Eugene–Portland and Bend–Salem see regular use by commuters, especially where rail options are limited or nonexistent.
- **Tourists and Visitors:** Travelers use intercity buses to reach tourist destinations like the Oregon Coast, Crater Lake National Park, and other scenic or recreational areas.
- **College Students:** Oregon’s university towns (e.g., Eugene, Corvallis, Ashland) generate student ridership, especially during holidays and weekends.

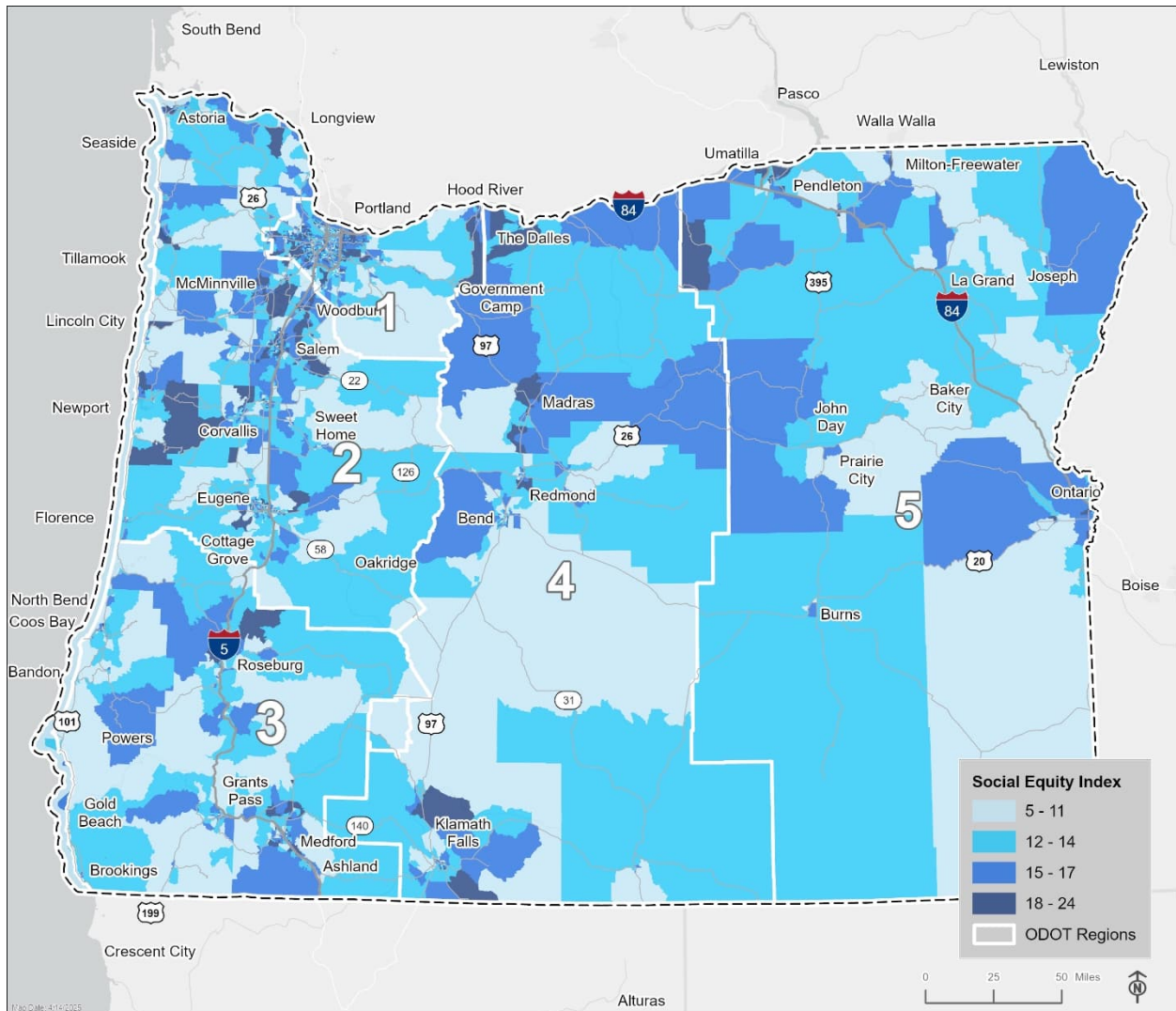
Intercity bus trips may include visiting relatives or attending family events, especially around holidays and weekends. Students, for example, may find intercity buses an affordable and convenient choice to visit home, friends at other schools, or educational institutions in other cities. Some riders use intercity buses for commuting to jobs in nearby cities or for seasonal employment, particularly in agriculture and service sectors. Rural residents often travel to urban centers for specialized healthcare not available locally. Budget travelers and backpackers use intercity buses to explore regional destinations, national parks, and cultural sites. Finally, intercity buses connect to major airports and transit hubs, especially in larger cities.

Social Equity Index Analysis

Social equity is a core priority for ODOT to focus its projects, policies, and programs following the ODOT Strategic Action Plan. ODOT’s SEI supports intercity bus analysis by showing the geography of Oregon residents who are more likely to rely on public transportation as a primary transportation choice. The SEI was applied to Oregon population data for this study using the U.S. Census Bureau data on poverty, persons of color, limited English proficiency, disability, older adults, youth, and zero vehicle households. For more information on ODOT’s Social Equity Index, please see the Existing Conditions Technical Memorandum in the Appendix.

Figure 4 below shows the SEI map for Census block groups in the state. The higher SEI values are areas where data suggests that general transit service would be more competitive with personal vehicle travel. Areas in east and southeast Oregon denoted by lighter shades of blue, for example, show lower SEI values ranging from 5 to 14. Areas in the west and northwest of Oregon have higher SEI values (darker shades), meaning that a greater share of the population in the Census tract are likely experiencing greater financial hardships than other areas, and thus more likely to find transit and shared rides helps attain and maintain financial stability.

Figure 4. ODOT Social Equity Index Map for the State of Oregon



Source: Oregon Department of Transportation and United States Census Bureau, 2023

Needs Summary

During the first phase of partner engagement, the study team asked partners for feedback on existing services and networks, access, levels of service, funding, administration, and technology. Several key takeaways emerged from partners’ feedback and questions from the survey, mapping tool, and virtual meetings, outlined in Table 4 below.

Table 4. Summary of Engagement Feedback during Phase 1

Description of feedback
<p>Safe, reliable service</p> <ul style="list-style-type: none"> • Transit service was noted as safe (e.g., vehicles well maintained, stops well placed) and secure (e.g., feel personally safe on board and at stops). • Buses are in good shape, reliable, and comfortable, and have courteous and helpful drivers.
<p>Access</p> <ul style="list-style-type: none"> • Some services are not available during day or time when needed. • Some services are not going where needed or long travel times interfere with connections. • Some rural parts of the state are underserved, where bus service was discontinued. • Lack of last-mile services or connections to other places in the communities, particularly in rural areas where local transit does not exist or is infrequent.
<p>Minimum level of service</p> <ul style="list-style-type: none"> • A minimum level of service would contribute to reliability and convenience. • A minimum bus frequency should depend on where the route is and the ridership demand. • A round-trip two or three times per day would be a reasonable minimum level of service with more frequent service during peak travel on major corridors.
<p>Funding</p> <ul style="list-style-type: none"> • Funding is a consistent issue for local transit providers. • Funding requirements, such as staying within district or county boundaries, add burdens to providing services. • Partnerships and collaborations have helped reduce administrative and financial burdens. • Cost increases over the past five years have made hiring drivers an ongoing challenge.
<p>Ticketing/ trip planning</p> <ul style="list-style-type: none"> • Coordination of fare policies and utilization of fare collection and trip planning technologies are important. • Bus fare and scheduling systems differ and lack coordination between providers in most places, which can create confusing or inaccessible fare collection and trip planning processes. • ODOT could play a role in developing statewide fare collection policies and technologies, and transit trip planning guidance and technologies.

<p>Corridors</p> <ul style="list-style-type: none">• Lakeview to Klamath Falls and La Grande to Joseph corridors were omitted due to geographic and travel pattern constraints.• Certain corridors, such as US 26 and US 30, should be reevaluated and may warrant higher priority due to tourism and congestion.• Southeast Oregon and along Highway 30 were missing priority connections.• Key corridors such as US 26 and Hwy 20 are important connections to Redmond Airport and small communities.• Consider maintaining existing routes and piloting new rural services.• Recognize existing airport and transit connections along key corridors, such as Hwy 101 and SR 199, as important connections that support regional mobility and access to essential services.• Historical intercity bus routes, such as the Portland to Lincoln City service via OR 18/99, should be considered for potential inclusion in the network.• A hub analysis in the network planning process would be valuable, with evaluation of spatial and temporal integration to reduce wait times and improve connectivity.
<p>Typologies</p> <ul style="list-style-type: none">• Consider including a typology for tourism-focused or lower-frequency service corridors.• Consider including typologies for lifeline, recreational, and express/overnight services to better reflect corridor needs.• Corridor typologies may not fit frontier populations³ well; consider adding a third service typology to better reflect unique regional needs.• Addition of a 'critical connection' typology for sparse population but essential routes, especially for weekday travel, could be valuable.• Consider including different vehicle types (e.g., coach vs. cutaway) that offer varying levels of service quality in corridor typologies to better match rider expectations and needs.
<p>Service Frequency</p> <ul style="list-style-type: none">• Concerning limited service and the need for more than one round trip per day in high-need areas like Baker City and John Day.• Optimal service schedules that would be effective and sustainable for low-population areas (especially for Grant County) could include: three-day-per-week service (e.g., Mon/Wed/Fri). Daily service is excessive given current ridership levels.
<p>Connectivity and Access</p> <ul style="list-style-type: none">• Overall, bus networks connect to major corridors and highways, getting people to places they need and want to go.• Need for better integration between intercity bus services and different bus providers, as well as between other modes (e.g., rail and air).

³ Frontier population consists of people living in sparsely populated areas that are isolated from population centers and services. Definition from National Rural Health Association <https://www.ruralhealth.us/> accessed October 2025.

<ul style="list-style-type: none">• Coordinated schedules are important and multiple transfers can be a barrier to ridership.• Importance of linking intercity bus service to airports and train stations, especially in Portland and Pendleton.• Interest in improving coordination between providers, including schedule alignment and boarding locations, could help address gaps in service integration at transit hubs like Union Station.
Vehicles and Facilities
<ul style="list-style-type: none">• Interest in ensuring stop locations support transfers and multimodal connectivity, including policy support.• Recommendations on vehicle size to match demand (i.e., Grant County uses 18–24 passenger vehicles, which are sufficient expect for demand spikes during holidays).• Three-day service enables full-time employment and operational efficiency for long-distance routes.
Outreach
<ul style="list-style-type: none">• Broader community engagement would help better understand service needs and gaps.• Route and hub planning is done at the local level.
Funding
<ul style="list-style-type: none">• Explain cost analysis and subsidies, and how current funding aligns with corridor priorities.• Agencies are looking for more reliable service, and reliable funding to support long-term services.
Equity
<ul style="list-style-type: none">• Include fare affordability in the prioritization framework, especially for low-income and elderly populations.

Participants in public engagement sessions (interactive meetings, webinars, and online survey) provided feedback on barriers to access, what is working well, minimum service levels, and priority improvements. For more information, please see the Public Engagement Plan and Summary in the Appendix.

- *Barriers to access*

Respondents identified the most significant barriers to access as: services not available at needed times (23 selections), services not reaching required locations (12 selections), and long travel times (11 selections). Respondents also selected other issues like infrequent schedules, service gaps, and trip planning.

- *What is working well*

Respondents noted several positive features, including the network's ability to connect major destinations (13 selections), the safety of the services (10 selections), good condition and reliability of vehicles, and the courteousness of bus drivers (9 selections). The intercity bus network was also noted for its general availability.

- *Minimum service levels*

The most common recommendation was for round-trip services 2-3 times per day. Some respondents suggested more frequent services during peak times and connecting dense population areas, while less frequent services might suffice for small communities. Additionally, the top three priorities for improvement included adding routes to underserved areas (14 selections), increasing the frequency of bus services (12 selections), and improving access to information on intercity bus services and connections to other transit services (5 selections).

- *Priority improvements*

Respondents also emphasized the need for a more connected and consistent network, including improving the timing of connections to other transit services (3 selections) and improving physical conditions at bus stops (2 selections).

6. Priority Intercity Bus Network

The study team conducted a statewide intercity bus priority evaluation to summarize Oregon's transportation corridors' role in the long-distance transportation network. The process is described in Chapter 2. This effort was driven by the recognition that equitable, reliable, and accessible intercity transit is essential for connecting rural communities, supporting economic development, and enhancing climate resilience across the state.

ODOT's proposed Priority Intercity Bus Network is a long-distance bus network that connects key population centers and addresses mobility gaps. The Priority Intercity Bus Network includes routes that link rural communities, small towns, and metropolitan areas, ensuring access to essential services and regional economic opportunities across the state.

Intercity Bus Corridor Typology

The study team developed an intercity bus corridor typology to reflect the types of service available across the state and the level of priority to the network. ODOT can use the typology to define and update aspirational levels of bus service. The typology considered the evaluation framework, demand analysis, existing intercity bus routes, and agency engagement.



Principal Statewide Corridors are long-distance routes that serve as statewide connections with more than two regions and may serve interstate and even through trips (e.g. Sacramento to Seattle). These corridors are used by intercity bus riders traveling for entire days or multiple days. Principal Statewide Corridors connect to at least one large urban community and are served by a mix of public and private for-profit providers.

Assumptions for service in these corridors would prioritize connections to other long-distance and inter-state transportation and prioritize travel speed with few stops. Principal Corridors include two sub-corridor types. These sub-types are based on the surrounding environment and help to indicate the level of transit service needed.

- *Urban*. May operate seven days per week with four round trips daily on average. The urban sub-type may have fewer stops, and focus on speed, efficiency, and connections to regional and local transit.
- *Rural*. May operate at least five days per week, with a minimum of one round trip daily. The rural sub-type may have slower travel speeds and ridership, with stops and access to rural communities where regional transit may not be available.



Regional Corridors connect communities and regions that would generate less transit demand than the Principal Corridors. These corridors provide a critical part of the intercity bus network, connecting between urban and rural communities, and linking with Principal corridors and other long-distance transportation to provide greater reach and mobility. These corridors may have more stops per mile than the principal corridors.

Assumptions for service in regional corridors would operate seven days per week with at least one round trip daily.

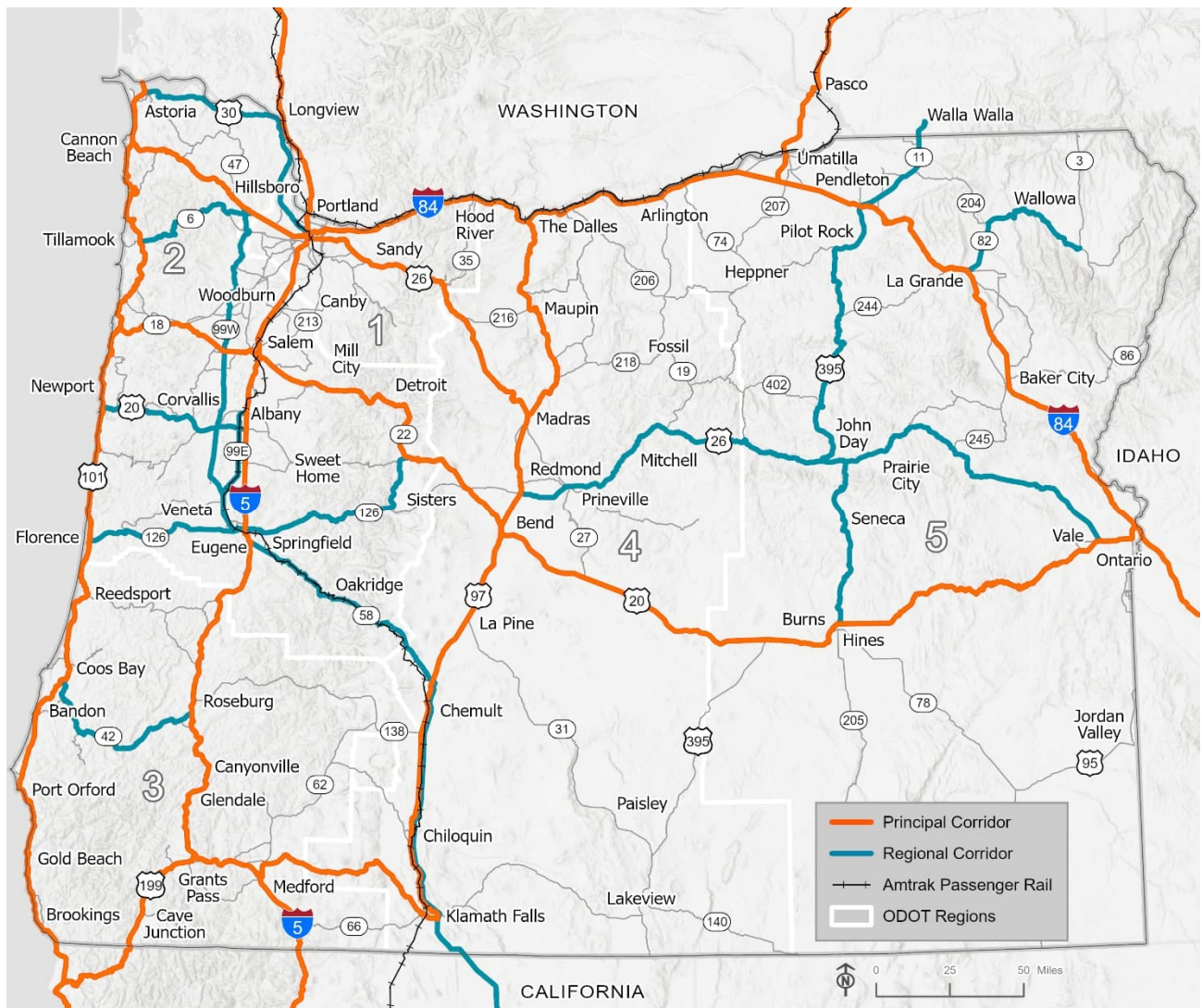
Regional corridors may include “lifeline” connectors that serve medium-distance routes connecting rural communities. Rural communities often lack essential services nearby, and transit can provide the only affordable transportation to get to essential services like medical visits, household and grocery shopping, visiting friends and family, and social services. Routes that serve these corridors may operate less than three days per week with schedules that allow customers to complete their tasks in another community and return later the same day. The lifeline corridors still should connect to other regional or principal corridors with connecting schedule to facilitate same-day long-distance trips to further destinations.

Assumptions for service in lifeline corridors may operate one to five days per week depending on community needs, with each day having one round trip per day that allows same day return trips. The schedules would ideally connect to other intercity bus routes leaving the same day.

Priority Intercity Bus Network Corridors and Routes

Figure 5 illustrates the Priority Intercity Bus Network identified for this study, highlighting the principal, regional, and lifeline corridors, their routes, and the communities and regions they connect.

Figure 5. Priority Intercity Bus Network Corridors



Source: Oregon Department of Transportation

Principal Statewide Corridors: Nine routes make up the principal statewide corridors. These are high-priority, border-to-border routes that serve as the backbone of the proposed statewide network, connecting major population centers and facilitating long-distance travel across key economic and social corridors. These routes were envisioned to offer frequent service, multimodal integration, and enhanced amenities to support high-capacity transit operations.

Regional Corridors: Twelve Regional corridors provide vital connectivity between smaller communities and nearby urban centers, offering more flexible service models tailored to local needs and travel patterns. These are corridors that do not provide statewide border-to-border trips. These corridors connect the principal statewide corridors, creating links and flexibility within the network for shorter, regional connections.

Table 5 and Table 6 below provide details of the principal statewide corridors and regional corridors. The corridors are described by five measures used to evaluate the network, including:

- **Corridor Population:** This is the estimated population within 1 mile of the corridor, using US Census Bureau data as of 2023. The data is not a specific market measure but is intended to give a comparative sense of scale.
- **Local Transit Connections:** This is the number of local transit agencies serving the same corridor, such as operating bus routes in any city along the transportation corridor.
- **Average SEI:** This is the average Social Equity Index value of all Census block groups intersecting the intercity corridor. More about the SEI can be found in the Existing Conditions Technical Memorandum (Appendix B).
- **Distance:** This is the one-way length of the corridor in miles.
- **Existing Intercity Service:** This includes intercity transit services that operate on the corridor.

Table 5. Priority Intercity Bus Network Corridors – Principal Corridors

Corridor Name	Corridor Population*	Local Transit Connections	Average SEI	Distance (Miles)	Existing Intercity Service
I-5 North Portland – Eugene	495,000	6	Medium	100	POINT Portland – Eugene (10 trips); Amtrak Portland – Eugene (4 trips); Flix Eug – Corv – Salem – Portland (4 trips)
I-5 South Eugene – Ashland	300,000	5	High	180	None
I-84 Portland – Boise	485,000	7	Medium	420	None for full corridor
US 101 Brookings – Astoria	133,000	7	High	340	None for full corridor
US 197 /US 97 The Dalles – Klamath Falls	331,269	3	High	267	None for full corridor
US 26 Portland – Bend	236,000	3	Medium	145	Central Oregon Breeze Portland - Bend (2 trips Sunday-Friday, 2 express trips on Friday and Sunday)
US 26 Astoria – Portland	186,000	2	High	91	POINT (4 trips); Oregon Coast Visitors Assoc. Beaverton - Astoria (2 trips)
US 199/ OR 140 Brookings – Klamath Falls	150,000	6	Medium	200	POINT Brookings - Klamath Falls (2 trips)
US 20/ OR 22 Bend - Ontario	188,000	3	High	260	POINT Bend - Ontario (2 trips)

* Population consists of the population within one mile buffer area along the entire corridor.

Table 6. Priority Intercity Bus Network Corridors – Regional Corridors

Corridor Name	Corridor Population	Local Transit Connections	Average SEI	Distance (Miles)	Existing Intercity Service
OR 18 /OR 22 Lincoln City - Bend	232,000	6	High	180	None for full corridor
OR 99W Eugene - Forest Grove	218,000	3	Medium	110	None for full corridor
OR 6 Tillamook - Portland	168,000	2	High	70	Tillamook County Transit Tillamook - Portland (8 trips); Oregon Coast Visitors Association Beaverton - Tillamook (2 trips)
US 30 Astoria - Portland	154,000	3	Medium	97	None for full corridor
US 20 Albany - Newport	115,121	3	Medium	60	Benton and Lincoln County Transit Albany - Newport (10 trips)
OR 126 Florence - Eugene	30,000	2	High	50	Link Lane Florence - Eugene (6 trips)
OR 42 Coos Bay - Roseburg	63,000	2	Medium	84	Coos County Area Transportation District Roseburg - Coos Bay (2 trips on Tuesdays)
OR 126 Eugene - Bend	150,000	2	Medium	120	Pacific Crest Bus Lines Eugene - Bend (4 trips)
US 58/ US 97 Eugene - Klamath Falls	150,000	6	Medium	200	Amtrak Eugene - Klamath Falls (2 trips)
US 395 Pendleton - Burns	29,000	4	High	193	None for full corridor
US 26 Bend - John Day - Ontario	120,000	2	Medium	282	None for full corridor
OR 82 La Grande - Joseph	20,000	1	Medium	70	None

7. Priority Intercity Bus Network Strategies

The goal of the Priority Intercity Bus Network Study is to present strategies to help develop and improve the intercity bus network. These strategies are potential next steps for ODOT to implement its roles as service owner, grant manager, and statewide convener regarding intercity bus issues. The network indicates where ODOT will prioritize investments as opportunities emerge through funding, local support, or major changes in transit services.

ODOT organized the strategies to address the gaps identified and evaluated in the preceding section. The strategy sources include:

- Partner agency feedback through study engagement sessions and survey responses
- Oregon Public Transportation Plan and other statewide plans and studies related to public transit
- Local agency Transit Development Plans, Transportation System Plans and other regional plans
- Peer Department of Transportation intercity bus programs and plans

For each of the corridors in the Priority Intercity Bus Network, strategies build upon demand and market analysis, existing service in and connecting to the corridor, and input received in this study. The strategies are not financially constrained.

ODOT can approach each of these strategies in concert with state and regional partners as needs and opportunities arise. The strategies reflect ODOT's role and position in addressing gaps identified through this study. This role changes depending on the corridor and approach, since ODOT does not own or manage all the routes offered on the Priority Intercity Bus Network.

The strategies are organized into five categories to help readers navigate the report and prioritize strategies in the future when resources allow. Each category title describes generally the type of strategies.

Table 7 summarizes strategies proposed to establish and improve intercity bus corridors. The strategies are described in the section below. Each strategy includes a summary of measures used to describe corridors in Chapter 6 (see Table 5 and Table 6). The strategy descriptions also include an expected timeframe and level of effort to implement the strategy.

- *Phase:* Near-, mid-, or long-term represents a recommended timeframe for ODOT to initiate the strategy. The timeframe reflects when the strategy could best align with and catalyze other strategies. This takes level of effort into consideration, as work with minimal new costs could begin sooner than work needing budget changes and significant staff assignments.
- *Level of Effort:* Low, medium, or high represents the expected cost, in staff hours and/or funding, required to implement a strategy. Operating strategies like new routes are assumed to be long-term investments and therefore have the highest level of effort.

Planning and coordination strategies occurring once, or recurring several years apart, have the lowest level of effort.

The strategies are organized into five categories to help readers navigate the report and prioritize strategies in the future when resources allow. Each category title describes generally the type of strategies.

Table 7. Intercity Bus Network Strategies

STRATEGIES
Explore new intercity bus service
US 101 Astoria Brookings
US 197 The Dalles – Redmond
US 395 Pendleton – Burns
US 30 Portland – Astoria
US 58 Eugene – Klamath Falls
Increase service on existing routes
US 26 Portland – Bend
US 26 Redmond/Bend – Ontario
OR 126 Eugene – Bend
OR 42 Roseburg – Coos Bay
Intercity network service coordination
US 26 Portland – Astoria
Statewide corridors Oregon Coast – Ontario
Vision Around the Mountain
Administration and funding
Establish consistent funding approach to ODOT-directed intercity routes
Develop a POINT Network Development Plan
Improve Statewide Intercity Bus Data Collection
Explore Coordinated Intercity Bus Ticketing and Trip Planning
Intercity Transit hubs
Set and Meet Transit Hub Design Guidelines for the Intercity Bus Network
Invest in Improvements to Key Transit Hubs

Explore New Intercity Bus Service

The study identified several statewide and regional transportation corridors where market analysis and participant feedback indicated demand for new intercity bus service. These corridors do not have dedicated intercity bus service and therefore present an opportunity to connect underserved Oregon communities. Strategies to advance service planning for these corridors are described below.

US 101 Astoria-Brookings

Distance	340 Miles	Suggested Daily Service Level	2 round trips Daily
Population Average SEI	133,000 High	Rail and Air Connecting Transit	Southwest Oregon Regional Airport (OTH) US 101 providers (see below) plus Link Lane to Eugene, Tillamook County Coastliner, Coast to Valley Express, POINT, Oregon Coast Visitors Association, Pacific Transit
Phase	Long-term	Level of Effort	High

Conditions

The US 101 highway on the Oregon Coast connects communities and provides access for thousands of residents, workers, and visitors. Today, the corridor is served by multiple local transit providers focusing on providing seamless trips for customers. These agencies coordinate connections at stops and cost-share to cross the jurisdictional boundaries. Providers in the northwest counties provide a coordinated fare through the Northwest Oregon Transit Alliance. Overall, providers on US 101 provide hundreds of miles of intercity bus service through a series of locally funded transit routes.



Currently, it might take several days to use public transit to travel the route or connect to the I-5 corridor with separate trips linking back to the coast. Existing providers include Sunset Empire Transportation District, Tillamook County Transportation District, Lincoln County Transit, Link Lane, Coos County Area Transit, and Curry Public Transit. POINT provides service between Cannon Beach and Astoria (with service on US 26).

Approach

ODOT can facilitate and fund a continuous, coordinated intercity bus service that spans the entire corridor and provides greater efficiency for customers and providers. Goals include:

Priority Intercity Bus Network Study

- Seamless trips with no or minimal transfers between communities using one fare product.
- Faster intercity service with limited stops in each community that connects to local transit and transportation options.
- Financial efficiency by funding express intercity service with dedicated intercity bus funds, letting local agencies reallocate rural transit funds to local service.

ODOT can provide robust corridor-specific market analysis that includes origin-destination travel demand analysis, historical stop- and route-level ridership analysis, financial analysis and operations planning. ODOT should provide robust public and agency engagement to identify service goals, needs, and resources and develop a service development plan that meets local needs.

US 197 The Dalles – Redmond (with US 97 Bend-Klamath Falls)

Distance	270 Miles	Suggested Daily Service Level	2 round trips Daily
Population Average SEI	331,269 High	Rail and Air Connecting Transit	Amtrak's Coast Starlight Pacific Crest Bus Lines Redmond-Klamath Falls; Cascades East Transit Redmond-Prineville; People Mover Bend-John Day
Phase	Long-term	Level of Effort	Medium

Conditions

US 197 connects the Columbia River Gorge and Central Oregon's transportation corridor US 97. Intercity bus service operates today on US 97 between Redmond and Klamath Falls. People looking to go to or from the Gorge to Central Oregon, including intercity riders on I-84, do not have a good transit option, and are forced to connect to intercity routes in Portland or the Willamette Valley. The largest cities in the corridor had a population of over 160,000 people in 2024, with communities having the highest equity index values on the intercity bus network.

Approach

ODOT can explore new intercity bus service connecting The Dalles and Bend that connects to existing intercity bus route serving Redmond to Klamath Falls (US 97). The service plan may include stops in Madras, Maupin, and the Dalles. ODOT can consider combining this segment



with existing service to complete an intercity bus corridor serving the entire US 197 / US 97 corridor from The Dalles to Klamath Falls. Given the long distance, the route may require passengers to transfer to another vehicle or layover for driver shifts, as noted by participants in this study. Goals of serving the corridor include:

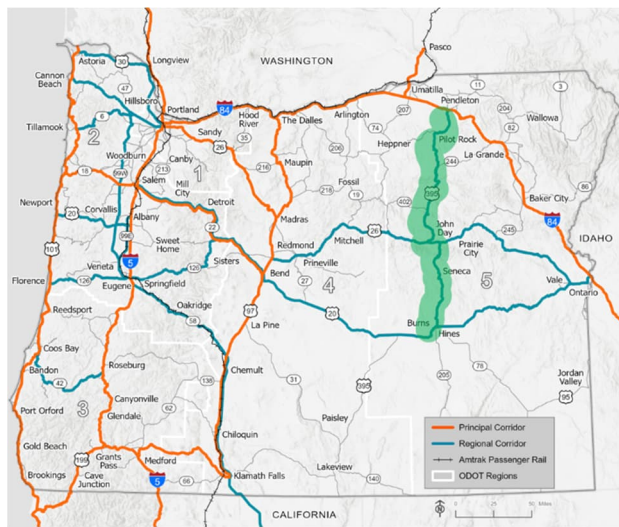
- Provide greater passenger access and efficiency for people traveling between the Columbia River Gorge and Central Oregon, in particular key activity hubs in The Dalles and Bend.
- Create seamless statewide corridor in Central Oregon for reliable and convenient transit service for interstate, statewide and regional travelers.
- Connect currently unserved rural communities to public transportation networks in north-central Oregon.

US 395 Route Pendleton – Burns

Distance	196	Suggested Daily Service Level	1 round trip 1-5 days per week
Population	29,000	Rail and Air	Pendleton Airport
Average SEI	High	Connecting Transit	People Mover; Kayak Public Transit; POINT
Phase	Long-term	Level of Effort	Medium

Conditions

The study team heard that people in Eastern Oregon on the US 395 corridor ask for transit trips further than the existing routes. A public intercity bus provider has successfully offered two routes connecting Pendleton and John Day (at US 26), and Prairie City/John Day to Burns (at US 20). These routes have operated on different days of the week, however, which means people may need to arrange overnight stays to make a full Burns-to-Pendleton trip without a car. People in the corridor have few or no options to access the I-84 intercity bus corridor from these communities.



Approach

Enhancing the connection between Burns and Pendleton would achieve the study goals to create and enhance connections in the intercity bus network. The corridor would link existing intercity bus corridors at I-84, US 26, and proposed on US 20 in Eastern Oregon.

A combined, coordinated route could start with one round trip less than five days per week, reflecting demand evident in level of service in 2025. Potential stops could include Pendleton,

John Day, Burns, Ukiah, and Seneca, depending on corridor analysis and engagement. The schedules would ideally allow for connections to service on the I-84 and US 20 intercity bus corridors.

US 30 Portland - Astoria

Distance	97	Suggested Daily Service Level	1 round trip 1-5 days per week
Population	154,000	Rail and Air	Amtrak Cascades, Coast Starlight, Empire Builder; Portland International Airport
Average SEI Phase	High Mid-term	Connecting Transit Level of Effort	POINT, NW Breeze, Flix Medium

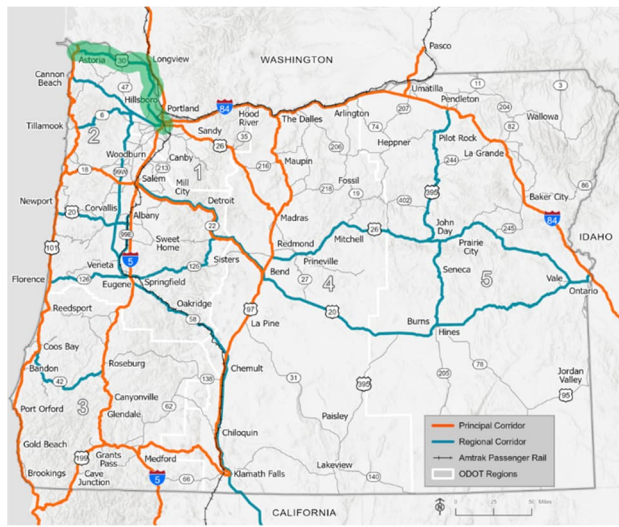
Conditions

Intercity bus service had operated on the US 30 corridor between Astoria and Portland before 2023, and Columbia County had operated service between Rainier and Portland before that. Some project participants noted a need for intercity transit service for communities like Scappoose, Rainier and St. Helens. Limited funding, unreliable service, and low rider demand have hindered restarting services.

Approach

ODOT and local providers could explore establishing intercity bus service between Astoria and Portland with intermediate stops in Columbia and Clatsop Counties, should funding opportunities and local support emerge in the coming years. One round trip per day on weekdays could provide essential connections, with level of service to be determined through updates to local planning efforts. There are several benefits to serving the corridor including:

- Provide reliable access to small communities to connect to interstate transportation hubs in Portland and Kelso-Longview
- Provide an alternate route between Portland and Astoria, given major congestion on US 26
- Enhance economic development opportunities in NW Oregon.



US 58 Eugene – Klamath Falls (US 97)

Distance	200	Suggested Daily Service Level	1 round trip 1-5 days per week
Population	150,000	Rail and Air	Amtrak Cascades, Coast Starlight; Eugene Airport
Average SEI Phase	Medium Long-term	Connecting Transit Level of Effort	POINT; Flix; US 97 Express Medium

Conditions

Today an intercity bus route connects Eugene and Oakridge on OR 58. The other central east-west connection between the I-5 and US 97 corridors is south via US 199 between Grants Pass and Klamath Falls, or north via OR 126 and US 20 between Eugene and Bend. Though there is limited population in this mountain corridor, study participants did note interest in connections for people in the region either to travel east from rural communities to Central Oregon, or for people to access outdoor recreation in the Willamette National Forest. The corridor parallels the once-daily Amtrak route from Eugene to Chemult and Klamath Falls.



Approach

While there is relatively low population in the corridor, it could offer several benefits.

- Connect principal north-south corridors in the Willamette Valley and Central Oregon.
- Offer multimodal redundancy with the Amtrak Coast Starlight route, if there are service interruptions requiring alternate trips.
- Provide minimized transfers for people seeking to travel between Eugene and Klamath Falls area.

Given the low expected travel demand despite the network connectivity, ODOT and partners should identify future opportunities due to rider demand between these activity centers, expanding recreational access needs like hiking and skiing, and maintaining service for rail passengers.

Strategies to Increase Service on Existing Routes

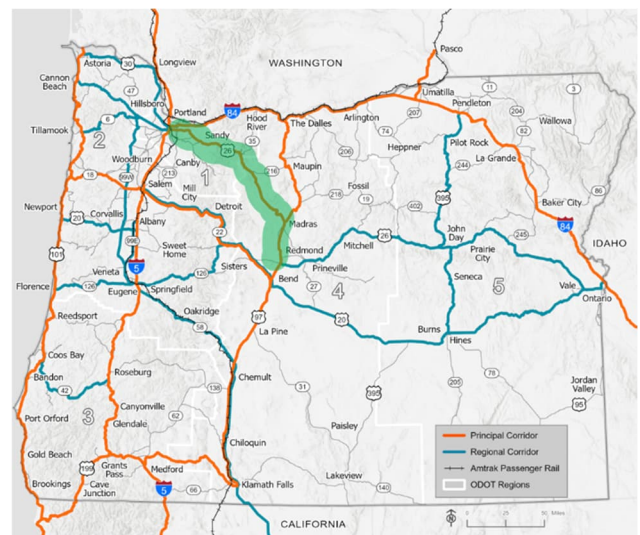
ODOT received feedback from study participants through this study that communities and existing customers have indicated a need for increased service on some priority intercity bus corridors. The study team did not have access to historical ridership or local community engagement at this phase, but market and gaps analysis indicated potential markets to justify cost-effective service increases. Future service plans should build on corridor-specific data and community input.

US 26 Portland-Bend

Distance	145	Suggested Daily Service Level	2 round trips daily
Population	236,000	Rail and Air	Amtrak Cascades, Amtrak Coast Starlight, and Amtrak Empire Builder; Portland International Airport (PDX); Redmond Municipal Airport (Redmond)
Average SEI	Medium	Connecting Transit	Central Oregon Breeze Portland - Bend (2 trips Sunday-Friday, 2 express trips on Friday and Sunday)
Phase	Near-term	Level of effort	High

Conditions

Today the Highway 26 corridor from Portland to Central Oregon is served by one privately operated round trip per day, Sunday through Friday. Part of the corridor between the Portland Region and Mt. Hood is served by Sandy Area Transit, which operates a popular regional intercity route with access to snow sports, hiking, and cycling. Study participants noted the route has reliable rider demand and provides critical access between rural areas, urban centers, and interstate and regional transportation services.



Approach

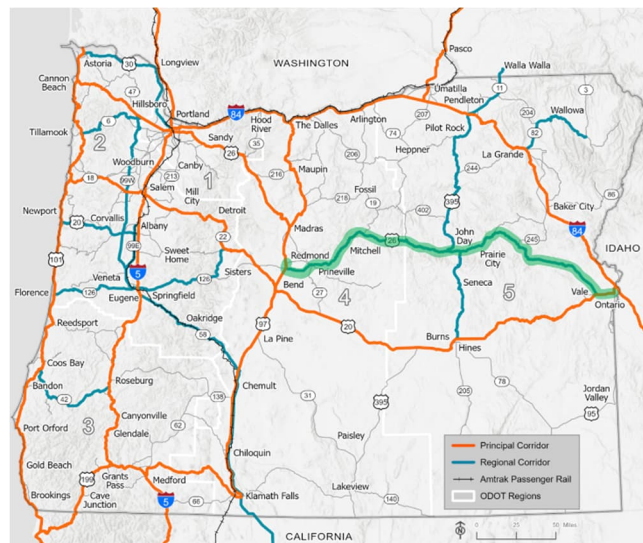
Explore increasing frequency on the corridor to two round trips, 7 days per week for added access and convenience. ODOT should coordinate closely with private and public transportation providers to establish clear understanding of existing and future market demand, based on historical ridership and revenue. ODOT should also coordinate with efforts to establish connections in the Mt. Hood area connecting US 26 and OR 35 to Hood River (See Vision Around the Mountain in Administration and Funding strategies).

US 26 Redmond / Bend – Ontario

Distance	280	Suggested Daily Service Level	1 round trip daily, 5 days per week
Population	122,000	Rail and Air	Redmond Municipal Airport (Redmond)
Average SEI	Medium	Connecting Transit	None for the full corridor
Phase	Near-term	Level of effort	High

Conditions

The US 26 corridor runs east-west and has three intercity routes today, although they don't serve the entire length of the corridor. These routes only operate on weekdays, with one route scheduled once per week, and one every other week. This limits access to communities on the corridor like Prineville, Mitchell, John Day, Prairie City, and Vale. The People Mover offers one round trip on three days per week between Prairie City/John Day and Bend; one round trip from John Day to Ontario on Fridays; and Prairie City to John Day (and Burns) with one round trip every other Thursday.



Approach

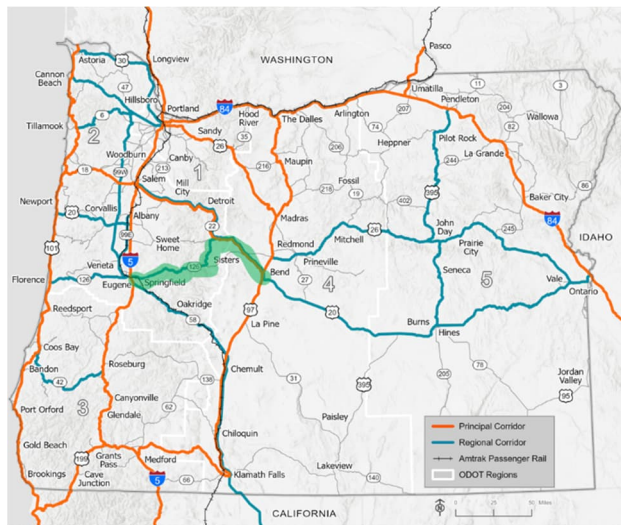
Increase and consolidate service between Bend and Ontario on US 26 with one round trip daily, 5 days per week. Provide stops in Bend, Prineville, Mitchell, Dayville, Mount Vernon, John Day, Vale, and Ontario. If possible, connect to key activity centers and other intercity bus / air routes in the Bend-Redmond area. This route also provides access to natural area attractions like Ochoco National Forest, Painted Hills National Monument (John Day Fossil Beds) and the Malheur National Forest. A coordinated route could provide reliability and convenience for rural areas. ODOT must coordinate closely with local transit providers and connected communities.

OR 126 Eugene – Bend

Distance	120	Suggested Daily Service Level	2 round trips daily
Population	150,000	Rail and Air	Amtrak Cascades, Coast Starlight (Eugene)
Average SEI	Medium	Connecting Transit	Pacific Crest Bus Lines Eugene - Bend (4 trips)
Phase	Near-term	Level of effort	High

Conditions

Eugene is home to the University of Oregon and there is an Oregon State University campus in Bend, in addition to other higher educational institutions in each city. These and other activity centers, plus the overall population, link the Willamette Valley and Central Oregon travel demand markets. Today, a private operator serves OR 126 connecting Eugene, Sisters, Bend, and Redmond with one round trip per day. Agency stakeholders noted local communities seek more than one round trip daily on this route for interregional access and connections.



Approach

ODOT and local partners can explore increasing service on the corridor to two round trips daily pending further market analysis and engagement with transit providers and local agencies. Ideally the route would connect to Eugene with bus service in the I-5 intercity corridor, and in Bend and Redmond on the US 97 corridor.

OR 42 Roseburg – Coos Bay

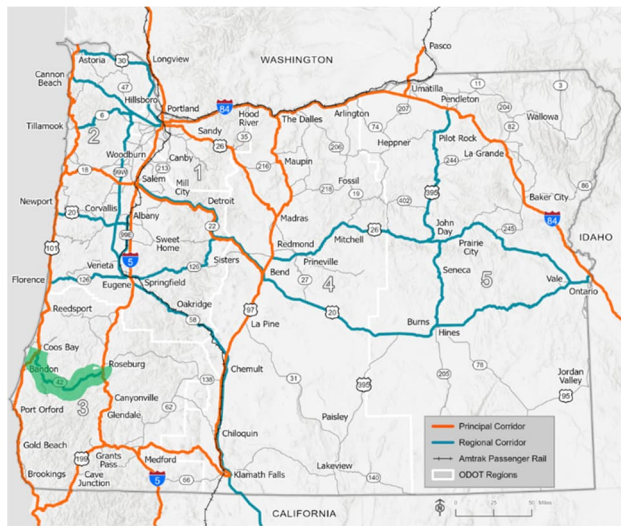
Distance	84	Suggested Daily Service Level	1-2 round trips per week, or 1 round trip daily for 2 to 5 days per week
Population	63,000	Rail and Air	Southwest Oregon Regional Airport, Coos Bay
Average SEI	Medium	Connecting Transit	Coos County Area Transportation District Roseburg - Coos Bay (2 trips on Tuesdays)
Phase	Near-term	Level of effort	High

Conditions

Local providers have occasionally offered intercity bus service on the OR 42 corridor between Bandon/Coos Bay and Roseburg in the I-5 corridor. In 2025 the route had been suspended for lack of funding. Existing service is an indicator of demand in this study, as is the feedback received through this study in which people noted consistent need for connections between the coast, small communities and Roseburg. Unreliable service undercuts customer confidence and ridership.

Approach

ODOT and local providers can explore long-term, reliable solutions for intercity bus connections on the corridor. An essential service level could be one to two round trips once a week (reinstating the 2025 service level) or one round trip daily for two to five days per week, depending on operations, resources and customer feedback.



Intercity Network Service Coordination Strategies

Stakeholders and gap analysis identified corridors that would benefit from coordination between service providers to improve access and connections on the intercity bus network. The sections below describe these corridors, identified issues, and the relevant parties involved.

US 26 West Portland – Astoria

Distance	95 miles	Suggested Daily Service Level	2-3 round trips Daily
Population	186,000	Rail and Air	Amtrak Cascades, Amtrak Coast Starlight, and Amtrak Empire Builder; Portland International Airport (PDX)
Average SEI	High	Connecting Transit	POINT; Oregon Coast Visitors Association (Summer 2025 pilot); Tillamook County Transportation District Coastliner.
Phase	Near-term	Level of Effort	Low

Conditions

Today the POINT makes two round trips every day, with trips leaving the coast and Portland at about 8:30am and 5:30pm each direction. This has been a successful service for regional connections for many years because of service reliability and accessibility. It is an important link to the intercity bus network due to the populations served and access to services like hospitals, social services and local transit hubs. The route also serves recreational destinations like beach trips (overnight or single day) and shopping in the Portland region.

In 2025 the Oregon Coast Visitors Association piloted a summer transit service focused on recreational trips to the coast, arriving in the morning and returning to the Portland region in the afternoon, about five hours later. The route also provided service north and south on US 101 between Tillamook and Astoria.



Approach

The Oregon Coast Visitors Association pilot performance provides an opportunity for ODOT to gain new insights into customer needs and evaluate schedules for improved operating efficiency and customer experience. ODOT can facilitate shared findings and explore shared goals and operating plans with the group.

ODOT can also continue collaborating with regional transit providers through the Northwest Oregon Transit Alliance (NWOTA) to assess seasonal ridership trends, schedule effectiveness, bus stop locations, and customer-facing amenities. Coordinated service planning could enhance year-round and peak-season accessibility and mobility for riders. Continued coordination can provide efficient use of transit funds, potentially leading to greater service levels.

Multiple Corridors Oregon Coast – Ontario

Distance	440	Suggested Daily Service Level	
Population	420,000	Rail and Air	Amtrak Cascades, Amtrak Coast Starlight at Salem
Average SEI	High	Connecting Transit	POINT Bend - Ontario (2 trips)
Phase	Near-term	Level of effort	High

Conditions

US 20 and multiple corridors crossing the Coast Range (OR 20, OR 22, OR 18) create a potential statewide and interstate intercity transit corridor connection in Oregon.

Today, the POINT connects Bend to Ontario at Oregon’s eastern border with Idaho. To the west, routes connect Bend and Redmond to the Willamette Valley in Salem. From Salem, transit riders today can use Route 60X between Salem and Lincoln City on the Highway 22/18 corridor multiple times per day. Stakeholders noted the route had been discontinued and restarted in 2024. Riders may also use a route on Highway 20 between Albany and Newport, after connecting from Salem to Albany in the I-5 corridor.



Each region has activity centers like educational facilities, recreation, jobs, health services, and the largest population centers in the Mid-Valley and Central Oregon. For smaller communities, intercity bus routes are often the only way to access essential services and connections when a personal car is not available.

Approach

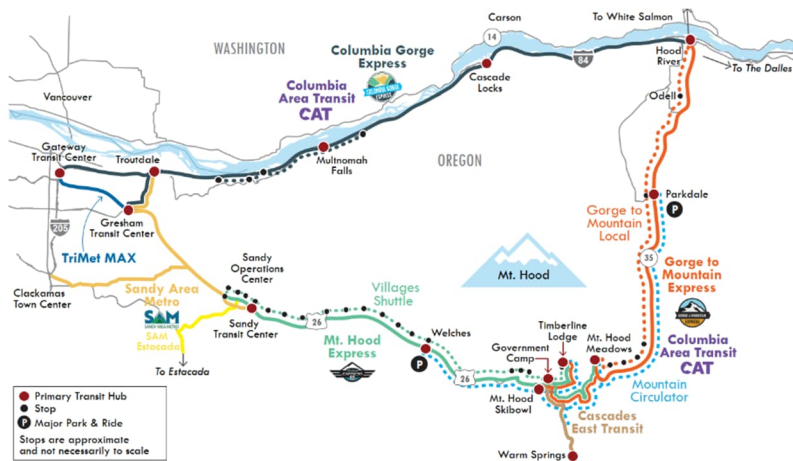
This corridor could be further connected or expanded to create a full border-to-border service corridor between the Pacific Ocean and Idaho. ODOT can explore opportunities to create more seamless transit trips between eastern and central Oregon with the Oregon Coast. ODOT and partners should engage with regional and local transit providers, local communities, and ODOT stakeholders to evaluate alternatives. Key data and information to evaluate includes rider needs, historical ridership, operating requirements, and financial resources. ODOT can provide facilitation, funding, and coordination with existing POINT routes. Include potential transit hub enhancements to facilitate connections between routes.

Vision Around the Mountain (US 26, OR 35, I-84)

Distance	200	Suggested Daily Service Level	Varies
Population	400,000	Rail and Air	Amtrak Cascades, Amtrak Coast Starlight, Portland International Airport
Average SEI	Medium	Connecting Transit	Sandy Area Transit, Clackamas County, Columbia Area Transit, Flix, TriMet
Phase	Long-term	Level of effort	Medium

Conditions

In 2021 ODOT created Vision Around the Mountain,⁴ a plan to establish a long-term, regional transit vision for public transportation serving Mt. Hood via OR 35, US 26, and I-84. The coordinated services are intended to connect the Portland metropolitan region and Columbia River Gorge communities with Mt. Hood area rural communities and



recreational activity centers for skiing, hiking, and other pursuits. This work stemmed from ODOT’s Mt. Hood Multimodal Plan, which provides a coordinated platform for exploring and prioritizing transportation options in the region. The vision statement was to *create and sustain a world-class public transit service providing equitable, convenient, and enjoyable access to and throughout the Mt. Hood/Columbia Gorge region for a growing number of visitors, recreationists, employees, and residents.*

⁴ Oregon Department of Transportation, *Vision Around the Mountain*, 2021.

Approach

ODOT can continue facilitating coordinated and efficient transportation services in the relevant corridors to provide public transportation connections year-round, serving multiple users and geographic markets. While the providers and funding have changed since 2021, the need remains to solidify safe and reliable transit services, create efficient access points, collect performance data, develop a broad-based marketing and trip information platform.

Administration and Funding Strategies

Many strategies identified through engagement, research and evaluating gaps related to how funding and guidance is provided over time, and how it can apply broadly to different regions and communities. The strategies in this section recommend how ODOT can work strategically with local and statewide partners to efficiently and transparently allocate funds and guide Priority Intercity Bus Network development.

Develop an Intercity Bus Plan

Phase	Near-term	Level of effort	Medium
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ODOT's first major intercity bus investments came from the passage of two significant pieces of legislation in 1991: 1) Oregon Senate Bill 763 (July 1991) requiring the Oregon Transportation Commission to develop a long-range policy and plan for railroad passenger service with connecting bus routes, leading to the creation of the I-5 bus service that continues to this day as a POINT route, and 2) 1991 Intermodal Surface Transportation Efficiency Act (December 1991) assigning 15 percent of the Federal Transit Administration's rural program budget (Sec. 5311(f)) specifically to rural intercity bus service.⁵ ODOT's level of involvement in intercity bus service has evolved and grown significantly since that time.

ODOT's Public Transportation Division currently administers four contracted-operated intercity bus routes through the POINT Intercity Bus Program. Routing, schedules, and service details have changed over time in response to a wide variety of factors including, but not limited to, funding, operating conditions, and performance. Planning decisions are guided by FTA policy, subject matter expertise, and best practices.

ODOT concurrently awards federal and state funding for intercity bus service through competitive calls for projects. As an example, in 2025 ODOT awarded funding for new intercity bus service in three corridors (I-5, I-84 and OR 99W). ODOT solicited intercity bus service through discretionary grant processes and awarded grants to service providers for the Eugene to Medford (I-5), Eugene to Forest Grove (OR 99W), and the Dalles to Boise, Idaho (I-84) corridors. Decisions were based on competitive evaluation criteria. Grant awards provide funding for one to three years.

⁵ U.S. Department of Transportation, Study of Intercity Bus Service: Report of the Department of Transportation to the United States Congress Pursuant to House Report 108-671 (2004), July 2005.

This study found that participants want to know more about the POINT services, whether ODOT will expand their services across the state, and how the service was different from intercity bus service funded through competitive discretionary grants. An Intercity Bus Plan can guide ODOT's vision, goals, strategies, actions, and metrics for the POINT Program and its relationship to implementing the priority intercity network. The plan can include a decision-making framework for implementing the priority intercity network through POINT services and/or competitive grants.



Potential Intercity Bus Plan Contents

Intercity Bus Goals and Guiding Principles: Define specific service goals and measures to provide clear direction for the state's intercity bus program and how they relate to existing inter-community transit systems. Establish guiding principles to ensure future service decisions are made with transparency and consistency.

Public Engagement: Include operators and intercity bus customers, local communities, transit and other transportation service providers, transportation facilitators and mobility managers, transit hub owners and operators, and affected community representatives. Methods would include online and in-person interactions.

Market and Needs Analysis: Collect, align, and analyze data from travel demand sources. Information sources (beyond this study for example) may include intercity-specific service reporting, long-distance travel surveys, community surveys, mobile data travel analysis, and statewide travel demand model analysis. Robust and accurate data will support financial (revenue) estimates in ways that interested parties can understand and support.

Financial Analysis and Funding: To set out a feasible path for the future, ODOT must make decisions about how much funding will be available for the POINT and other State-funded intercity bus service into the future. The Plan would need to account for market-specific revenue estimates and reflect local operating costs. This is especially important as community needs change, operators expand or retract service, and as regional transit providers needs grow. This section should consider how POINT routes can support or otherwise affect local and regional transit funding.

Financially Constrained Service Plan: Once funding and needs are established, an evaluation and prioritization process can help identify a phased investment plan in the POINT intercity bus network that fits expected funding. Local transit providers and other jurisdictions are familiar

with this process through their Transit Development Plans, Coordinated Public Transit Human Services Transportation Plans, and cities' and counties' Transportation System Plans. The network should consider and support the overall priority intercity bus network from this study.

Financial Constrained Capital Plan: As with service planning, the plan should consider vehicle and other capital investments needed to support the future POINT program.

Unconstrained (Vision) Service Plan: Transit route and service changes that do not fit the financially constrained plans can be captured in a long-range investment plan. These strategies would not fit within the expected resources but may become viable should funding or other opportunities emerge.

Administration and Marketing Strategies: This section would reflect ODOT's intended role in delivering intercity bus service in the future and the required resources to administer and manage the program. This section could relate to this study's strategy "Reliable Funding Approach for New ODOT-Directed Intercity Corridors," which would evaluate how the State invests intercity bus funds in the network, whether by direct contract, competitive grants, or directly distributed (formula) grants. ODOT may include funding and actions to support marketing the POINT network and other information-sharing efforts.

Improve Statewide Intercity Bus Data Collection

Phase	Near-term	Level of effort	Medium
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ODOT and local agencies do not currently collect consistent statewide data on intercity bus services. This creates gaps in how it can support intercity bus planning, evaluation and coordination. Transit data is important for needs analyses, route planning, revenue forecasting, and assessing operating efficiency. ODOT collects the most comprehensive data for POINT services, as the service manager. Grant-funded transit providers collect service and financial data from providers quarterly. However, agencies that run both local and intercity routes do not report intercity-specific data, making it difficult to evaluate and plan the network effectively.



Private for-profit providers receiving no grant funds are not obligated or expected to report service or financial data to ODOT, other than what is required in their contracts with the agency.

The goal of enhancing intercity bus data collection is to enable corridor- and route-level planning and to prioritize investments in the intercity bus network. Consistent, reliable data will help ODOT and its partners make informed decisions about service improvements and funding allocations.

ODOT has investigated transit data quality and consistency, as high-quality information requires standardized practices among all transit agencies. This need was described in a 2021 ODOT white paper that examined how automatic passenger counters (APCs) and automatic fare collection (AFC) could help small and medium-sized providers collect uniform data

statewide⁶. ODOT has also sponsored development of GTFS-ride, an open fixed-route transit ridership data standard. GTFS-ride allows for improved ridership data collection, storing, sharing, reporting, and analysis. Consistent intercity bus data should include, as available:

- ridership by route
- ridership by stop
- revenue hours
- revenue miles
- operating expenditures
- revenue
- fare revenue
- on time performance

Monthly transit data typically balances data collection requirements with the value to short- and long-range planning. Depending on availability, some information can be reported annually.

ODOT can establish clear data and reporting standards, provide technical support to transit providers to establish efficient collection and reporting processes, and/or update statewide grant management software to automate and organize the data collection process. Any changes should minimize administrative burden for both ODOT and transit providers, who aim to keep grant-related tasks efficient. Currently, local agencies often collect route-specific data by month and day, then summarize it for ODOT reports. ODOT should prioritize provider participation and feedback and consider short-term pilot programs to test and refine improvements before full implementation.

Develop Partnerships to Support the Intercity Bus Network

Phase	Near-term	Level of effort	Low
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One of ODOT’s key strategies for improving the Priority Intercity Bus Network is to strengthen coordination at local, regional, and interstate levels to enhance access. Oregon has a strong reputation for fostering collaboration among transit providers statewide and for supporting connections across state lines, such as along the I-5 corridor to Vancouver, BC, on OR 11 to Walla Walla, WA, and connecting to Crecent City, California.

To build on this foundation, the State should explore new ways to connect agencies and communities, creating more efficient and seamless travel options. ODOT can play a vital role by facilitating partnerships between transit providers and organizations in human services, tourism, and education. These efforts may include supporting opportunities for providers to connect, leading interregional planning initiatives, and reinforcing existing staff strategies to ensure sustainable and effective coordination.

⁶ *Automatic Passenger Counting and Automatic Fare Collection Technology*, Oregon Department of Transportation, 2021.

Explore Coordinated Intercity Bus Ticketing and Trip Planning

Phase	Near-term	Level of effort	Low
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The Oregon Public Transportation Plan noted the need for coordination among public transportation providers in Oregon, including integrated trip planning, a fare system and policies (rates), media, and purchasing systems. The plan noted opportunities to integrate transit trips with local transportation options like car share, taxi or transportation network companies, and bike share.

This strategy can include electronic fare payment systems, or “eFare,” which is a transformational technology for riders and providers alike, allowing for a more seamless fare payment system, more equitable fare assessments, integration of fares between providers, and better data collection. Intercity providers like Flix, Pacific Crest Bus Lines, and POINT sell tickets online. Several large transit providers in Oregon use eFare systems today, like TriMet, Rogue Valley Transportation District, Lane Transit District, and Cherriots. Each of these systems provide separate trip planning and purchasing options. Internet search engines and artificial intelligence tools like Google Maps can provide cross-provider trip planning across the state, due to ODOT’s maintenance of online transit service data (GTFS).⁷



ODOT explored a statewide eFare platform and technology system in 2017 when TriMet was implementing the Hop Card, an industry-leading eFare platform. The eFare Hop Program ODOT Regions 1 and 2 Gap Analysis focused on expanding the technology system to proximate transit providers of all sizes. The study identified opportunities, challenges, costs and potential implementation steps.⁸ As of this study, other transit providers have implemented eFare systems but do not directly work within TriMet’s service.

ODOT can use its role as a statewide convener and resource manager to identify and pursue opportunities to advance coordinated eFare systems for local and intercity bus providers. Similarly, but separately, ODOT can explore advanced intercity bus trip planning software. ODOT can build from existing resources like ODOT’s GTFS data warehouse, TransGIS and online search engines to find innovations and improvements.

⁷ For data and terms please see www.oregon-gtfs.com, accessed November 2025.

⁸ *eFare Hop Program ODOT Regions 1 and 2 Gap Analysis - Feasibility*, Oregon Department of Transportation, 2017.

Intercity Transit Hubs Strategies

Intercity transit hubs are generally defined as bus stops where an intercity bus route connects geographically with one or more other intercity bus routes and local transit services. Hubs can be any size, from a roadside bus stop to a large site that could serve as the nucleus of a city's transit network. ODOT noted in the Key Transit Hubs Report that convenient, timely, and safe connections between transit services are important elements of a useful fixed route transit network.⁹

ODOT used an updated hubs analysis for this study (see Existing Conditions Technical Memorandum in Appendix B for more information about the transit hubs and analysis). The team also used engagement feedback to develop strategies to address gaps at transit hubs in the intercity bus network. Next steps for any strategy are to work with local communities to identify changes to schedules, hub locations and infrastructure improvements to improve intercity bus connections.

Set and Meet Transit Hub Design Guidelines for the Intercity Bus Network

Phase	Mid-term	Level of effort	Medium
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Riders on the Priority Intercity Bus Network need convenient, safe and reliable infrastructure at bus stops and stations. ODOT can help local agencies and other partners anchor the network to this infrastructure in different ways summarized below.

- Develop bus stop guidelines specific to the intercity bus network. Given the range of different route and stop types, the guidelines should focus on amenities and resources, rather than strictly design. The guidelines will help local agencies and business partners identify needs at their stops relevant to long distance travelers like seating, shelter, lighting, signs, real time bus information, sidewalk connections, bike parking, taxi and ride hail pick up locations and nearby amenities.
- Create transit hub project funding guidance. ODOT can provide a time limited or ongoing program to improve stops and hubs on the intercity network. This can be through existing grant programs like the Statewide Transit Network program or separate depending on resources and stakeholder needs. New programs need to meet ODOT goals and with guidance from advisory members.

⁹ Oregon Department of Transportation, *Key Transit Hubs Report*, 2020.

Improve Key Transit Hubs

Phase	Mid-term	Level of effort	High
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Key Transit Hubs were defined in the 2020 Key Transit Hubs Report as locations where there is the opportunity to transfer between three or more transit routes. “Almost” key transit hubs are defined as locations where there are three routes or more meeting in a community, but the stops are not in the same location. The gap analysis in this study resulted in several hubs in the intercity bus network where preliminary analysis indicated gaps in schedule or location. Stakeholder engagement through this study provided further information about potential transit hub improvements statewide. Hub location strategies include those listed below.

Table 8. Potential Transit Hub Improvement Locations

Description	Corridor	Hub Type
Ontario has connections to local and regional intercity bus. Study participants noted a gap between Ontario to Boise, the next largest city in the region. New service at this location could build on a reliable intercity connection to provide greater regional and interstate connections.	US 20	Key
La Grande is an important link in Eastern Oregon’s intercity bus network, serving regional routes that may soon get renewed service to Portland. ODOT can help ensure schedules are coordinated at this key hub.	I-84	Key
Pendleton links US 395 to the state’s northern corridor and connects regional routes near a large retail center. This hub can help anchor service that may expand in the area.	I-84	Almost Key
Coos Bay is an important hub near the southern Coast, connecting rural regional intercity routes. Analysis indicates gaps in scheduled connections. The stop near major retail location may lack formal shelter and amenities.	US 101	Almost Key
Oregon City Amtrak Station connects on a busy intercity network in the Portland region. The station is far from local and regional bus connections serving Clackamas County. Emerging transportation options and local development may present opportunities to connect the location.	I-5	Almost Key
Gresham Transit Center serves mostly local bus and light rail. An intercity bus provider stops here, and another at the nearby Cleveland Avenue MAX station. Depending on local and regional needs, the intercity bus network may benefit from a joint transit hub.	US 26	Almost Key

West Salem Transit Center provides connections between the local bus system and regional intercity routes connecting to Yamhill County. An intercity route to and from the Oregon Coast does not stop here, leaving riders traveling between Salem and Yamhill County communities with a transfer and longer travel time if connecting.	OR 18, OR 99W	NA
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8. Conclusion

This study supports ODOT’s mission to provide a safe and reliable multimodal transportation system that connects people and helps Oregon’s communities thrive. ODOT worked with agency partners to bring community needs to the forefront and analyzed data about potential intercity bus riders and how the network operates today. The information can help inform future decisions about existing and proposed services, coordinating with transit providers, and guiding future resource allocation.

The intercity bus strategies provide a starting point to improve the statewide network in a coordinated way. Defining priority corridors in the network can help ODOT and transit providers target investments to advance shared goals across the state.

Looking ahead, ODOT will explore and implement these strategies as resources and opportunities allow. The strategies can guide future planning, policy development and program design. This includes grant management, decisions about whether new intercity routes are incorporated into POINT or are supported through competitive grants, strengthening coordination with transit providers, public engagement, and informing corridor- and route-specific transit plans.

Appendix A. Public Engagement Plan and Summary

Communications & Engagement Plan for Oregon Department of Transportation (ODOT) Statewide Priority Intercity Bus Network

Prepared for

Oregon Department of Transportation



January 2025

Jacobs

Contents

Contents.....	i
Acronyms and Abbreviations.....	ii
1. Introduction	1
2. Engagement Goals	2
3. Key Project Messages	2
4. Key Project Partners.....	3
5. Tools and Tactics	6
6. Engagement Timeline	8
7. Engagement Summary.....	9
References.....	16

Tables

Table 4-1: Key Project Partners	3
Table 5-1 Potential Communication Tools	6
Table 7-1. Summary of Engagement Activities during Phase 1	9
Table 7-2. Self-Described Agency Roles in the Survey	10
Table 7-3. Summary of Engagement Feedback during Phase 1	11
Table 7-4. Summary of Engagement Activities during Phase 2	14
Table 7-5. Summary of Engagement Feedback during Phase 2.....	14

Figures

Figure 6-1 Engagement Timeline.....	8
Figure 7-1. Participant Markup on the Interactive Map, March 2025	10
Figure 7-2. Barriers to Access responses, PIBN survey, March 2025	12
Figure 7-3. Priority Improvements, PIBN survey, March 2025	13

Acronyms and Abbreviations

ACT	Area Commission on Transportation
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organizations
ODOT	Oregon Department of Transportation
PIBN	Priority Intercity Bus Network
QE	STIF Qualified Entity
STIF	Statewide Transportation Improvement Fund

1. Introduction

1.1 Project context

The Oregon Department of Transportation (ODOT) is working to identify a statewide priority intercity bus network (PIBN) that will:

- Enable ODOT to leverage funding and investments to better serve people who travel between communities by bus.
- Increase intercity bus ridership and equitable access to transportation by bus.
- Support achievement of Oregon's greenhouse gas emissions target.

This study defines intercity bus service as a regularly scheduled, long-distance fixed route bus service that carries passengers between rural communities and/or urban centers with limited stops and has the capacity to carry luggage. Unlike a transit bus service, which has frequent stops throughout a city or town, an intercity bus service generally has a single stop at a pick-up location and travels long distances without stopping until the drop off location. This service can be provided by public transit agencies, non-profit agencies, and for-profit companies.

The outcome of this project will allow ODOT staff to implement a more effective intercity bus network. To do this the project will:

- Recommend a PIBN.
- Identify critical service gaps in the PIBN.
- Provide information ODOT needs to direct funds that strategically improves the statewide intercity bus network.
- Identify possible funding sources for initiatives on the network.
- Provide recommendations for multimodal connectivity to the PIBN.
- Provide data to inform implementation of an equitable statewide intercity bus network.
- Define what the minimum level of bus service should be on a PIBN.

An interconnected statewide intercity bus system would connect public transportation, private bus service, passenger rail service, and active transportation modes. This system would make it possible and feasible for people in Oregon to travel between cities, and travel from rural communities to cities and back without the use of a personal vehicle.

1.2 Plan approach

As ODOT develops the PIBN, it is important that the process is transparent and that all partners have access to information about the project and can participate as their time allows.

This communications and engagement plan outlines key partners, messages, tools, and strategies that will build awareness and identify ongoing opportunities for public agencies (Metropolitan Planning Organizations (MPO), Council of Governments (COG), Statewide Transportation Improvement Fund (STIF) program Qualified Entities (QE), private bus companies, Tribes, ODOT regional program staff, and ODOT advisory committees and commissions to participate in the development of the PIBN. This plan is anticipated to be a living document and will be updated and amended regularly as the project develops.

2. Engagement Goals

Outreach strategies and tools identified in this plan are intended to help ODOT meet the following goals:

- Build general awareness about Oregon’s current intercity bus service connections across the state and the need for a PIBN.
- Seek input from key project partners to inform the PIBN recommendations, including understanding of critical service gaps.

3. Key Project Messages

Key project messaging is used to create consistent outward-facing messages that carry simplified information that is easy to understand and follows across all project deliverables.

Project messaging should be used to inform key project partners about the project goals and objectives, status, and opportunities to provide input. These messages should be updated at key project and engagement milestones. Early engagement key project messages include:

- The Oregon Department of Transportation (ODOT) is working to identify a statewide priority intercity bus network (PIBN).
- Defining a priority multimodal network and completing critical connections within the network are called out in the Oregon Transportation Plan¹. Defining the bus network is the first step in identifying a statewide multimodal network and eliminating connectivity gaps.
- In 1995, Oregon set out to have 99% of Oregon communities to have daily scheduled intercity bus, van, or rail by 2010.
- Increasing transit ridership is integral to the state meeting its goal of reducing emissions from transportation to 80% below 1990 levels by 2050².
- An interconnected statewide bus system would connect public transportation, private bus service, passenger rail service, and active transportation modes. This system would make it possible and feasible for people in Oregon to travel between cities, and travel from rural communities to cities and back without the use of a personal vehicle.
- ODOT is working with public agencies, Metropolitan Planning Organizations (MPO), Council of Governments (COG), Statewide Transportation Improvement Fund (STIF) program Qualified Entities (QE), private bus companies, Tribes, ODOT regional program staff, and ODOT advisory committees and commissions to identify critical service gaps in the current intercity bus system to inform and shape the recommendations put forth in the PIBN.

¹ Oregon Department of Transportation. (2023). Oregon Transportation Plan. https://www.oregon.gov/odot/Planning/Documents/Oregon_Transportation_Plan_with_Appendices.pdf

² Oregon Department of Transportation. (2013). The Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction. https://www.oregon.gov/odot/climate/Documents/Oregon_Statewide_Transportation_Strategy.pdf

4. Key Project Partners

The following partner groups have been identified to participate in the development of the PIBN. This list will be refined as the project progresses. ODOT will lead engagement with tribes, private bus companies, and state agencies.

Table 4-1: Key Project Partners

Group	Partner	Service area
Metropolitan Planning Organizations (MPO)	Albany Area MPO	Albany
	Bend Area MPO	Bend
	Central Lane MPO	Eugene, Springfield
	Central Oregon Intergovernmental Council (COIC)	Central Oregon
	Corvallis Area MPO	Corvallis, Philomath
	Cowlitz-Wahkiakum Council of Governments	Longview, Kelso, Rainier
	Metro	Portland/ Metro Area and North Willamette Valley
	Rogue Valley MPO	Medford, Ashland, Grants Pass
	Walla-Walla	Walla Walla
Council of Governments (COG)	Central Oregon Intergovernmental Council	Central Oregon
	Lane Council of Governments	Lane County
	Mid-Willamette Valley Council of Governments	Marion, Polk, and Yamhill Counties
	Northwest Senior and Disability Services	Clatsop, Marion, Polk, Tillamook, and Yamhill Counties
	Oregon Cascades West Council of Governments	Linn, Benton, and Lincoln Counties
	Rogue Valley Council of Governments	Jackson and Josephine Counties
Statewide Transportation Improvement Fund (STIF) program Qualified Entities (QE)	Baker County	Baker County
	Basin Transit Service Transportation District	Klamath County
	Benton County	Benton County
	Columbia County	Columbia County
	Coos County	Coos County
	Crook County	Crook County
	Curry County	Curry County

Communications & Engagement Plan for ODOT Statewide Priority Intercity Bus Network

Group	Partner	Service area
	Deschutes County	Deschutes County
	Gilliam County	Gilliam County
	Grant County Transportation District	Grant County
	Harney County	Harney County
	Hood River County Transportation District	Hood River County
	Jefferson County	Jefferson County
	Josephine County	Josephine County
	Lake County	Lake County
	Lane Mass Transit District	Lane County
	Lincoln County	Lincoln County
	Linn County	Linn County
	Malheur County	Malheur County
	Morrow County	Morrow County
	Rogue Valley Transportation District	Jackson County
	Salem Area Mass Transit District	Marion County
	Sherman County	Sherman County
	Sunset Empire Transportation District	Clatsop County
	Tillamook County Transportation District	Tillamook County
	Tri County Metropolitan Mass Transit District	Multnomah County, Washington County, Clackamas County
	Umatilla County	Umatilla County
	Umpqua Public Transportation District	Douglas County
	Union County	Union County
	Wallowa County	Wallowa County
	Wasco County	Wasco County
	Wheeler County	Wheeler County
	Yamhill County	Yamhill County
ODOT advisory committees, commissions, and associations	Cascades West Area Commission on Transportation	Benton, Linn and Lincoln counties
	Central Oregon Area Commission on Transportation	Crook, Deschutes and Jefferson counties

Communications & Engagement Plan for ODOT Statewide Priority Intercity Bus Network

Group	Partner	Service area
	Lane Area Commission on Transportation	Lane County
	Lower John Day Area Commission on Transportation	Gilliam, Sherman, Wheeler and Wasco counties
	Mid-Willamette Valley Area Commission on Transportation	Marion, Polk & Yamhill counties
	Northeast Area Commission on Transportation	Morrow, Baker, Union, Umatilla and Wallowa counties and the Confederated Tribes of the Umatilla Indian Reservation
	Northwest Area Commission on Transportation	Clatsop, Tillamook, Columbia and western rural Washington counties
	Oregon Transit Association	Statewide
	Public Transit Advisory Committee	Statewide
	Rogue Valley Area Commission on Transportation	Jackson and Josephine Counties
	Region 1 Area Commission on Transportation	ODOT Region 1
	South Central Area Commission on Transportation	Klamath and Lake Counties
	Southeast Area Commission on Transportation	Grant, Malheur, & Harney Counties Burns Paiute Tribe of Harney County
	Southwest Area Commission on Transportation	Coos, Curry & Douglas Counties
Tribes (STIFF QEs)	Burns Paiute Tribe	Burns Paiute Indian Reservation
	Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians	Coos County and surrounding areas
	Confederated Tribes of The Grand Ronde Community of Oregon	Yamhill and Polk Counties and surrounding areas
	Confederated Tribes of the Siletz Indians	Siletz Reservation
	Confederated Tribes of the Umatilla Indian Reservation	Umatilla Reservation
	Cow Creek Band of Umpqua Indians of Oregon	Roseburg and surrounding area
	Confederated Tribes of the Warm Springs Reservation	Warm Springs Reservation
	Coquille Indian Tribe	Coquille Reservation
	The Klamath Tribes	Klamath Reservation
Private bus companies	Flixbus/Greyhound	Redding-Portland-Seattle-Vancouver

Communications & Engagement Plan for ODOT Statewide Priority Intercity Bus Network

Group	Partner	Service area
	Groome Transportation	Portland, Albany, Corvallis, Salem, Woodburn
	MTR Western (POINT)	Seattle, Spokane, Portland and Eugene
	Pacific Crest Bus Lines	Central Oregon
ODOT program staff	Active Transportation Liaisons	Statewide by region
	Climate Office	Statewide
	Passenger Rail Program	Statewide
	Regional Transit Coordinators	Statewide by region
Other state partners	California Department of Transportation	California
	Dept of Human Services	Statewide
	Dept of Land Conservation and Development	Statewide
	Idaho Department of Transportation	Idaho
	Office of Innovative Funding	Statewide
	Washington State Department of Transportation	Washington

5. Tools and Tactics

Table 5-1 identifies potential communication tools that will be developed and maintained by ODOT and the consultant team to help key project partners remain engaged and informed throughout the study development and implementation process.

A proposed flow of how tools will be implemented throughout the project is incorporated in Section 6.

Table 5-1 Potential Communication Tools

Tool	Purpose	Target partners
<i>Key partner communication support</i>		
Scheduling support, including email templates	<ul style="list-style-type: none"> Messaging will provide a clear overview of the project, how partner involvement is integral to project success, and coordinate meeting scheduling and other necessary coordination. 	<ul style="list-style-type: none"> Internal support for ODOT and project staff coordinating with key partners
Briefing and webinar templates	<ul style="list-style-type: none"> Templates will provide consistent and easy to follow project messaging and offer engaging ways to gather insight and input from key partners. 	<ul style="list-style-type: none"> Internal support for ODOT staff to revise as needed for briefings and webinars with key partners

Briefings and webinars

Communications & Engagement Plan for ODOT Statewide Priority Intercity Bus Network

Tool	Purpose	Target partners
Briefings	<ul style="list-style-type: none"> • Provide meeting/conversation opportunities with key partners. Twelve (two sets of six) briefing times will be offered to create opportunities for potential cross-state collaboration that may not occur on a regular basis. • Foster a collaborative relationship and process with key partners. • Create interest and excitement around the PIBN. • Gather insights and an understanding of current conditions and gaps before the PIBN is drafted and collect feedback on the PIBN recommendations after a draft has been developed. 	<ul style="list-style-type: none"> • Key partners
Group webinars	<ul style="list-style-type: none"> • Provide a group setting for key partners to hear from ODOT project staff about key project milestones and ways to provide input and feedback. • Share summary of what we've heard from briefings and survey responses and encourage continued survey participation. • Foster a collaborative relationship and process with key partners. • Create interest and excitement around the PIBN. • Gather insights and an understanding of current conditions and gaps before the PIBN is drafted and collect feedback on the PIBN recommendations after a draft has been developed. 	<ul style="list-style-type: none"> • Key partners
<i>Online engagement</i>		
Survey	<ul style="list-style-type: none"> • Offering an online survey early in the project creates an opportunity to collect vital input from key partners that will inform the PIBN from the start. • Key partners can provide localized and specific input pertaining to their area of expertise. This information can be used to ground truth data and ensure that the PIBN addresses and identifies the gaps in the intercity bus system. • Provides a passive avenue to share input that can fit within the busy work schedules of key partners. 	<ul style="list-style-type: none"> • Key partners

6. Engagement Timeline

The engagement timeline is presented in Figure 6-1 (all dates are subject to change). Coordination with partners will begin in late 2024 to introduce the project, its goals, and what to expect throughout the life of the project. In general, save-the-dates for partner briefings and webinars will be shared, at minimum, three to four weeks in advance.

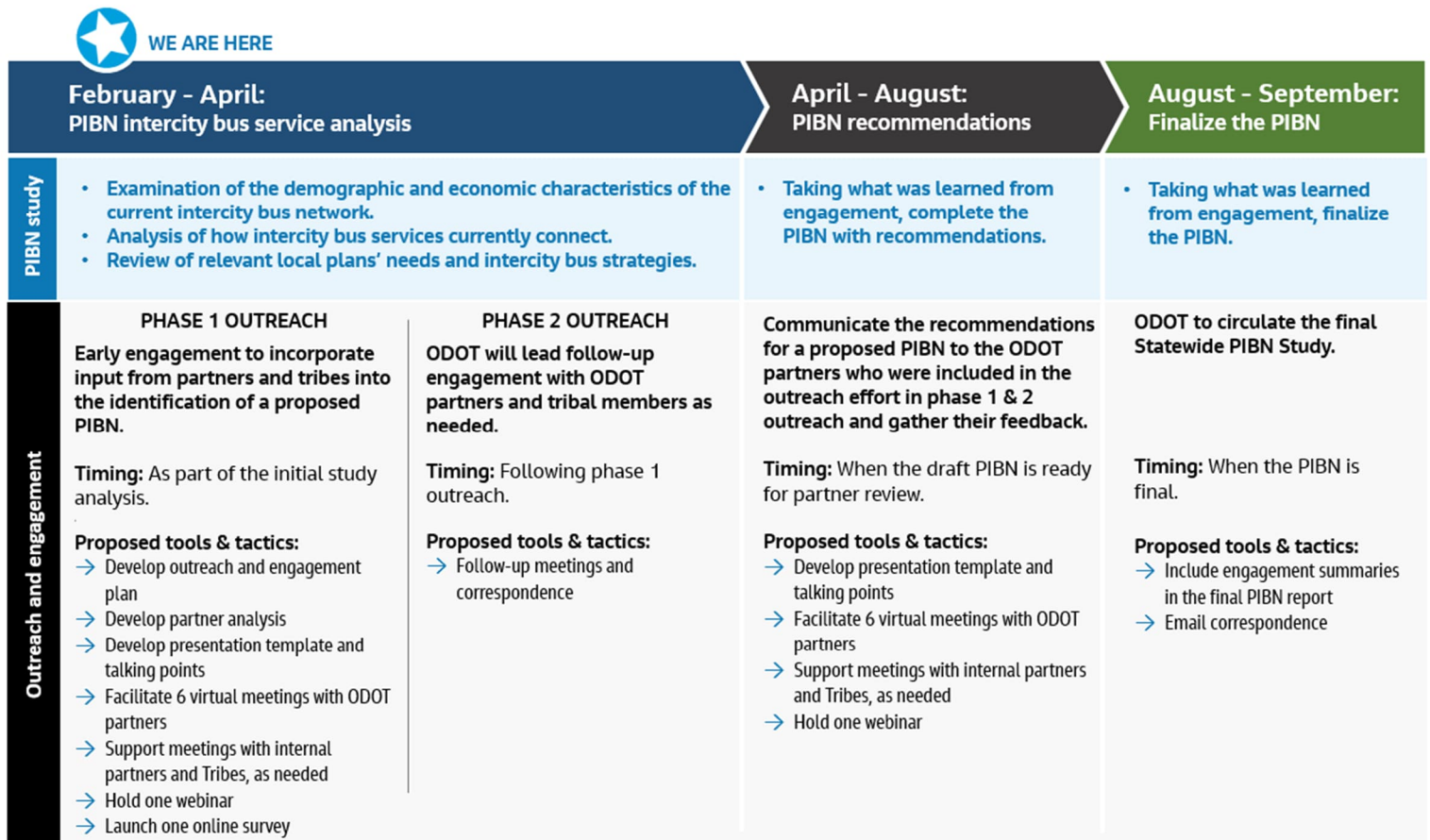


Figure 6-1 Engagement Timeline

7. Engagement Summary

Throughout the project, ODOT’s internal and external partners were engaged with the purpose of gaining input to inform the Priority Intercity Bus Network Study, including understanding of critical service gaps. The study team conducted two phases of outreach and engaged with partners through virtual meetings and online surveys and mapping tools. Partners engaged included public agencies, ODOT staff, Metropolitan Planning Organizations, other DOTs, Active Transportation Liaisons, Statewide Transportation Improvement Fund Qualified Entities, Area Commissions on Transportation, Tribes, private bus companies, and other key partners. Feedback gathered in both phases of outreach played a critical role in shaping the Priority Intercity Bus Network Study (PIBN).

In Phase 1, the study team engaged partners through virtual meetings and an interactive online StoryMap site. The virtual meetings included 15 interactive sessions and one webinar, focused on the definition of intercity bus services, challenges, funding and feedback for ODOT. The online StoryMap site provided an overview of the study and engagement opportunities and included a survey with questions about existing barriers to intercity bus access, effectiveness of Oregon’s intercity bus network, ideal minimum level of service, and priorities for improving the network. The site also included an interactive feedback mapping tool that allowed partners to highlight challenges in specific locations and include comments about specific routes and locations using a line-drawing tool or a pinpoint labeled “challenges”, “working well”, or “question”. Feedback from partners through the meetings and StoryMap site identified service gaps, emphasized the need for minimum service levels, and highlighted challenges with funding, access, and trip planning. This input informed the development of the study framework and initial corridor recommendations.

In Phase 2, the study team engaged with partners through four virtual briefings and one webinar to provide an overview of previous engagement, and share and gather feedback on proposed corridors, typologies, service frequency, and multimodal connectivity.

Overall, this chapter presents the engagement activities undertaken for the study. For a summary of the engagement feedback and findings, please refer to Chapter 4 – Intercity Bus Service Needs Analysis.

7.1 Phase 1 Engagement: Needs and Opportunities

During the initial phase of engagement from January to March 2025, the study team introduced the PIBN study and collected feedback on existing services, access, levels of service, funding, administration, and technology. Feedback was collected via virtual meetings and the interactive StoryMap site with an online survey and mapping feedback tool. Engagement activities during this phase are detailed in Table 7-1 below.

Table 7-1. Summary of Engagement Activities during Phase 1

Activity	Engagement
Online survey	38 responses
Interactive Map	69 comments
Interactive Sessions	15 meetings
Webinar	1 meeting
Tribal transportation	3 meetings

Online Survey and Interactive Map

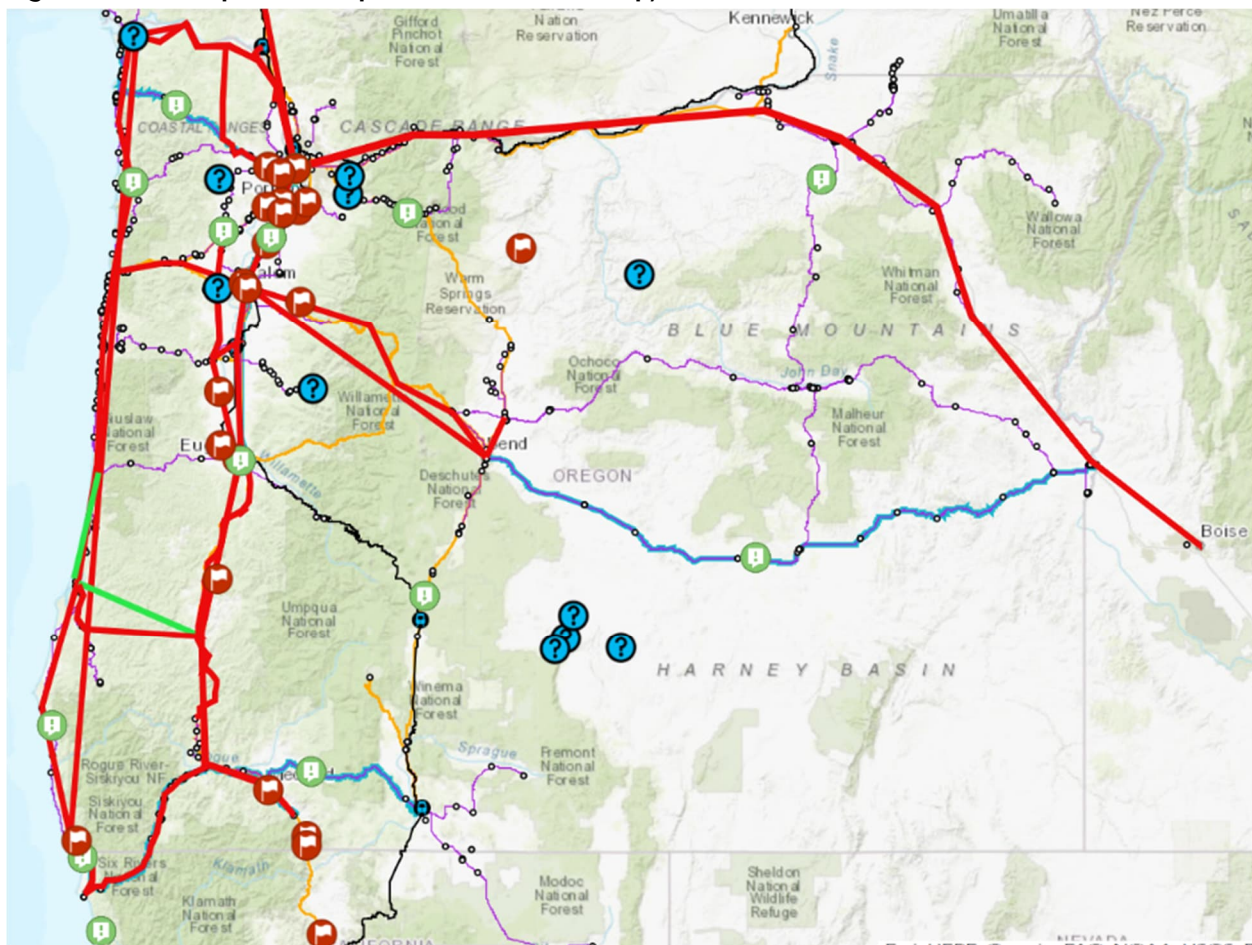
Partners were asked to participate in an online survey included in the online StoryMap. The study team received 38 survey responses from partners representing a variety of affiliations, shown in Table 7-2 below. The mapping tool responses featured 69 unique line and point comments.

Table 7-2. Self-Described Agency Roles in the Survey

Partner type	Responses	Partner type	Responses
Public Agency	9	Qualified Entity	2
ODOT Staff	10	Tribes	1
Regional Government	6	Private provider	1
Other DOT	6	ACT	1
		Other	2

The survey asked respondents to report on barriers to intercity bus access, what works well in Oregon’s intercity bus network, to describe their ideal minimum level of service, and share their priorities for improving the network. The StoryMap served as an existing conditions summary that gave participants information to support their comments and questions. Figure 7-1 illustrates comments and ideas submitted on the StoryMap that identified gaps or opportunities statewide. Each item drawn on the map included opportunity for respondents to add notes. These notes were collected as engagement feedback and referenced through each project step.

Figure 7-1. Participant Markup on the Interactive Map, March 2025



Source: Jacobs

Interactive Sessions

Interactive virtual sessions were held with small groups of key partners. The partners were the same agency and business representatives invited to review the StoryMap and respond to the survey. The

facilitated discussions included topics like defining intercity bus service, ridership and funding challenges, and operational barriers. Partners emphasized the need for clear definitions, better trip planning tools, and more flexible funding. They also highlighted the importance of express rural routes and improved coordination. Key issues raised by partners included: confusion between intercity and commuter service definitions, low rural ridership and limited-service access, funding complexity and driver shortages, and need for better trip planning tools and statewide fare systems.

Phase 1 also included meetings with Tribal partners. Feedback from Tribal partners emphasized the need for simplified funding processes, better coordination, and improved access. They highlighted barriers such as first- and last-mile access and staffing limitations. Some Tribal partners praised real-time transit apps and expressed interest in seamless multimodal service. Key issues raised by Tribal partners included: complex and burdensome funding processes, first/last-mile access challenges, limited capacity to operate transit services, and efficacy of real-time transit tools.

During the first phase of partner engagement, the study team asked partners for feedback on existing services and networks, access, levels of service, funding, administration, and technology. Several key takeaways emerged from partners’ feedback and questions from the survey, mapping tool, and virtual meetings, outlined in Table 7-3 below.

Table 7-3. Summary of Engagement Feedback during Phase 1

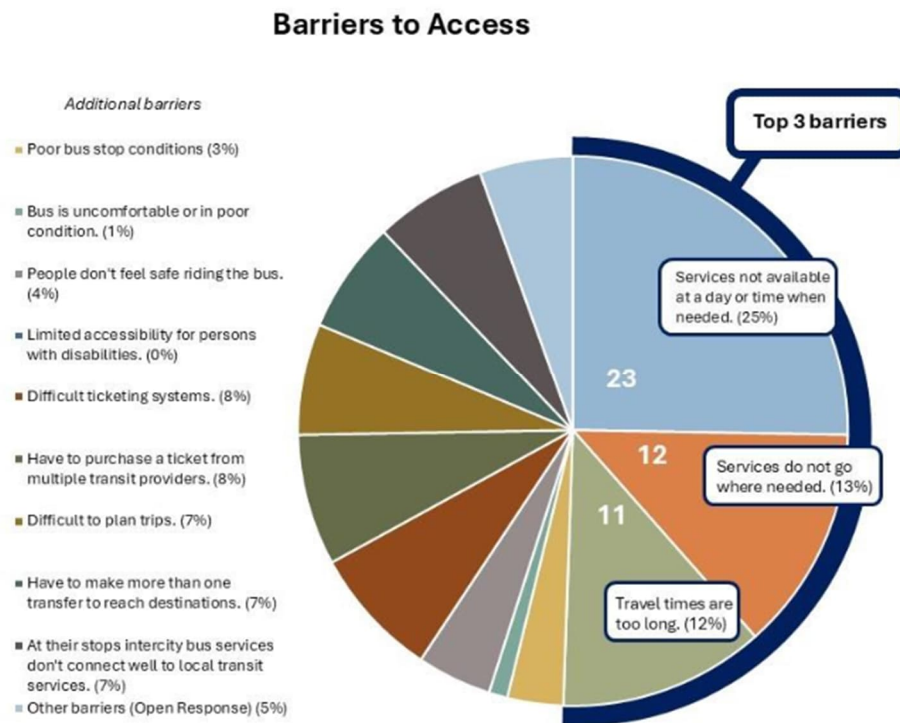
Theme	Description of feedback
Good connectivity on major corridors	<ul style="list-style-type: none"> Overall, bus networks connect on major corridors and highways, getting people to places they need and want to go.
Safe, reliable service	<ul style="list-style-type: none"> Transit service noted as safe (e.g., vehicles well maintained, stops well placed) and generally secure (e.g., feel personally safe on board and at stops). Buses are in good shape, reliable, and comfortable, and have courteous and helpful drivers.
Access	<ul style="list-style-type: none"> Need to address service gaps to create a seamless transit network. Gaps include: <ul style="list-style-type: none"> Some services are not available during day/time when needed Some services are not going where needed or long travel times interfere with connections Some rural parts of the state are underserved, in particular where bus service was discontinued. Lack of last-mile services or connections to other places in the communities, particularly in rural areas where local transit does not exist or is infrequent.
Minimum level of service	<ul style="list-style-type: none"> A minimum level of service would contribute to reliability and convenience. A minimum bus frequency should depend on where the route is and the ridership demand. A round-trip two or three times per day would be a reasonable minimum level of service with more frequent service during peak travel on major corridors.
Funding	<ul style="list-style-type: none"> Funding is a consistent issue for local transit providers.

Theme	Description of feedback
	<ul style="list-style-type: none"> Funding requirements, such as staying within district or county boundaries, add burdens to providing services. Partnerships and collaborations have helped reduce administrative burdens and share costs. Cost increases over the past five years have made hiring drivers an ongoing challenge.
Ticketing/ trip planning	<ul style="list-style-type: none"> Coordination of fare policies and utilization of fare collection and trip planning technologies are important. Bus fare and scheduling systems differ and lack coordination between providers in most places, which can create confusing or inaccessible fare collection and trip planning processes. ODOT could play a role in developing statewide fare collection policies and technologies, and transit trip planning guidance and technologies.

Participants provided feedback on the following four aspects – Barriers to access, what is working well, minimum service levels, and priority improvements as described below:

- Barriers to access**
 Respondents identified the most significant barriers to access as: services not available at needed times (23 selections), services not reaching required locations (12 selections), and long travel times (11 selections). Respondents also selected other issues like infrequent schedules, service gaps, and trip planning. Error! Reference source not found. below illustrates a summary of all responses to the barriers to access questions.

Figure 7-2. Barriers to Access responses, PIBN survey, March 2025



- *What is working well*

Respondents noted several positive features, including: the network’s ability to connect major destinations (13 selections), the safety of the services (10 selections), good condition and reliability of vehicles, and the courteousness of bus drivers (9 selections each). The intercity bus network was also noted for its general availability.

- *Minimum service levels*

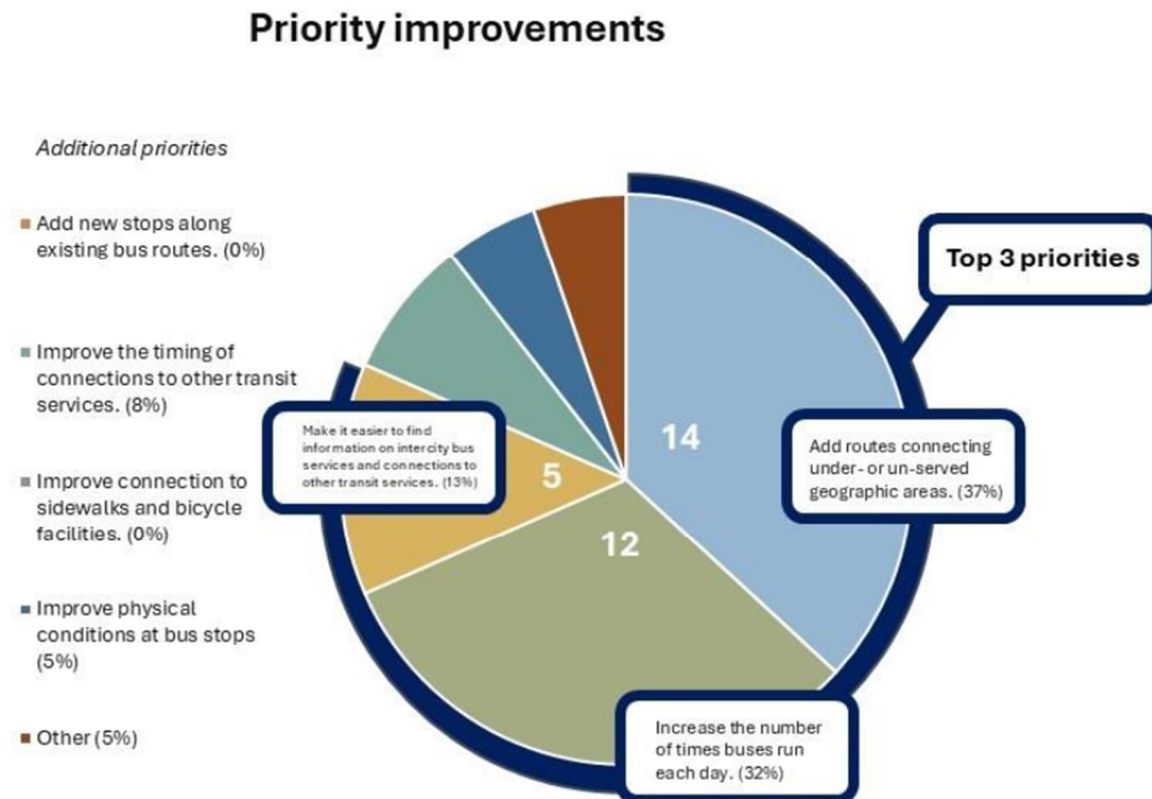
The most common recommendation was for round-trip services 2-3 times per day. Some respondents suggested more frequent services during peak times and connecting dense population areas, while less frequent services might suffice for small communities. Additionally, the top three priorities for improvement included adding routes to underserved areas (14 responses), increasing the frequency of bus services (12 responses), and improving access to information on intercity bus services and connections to other transit services (5 responses).

- *Priority improvements*

Respondents also emphasized the need for a more connected and consistent network, including improving the timing of connections to other transit services (3 selections) and improving physical conditions at bus stops (2 selections). Figure 7-3 below illustrates a summary of all responses to the questions related to priority improvements.

Finally, respondents provided additional feedback on communicating about services, including the importance of strong marketing and communication with the public and transportation partners, and the need to make service information more accessible to passengers to more effectively compete with private companies.

Figure 7-3. Priority Improvements, PIBN survey, March 2025



7.2 Phase 2 Engagement: Identifying the Network

During the second phase of engagement from July to August 2025, the study team provided an overview of the study framework and proposed corridors, based on technical analysis and partner feedback. The study team collected additional feedback from partners during this phase to refine the PIBN study recommendations. Engagement activities during this phase are detailed in Table 7-4 below.

Table 7-4. Summary of Engagement Activities during Phase 2

Tactic	Engagement
Interactive Sessions	4 meetings, 49 participants
Webinar	1 meeting, 15 participants

Interactive Sessions

The interactive virtual meetings held in Phase 2 shared a corridor typology recommendation. Partners provided feedback on service frequency, connectivity, and equity, and supported new rural routes, better multimodal integration, and improved access to underserved areas.

During the second phase, the study team reported back on what they heard from partners in Phase 1, reviewed the study framework, and shared a proposed network. The study team also gathered feedback on the proposed network and corridors. Feedback from the Phase 2 engagement is summarized in Table 7-5 below.

Table 7-5. Summary of Engagement Feedback during Phase 2

Themes	Description of feedback
Corridors	<ul style="list-style-type: none"> • Lakeview to Klamath Falls and La Grande to Joseph corridors were omitted due to geographic and travel pattern constraints. • Certain corridors, such as US 26 and US 30, should be reevaluated and may warrant higher priority due to tourism and congestion. • Southeast Oregon and along Highway 30 were missing priority connections. • Key corridors such as US 26 and Hwy 20 are important connections to Redmond Airport and small communities. • Consider maintaining existing routes and piloting new rural services. • Recognize existing airport and transit connections along key corridors, such as Hwy 101 and SR 199 as important connections that support regional mobility and access to essential services. • Historical intercity bus routes, such as the Portland to Lincoln City service via OR 18/99, should be considered for potential inclusion in the network. • A hub analysis in the network planning process would be valuable, with evaluation of spatial and temporal integration to reduce wait times and improve connectivity.
Typologies	<ul style="list-style-type: none"> • Consider including a third typology for tourism-focused or lower-frequency service corridors. • Consider including typologies for lifeline, recreational, and express/overnight services to better reflect corridor needs. • Corridor typologies may not fit frontier populations well; consider adding a third service typology to better reflect unique regional needs. Frontier

Themes	Description of feedback
	<p>population consists of people living in sparsely populated areas that are isolated from population centers and services³.</p> <ul style="list-style-type: none"> • Addition of a 'critical connection' typology for low population but essential routes, especially for weekday travel, could be valuable. • Consider including different vehicle types (e.g., coach vs. cutaway) that offer varying levels of service quality in corridor typologies to better match rider expectations and needs.
Service Frequency	<ul style="list-style-type: none"> • Concerns about limited service and the need for more than one round trip per day in high-need areas like Baker City/John Day. • Optimal service schedules that would be effective and sustainable for low-population areas (especially for Grant County) could include: three-day-per-week service (e.g., Mon/Wed/Fri). Daily service is excessive given current ridership levels.
Connectivity and Access	<ul style="list-style-type: none"> • Need for better integration between intercity bus services and different bus providers, as well as between other modes (e.g., rail and air). • Coordinated schedules are important and multiple transfers can be a barrier to ridership. • Importance of linking intercity bus service to airports and train stations, especially in Portland and Pendleton. • Interest in improving coordination between providers, including schedule alignment and boarding locations, could help address gaps in service integration at transit hubs like Union Station.
Facilities, Vehicles and Drivers	<ul style="list-style-type: none"> • Interest in ensuring stop locations support transfers and multimodal connectivity, including policy support. • Recommendations on vehicle size to match demand (i.e., Grant County uses 18–24 passenger vehicles, which are generally sufficient expect for demand spikes during holidays). • Three-day service enables full-time employment and operational efficiency for long-distance routes.
Outreach	<ul style="list-style-type: none"> • Broader community engagement would help better understand service needs and gaps.
Funding	<ul style="list-style-type: none"> • Explain cost analysis and subsidies, and how current funding aligns with corridor priorities.
Equity	<ul style="list-style-type: none"> • Include fare affordability in the prioritization framework, especially for low-income and elderly populations.
Congestion	<ul style="list-style-type: none"> • Concerns about traffic congestion on corridors like Portland to Cannon Beach and impact on safety and service reliability.

³ National Rural Health Association <https://www.ruralhealth.us/>

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- Oregon Department of Transportation. (2023). Oregon Transportation Plan.
https://www.oregon.gov/odot/Planning/Documents/Oregon_Transportation_Plan_with_Appendices.pdf
- Oregon Department of Transportation. (2013). The Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction.
https://www.oregon.gov/odot/climate/Documents/Oregon_Statewide_Transportation_Strategy.pdf

Appendix B. Existing Conditions Technical Memorandum

Task 3.1 Existing Conditions Needs Analysis

Date: September 10, 2025
Project name: ODOT Priority Intercity Bus Network
Attention: Jillian Trinkaus, Sara Pimentel
Client: Oregon Department of Transportation
Prepared by: Jacobs Engineering

Contents

Contents	1
1. Introduction	3
2. Intercity Bus Service Needs Analysis	8
2.1 Demographics Overview.....	8
2.2 ODOT’s Social Equity Index (SEI) analysis	9
2.3 Key Takeaways from the Demographic Analysis	17
3. Existing Intercity Network Services	18
3.1 Definition of Intercity Bus	18
3.2 Advantages of Intercity Bus Service.....	18
3.3 Existing Intercity Bus Network.....	19
3.4 Key Transit Hubs.....	30
3.5 Intercity Bus Funding Summary	34

Figures

Figure 1. Existing Intercity Bus Service in Oregon in 2025.....	4
Figure 2. Intercity Bus on the I-5 Corridor Between Portland and Eugene in 2025	5
Figure 3. Distribution of Population Density in Oregon	10
Figure 4. ODOT Social Equity Index Map for the State of Oregon	11
Figure 5. SEI Map - Region 1.....	12
Figure 6. SEI Map - Region 2.....	13
Figure 7. SEI Map - Region 3.....	14
Figure 8. SEI Map - Region 4.....	15
Figure 9. SEI Map - Region 5.....	16
Figure 10. Map of the POINT Intercity Bus Routes.....	21
Figure 11. Ridership of the POINT Intercity Bus Service, 2019-2023.....	22
Figure 12. Revenue Miles of the POINT Intercity Bus Service, 2019-2023.....	22
Figure 13. Revenue of the POINT Intercity Bus Service, 2019-2023	23
Figure 14. Expenditures of the POINT Intercity Bus Service, 2019-2023	23
Figure 15. Map of Public Intercity Bus Network in Oregon.....	27
Figure 16. Map of Private Intercity Bus Routes.....	29
Figure 17. Map showing Key Transit Hubs in Oregon in 2019	30
Figure 18. Map of Almost Key Transit Hubs in Oregon.....	33

Tables

Table 1. Intercity Bus Network Routes.....	6
Table 2. Input Values for Social Equity Index Development.....	9
Table 3. Details of the POINT Intercity Bus Service in Oregon	20
Table 4. Public Intercity Bus Providers in Oregon in 2025	24
Table 5. Private Intercity Bus Providers in Oregon.....	28
Table 6. List of Oregon's Key Transit Hubs in 2019.....	31
Table 7. Almost Key Transit Hub Locations	34

1. Introduction

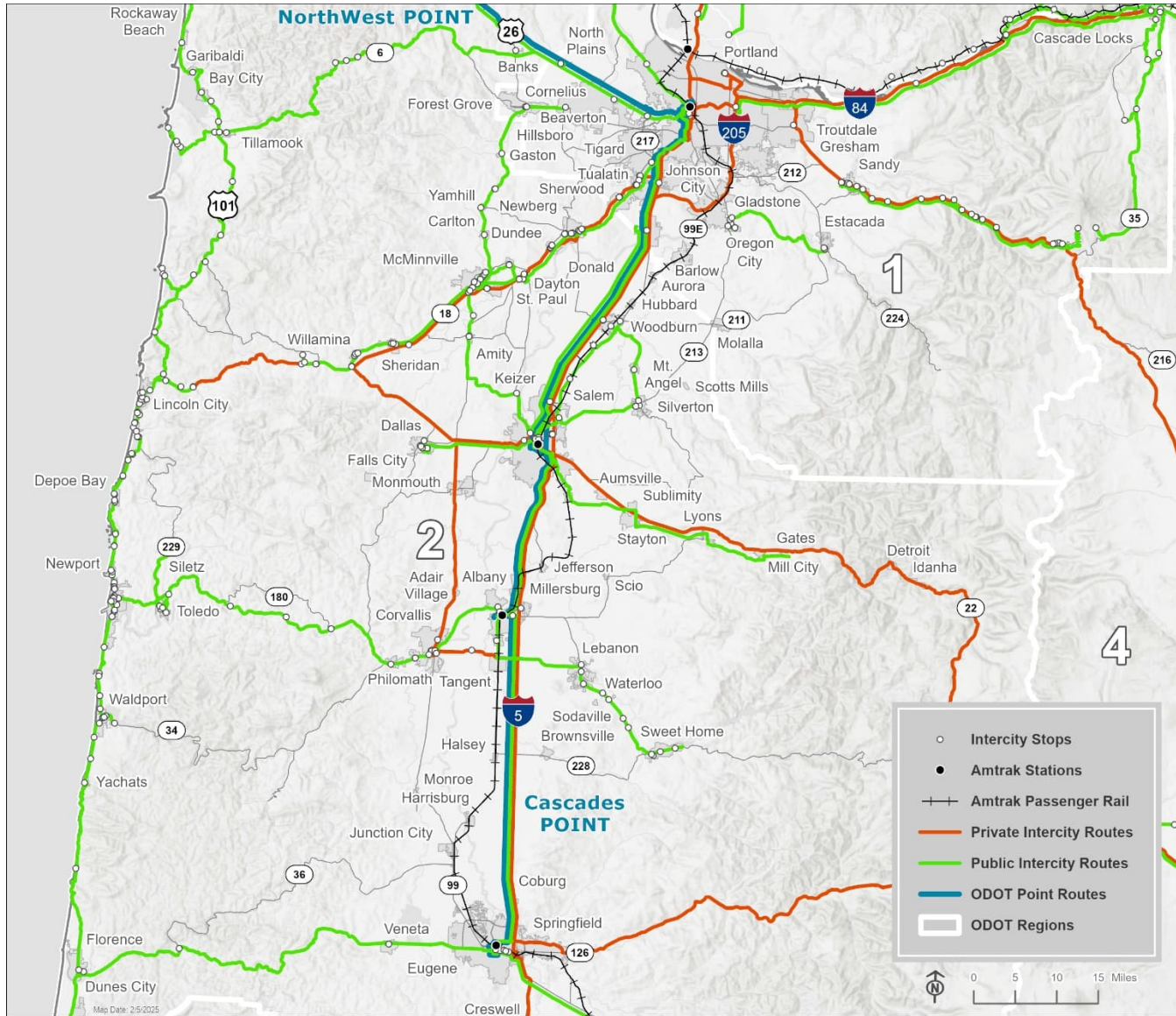
This report introduces readers to the status of the existing intercity bus service in Oregon. Section 2 discusses the intercity bus service needs analysis by describing the state's demographic characteristics as they relate to public transportation ridership markets. Section 2 also includes information about ODOT's Social Equity Index (SEI), followed by key takeaways for intercity bus service.

Section 3 includes definitions of intercity bus service and provides summary information about the existing intercity bus network, including routes operated by public transit providers, private providers, and ODOT's POINT Bus. Section 3 also includes a summary of Key Transit Hubs (KTHs) and typical intercity bus service funding.

Oregon's intercity bus service is provided by a combination of public and private providers, as shown in Figure 1. Figure 2 shows that the dense collection of intercity bus routes in the Willamette Valley around and between major cities like Portland, Salem, and Eugene in northwest Oregon. Private providers such as Flixbus/Greyhound, Pacific Crest Bus Lines, and Central Oregon Breeze provide intercity services in these areas, in addition to connecting central and western Oregon. Public transportation providers connect the Oregon coast to major cities in the Willamette Valley. Also, the POINT intercity bus service which is funded and managed by ODOT has four lines that provide critical travel connections where there are gaps in the intercity bus network.

Table 1 lists intercity bus service providers operating across the state. Included in the table for each provider are major cities served on routes the provider operates (there may be more than one route), which ODOT region the provider is in, the type of provider, and how many one-way route miles it has today. Section 3 of this memorandum includes additional detail about providers' routes, including cities, span, and frequency by route.

Figure 2. Intercity Bus on the I-5 Corridor Between Portland and Eugene in 2025



Source: Oregon Department of Transportation and Jacobs Engineering

Table 1. Intercity Bus Network Routes

Provider	Major Cities Served	ODOT Region	Provider Type	Intercity Route Miles
Basin Transit Service	Klamath Falls, Rocky Point, Bonanza, Merrill, Beatty	Region 4	Public	88
Caravan Airport Transportation	Newport, McMinnville, Lincoln Beach	Region 5, Region 2	Private	143
Cascades East Transit	Crooked River Ranch, Redmond, LaPine, Bend, Madras, Prineville, Bend, Sisters	Region 4	Public	193
Central Oregon Breeze	Bend, Redmond, Madras	Region 4	Private	177
Cherriots (Salem Area Mass Transit District)	Dallas, Salem, North Marion County, Keizer, Wilsonville, Woodburn, Stayton, Mill City	Region 2	Public	162
City of Milton-Freewater	Hermiston, La Grande, Milton, Freewater, Walla Walla	Region 5	Public	360
Clackamas County Social Services	Estacada, Clackamas, Oregon City	Region 1	Public	18
Columbia Area Transit	Hood River, Portland, Cascade Locks, Multnomah Falls, Parkdale, White Salmon	Region 2	Public	112
Columbia County Rider	St. Helen's, Rainier, Portland	Region 1	Public	30
Coos County Area Transit	Florence, Powers, Coos Bay	Region 3	Public	134
Curry Public Transit	Brooking, North Bend, Coos Bay	Region 3	Public	9
Greyhound/ Flixbus	Portland, Pasco, Sacramento, Seattle, Spokane, Vancouver, Eugene	Region 1, Region 2, Region 3	Private	2451
Groome Transportation	Albany, Corvallis, Eugene, Portland, Salem, Woodburn	Region 1, Region 2, Region 3	Private	109
Harney County	Bend, Redmond	Region 5	Public	130
Josephine County Transit	Cave Junction, Merlin, Sunny Valley, Wolf Creek	Region 3	Public	87
Klamath Shuttle	Klamath Falls, Crater Lake	Region 4	Private	60
Lane Council of Governments (Link Lane)	Eugene, Florence, Yachats	Region 2	Public	88
Lane Transit District	Oakridge, Eugene, Springfield	Region 2	Public	46
Lincoln County Transit	Newport, Lincoln City, Albany, Philomath, Corvallis, Siletz, Yachats	Region 2	Public	184
Linn Shuttle	Sweet Home, Lebanon, Albany	Region 2	Public	78
Malheur Council	Ontario, Vale, Nyssa	Region 5	Public	56
Mid-Columbia Economic Development District (The LINK)	The Dalles, Hood River	Region 4	Public	22
Northeast Oregon Public Transit	Wallowa, La Grande, Baker City	Region 5	Public	163

Technical Memorandum - Intercity Bus Existing Conditions

Provider	Major Cities Served	ODOT Region	Provider Type	Intercity Route Miles
Pacific Crest Bus Lines	Bend, Eugene, Portland, Lincoln City, Salem	Region 1, Region 2, Region 3	Private	593
Pacific Transit	Ilwaco, Astoria, South Bend	Region 2	Public	85
People Mover	John Day, Ontario, Prairie City, Bend, Prairie City, Burns, Walla Walla, Mount Vernon	Regions 4, 5	Public	608
POINT, ODOT	Portland -Eugene; Bend - Ontario; Portland - Astoria; Klamath Falls - Brookings	Regions 1, 2, 3, 4, 5.	Public	664
ODOT	Eugene to Forest Grove on 99W, stops at Corvallis, McMinnville	Regions 1, 2, and 3	Private	115
Quail Trail Public Transit	Chiloquin, Klamath Falls	Region 4	Public	31
Sage Stage	Klamath Falls, Canby	Region 4	Public	105
Sandy Area Metro	Sandy, Estacada, Gresham	Region 1	Public	60
Shuttle Oregon	Portland, Bend	Region 1, Region 2, Region 4	Private	199
Skamania County Transit	Stevenson, Carson, Vancouver	Region 5	Public	34
South Metro Area Regional Transit	Salem, Canby, Wilsonville	Region 2	Public	32
Sunset Empire Transportation District	Astoria, Seaside, Cannon Beach	Region 2	Public	60
Tillamook County Transportation District	Tillamook, Portland, Lincoln City, Manzanita, Cannon Beach, Oceanside, Netarts	Region 2	Public	186
Yamhill County Transit Area	McMinnville, Grand Ronde, Hillsboro, Tigard, West Salem	Region 2	Public	150

2. Intercity Bus Service Needs Analysis

Oregon has 241 municipalities, 834 census tracts, and 2,634 block groups. These areas represent communities that vary widely in terms of their socio-demographic characteristics. In each community, there are people who rely on public transportation to connect them with opportunities like jobs, family, recreation, shopping, and medical services.

Research on public transportation use has shown that potential rider needs, or rider markets, can be identified in part by using demographic population identifiers captured in the U.S. Census data. This research has shown that the people most likely to use the most common forms of public transportation have lower than average incomes, higher than average rates of poverty, are more likely to identify as persons of color, have fewer cars than the average household, and are older or younger than the average population.¹ Demographic analysis can reveal places with an above-average representation of people who choose not to drive because of cost, for example, and people who are aren't able to drive.

These demographic indicators align closely with ODOT's Social Equity Index (SEI). ODOT developed the SEI to better understand and locate places where people may have limited mobility options. The SEI helps prioritize investments based on equitable transportation access. The SEI is built from U.S. Census demographic data at the block group level. It combines income, poverty, race, automobile ownership, and age data into one indicator providing a streamlined way to analyze and visualize population data. The SEI analysis is described in more detail in Section 2.2 below.

Note that there are many other factors that affect successful transit service, such as development density, operating environment, level of service, activity centers served, and cost. In fact, some transit services focus more on attracting people with above average discretionary incomes. Oregon's intercity bus network serves a broad customer base and the rider markets vary by corridor. The SEI supports the analysis in this Technical Memorandum by showing the geography of Oregon's residents that rely the most on the intercity bus network as a primary transportation choice.

2.1 Demographics Overview

The following subsection provides a high-level statewide overview of these key indicators for mobility.

Poverty: According to the US Census Bureau, households living at or below 200% of the Federal poverty level in Oregon was about 27% of the state population in 2019. It remained constant in 2023, rising slightly to 27.6%.

Race: People identifying as white in 2019 US Census Bureau surveys accounted for about 74% of the Oregon population. That number decreased to about 70% in 2023.

Disability Status: According to the Americans with Disabilities Act, a person with a disability is someone who has a physical or mental impairment that substantially limits one or more major life activities, has a history or record of such an impairment, or is perceived by others as having such an impairment. According to the US Census Bureau, the proportion of people living with a disability between the ages of 20 to 64 in the year 2019 was 12.1% in Oregon, which increased to 12.4% in 2023.

Older Adults: In 2019 US Census Bureau surveys, about 18.1% of the total population in Oregon was above the age of 65. This number increased to about 19.5% in the state in 2023.

Youth: In 2019, about 20% of the population in Oregon was at or below the age of 18 according to the US Census Bureau. This number decreased to about 19% in the state in 2023. Overall, Oregon has a smaller

¹ *Understanding Changes in Demographics, Preferences, and Markets for Public Transportation.* National Academies of Sciences, Engineering, and Medicine. 2018. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25160>.

percentage of youth than the national average, and a larger percentage of seniors. With a median age of 40.3 years, Oregon's population is older than the national median age of 38.9 years.

Households with Zero Vehicles: In 2019 about 7.7% of households were without a vehicle in the state of Oregon. In 2023 that decreased to about 7.1%, showing a small decrease in the number of households without a vehicle.

2.2 ODOT's Social Equity Index (SEI) analysis

Social Equity is a core priority for the Oregon Department of Transportation to focus its projects, policies, and programs, as per the Agency's Strategic Action Plan. We updated the Social Equity Index for this report using the 2023 dataset from the American Community Survey (ACS). For the SEI calculation the following Census data variables were used as input values, as illustrated in Table 2 below. These data are used directly from the Census by simply dividing the value for the variable by the block group total population with the exception being the Persons of Color (POC) input variable, which are derived from Census data by subtracting the white population from the total population. The input values and their calculation methods are summarized in Table 2 below.

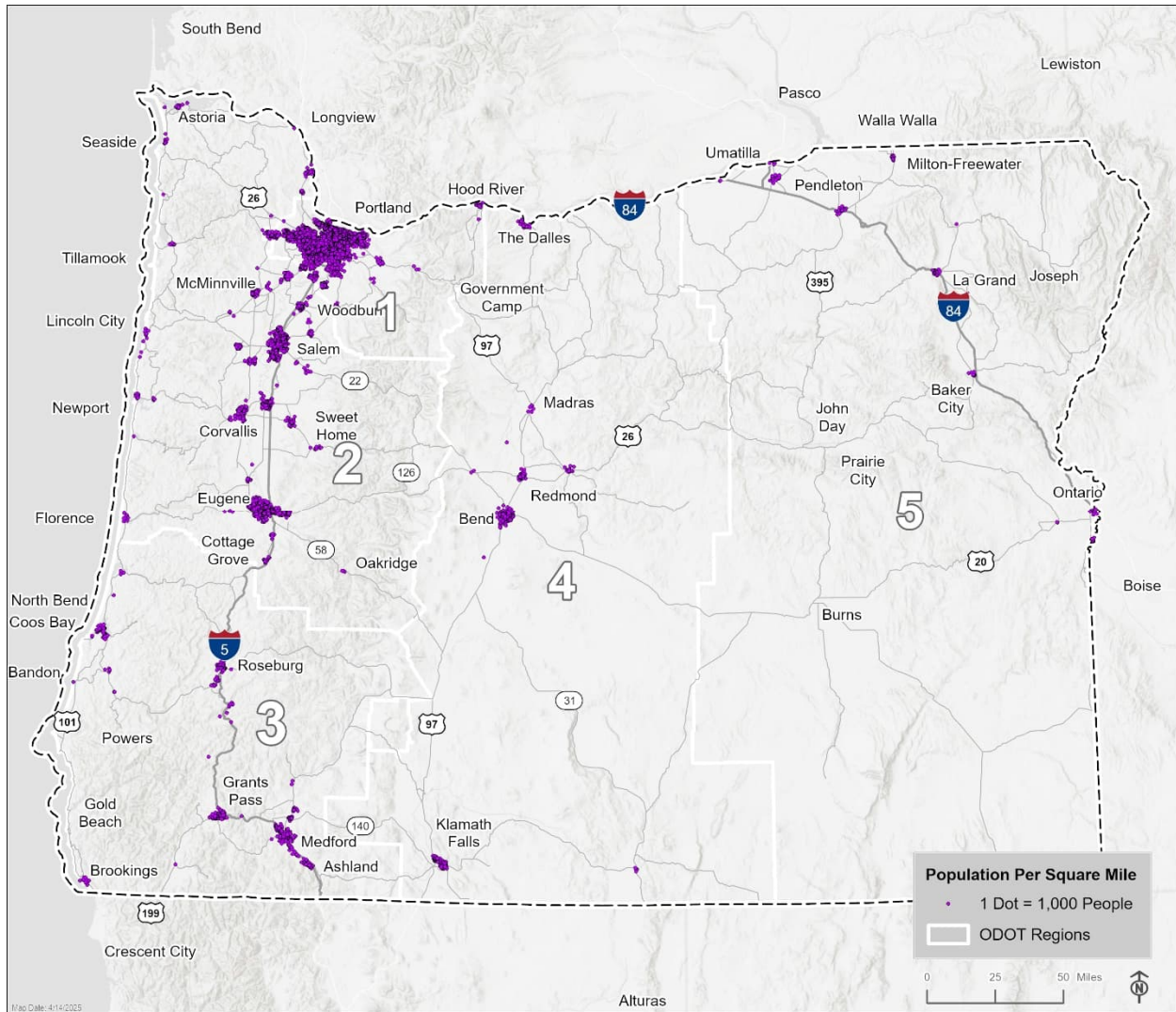
Table 2. Input Values for Social Equity Index Development

Data Element	Table Number	Description	Calculation Method
Poverty %	C17002	Percent of population living at 200% of poverty or below	Direct from Census
POC %	B03002	Percent of population that are Persons of Color (POC)	Total population minus white population
Limited English Proficiency %	B16004	Percent of population that speak English 'not well' or 'not at all'	Direct from Census
Disability (20-64)	B23024	Percent of population age 20-64 that have a disability	Direct from Census
Age Over 64	B01001	Percent of the population that are 4 years or older	Direct from Census
Youth Population	B01001	Percent of population that are 18 years old or younger	Direct from Census
Vulnerable Population %	B01001	Percent of population that is 64 years or older, under 18, or age 20 to 64 and have a disability	Added 65 & older, 18 and younger and 20 to 64 with disability
Zero Vehicle Households %	B25004	Percent of households that do not own a vehicle	Direct from Census

Source: https://rpubs.com/ODOT_Research/ODOT_SEI_2023

One important factor in transit ridership is the population density in communities and the presence of activity centers. Figure 3 below shows that urban centers such as Portland, Salem, Corvallis, Eugene, Roseburg, Medford, and Bend are where the majority of people in Oregon reside. However, while these areas at a macro level can help create efficient transit service in terms of ridership metrics, the map does not necessarily or alone show the most critical areas to serve. The purpose of the map is to set the context for the SEI maps in this section.

Figure 3. Distribution of Population Density in Oregon



Source: US Census 5-year American Community Survey, and Jacobs Engineering

Mapping the Social Equity Index

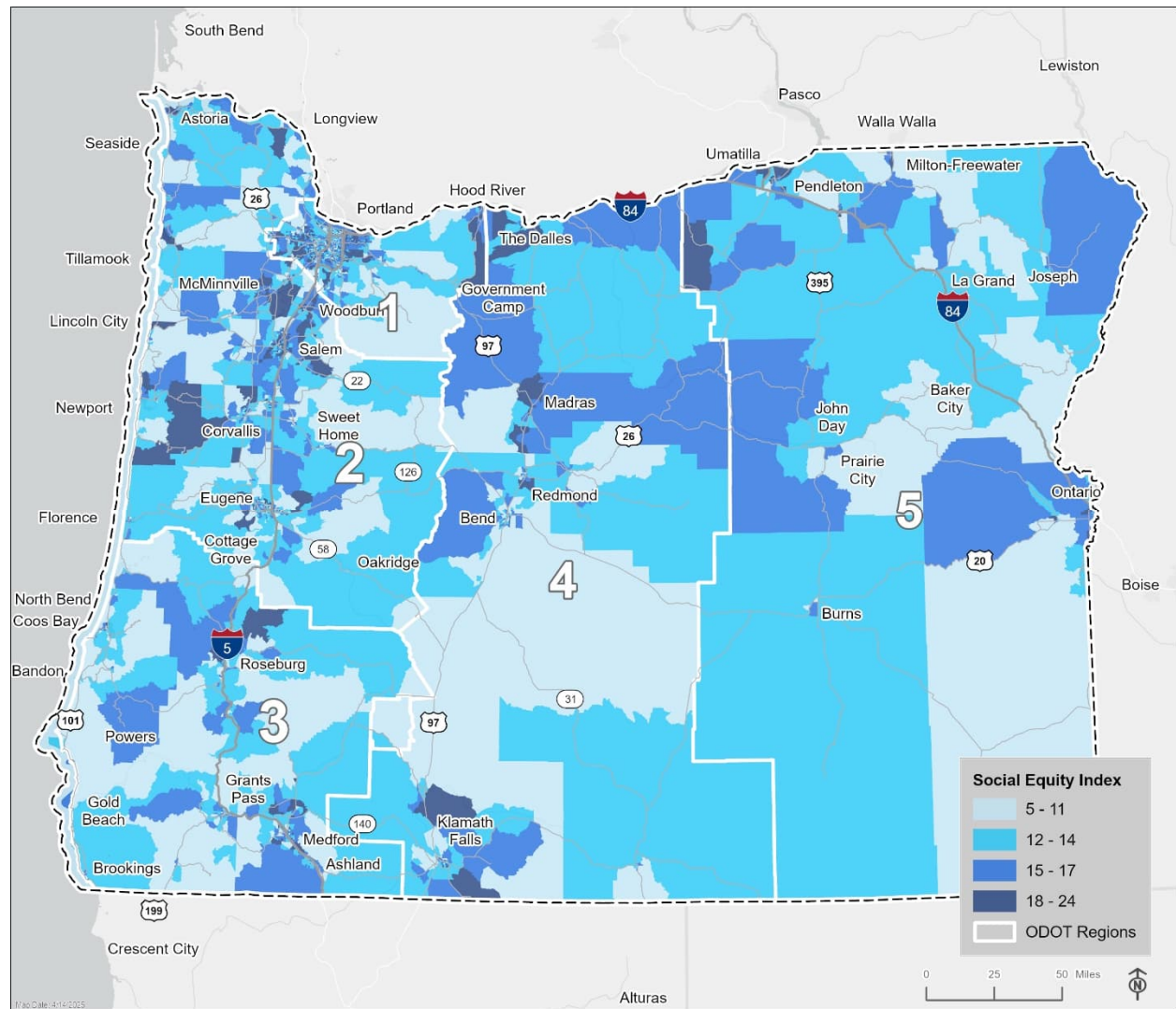
The project team followed ODOT's methodology to update the SEI to the latest (2023) Census data². The index is divided into five categories using quintile breaks and assigned a value from one to five. A low SEI index indicates a block group where the share of SEI input populations is less than the state average. A high SEI represents a block group where the share of SEI input population groups is above the state average.

The following maps show the SEI for the state of Oregon and then for the ODOT regions. Figure 4 shows the SEI map for the State of Oregon. Areas in east and southeast Oregon, especially in the ODOT Regions 4 and 5 and denoted by lighter shades of blue, consist of lower index values ranging from 5 to 14. Areas in the west and northwest of Oregon, especially in the ODOT Regions 1, 2, and 3 have high index values represented by darker shades. These are the places that typically have higher poverty, higher overall

² <https://www.census.gov/data/what-is-data-census-gov/latest-releases/2023.html>

vulnerability, higher number of households with zero vehicles, higher number of people with low English proficiency, and a high non-white population.

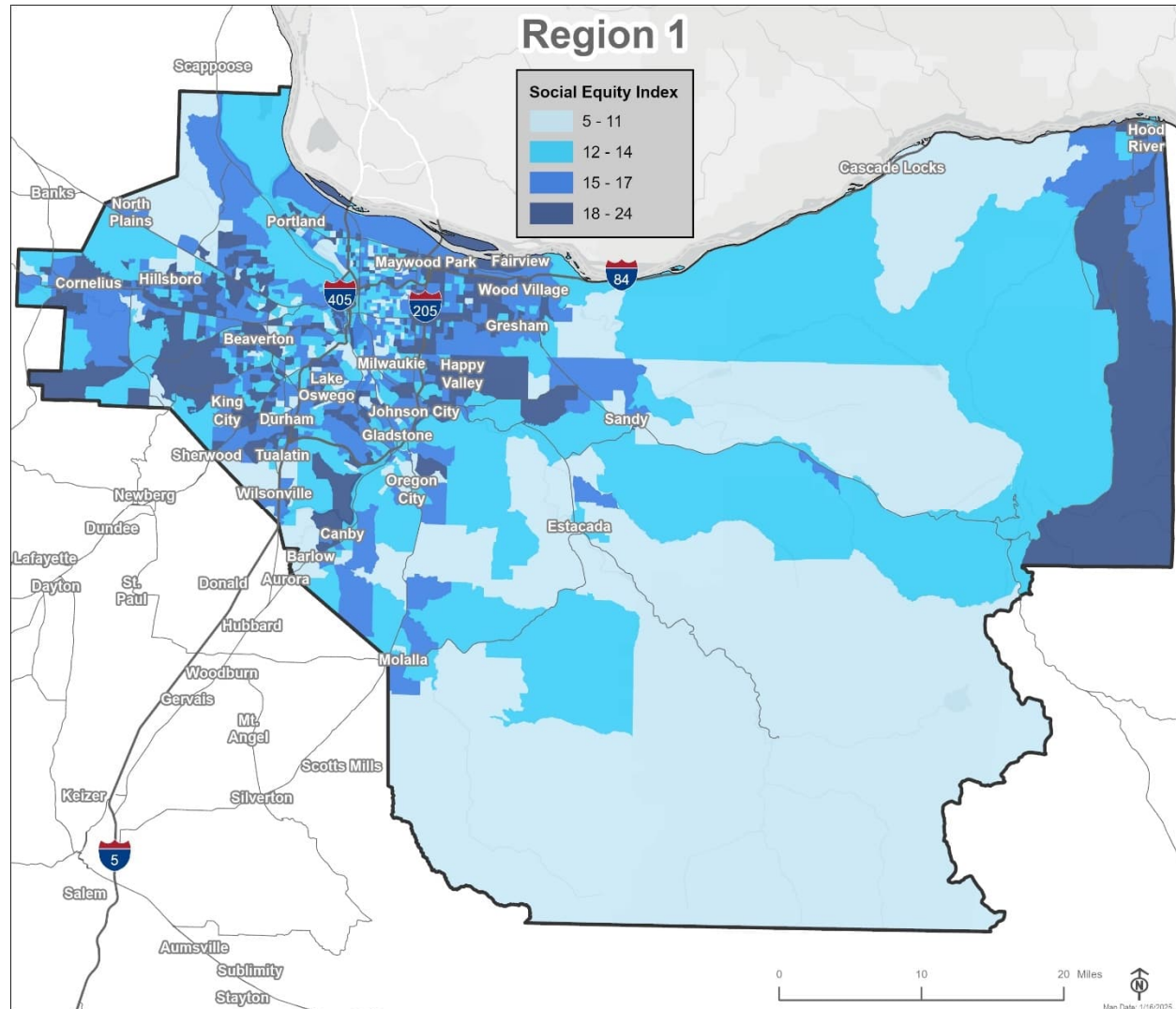
Figure 4. ODOT Social Equity Index Map for the State of Oregon



Source: US Census 5-year American Community Survey, and Jacobs Engineering

Figure 5 illustrates the Social Equity Index for ODOT's Region 1 which includes the Portland Metro area, and surrounding areas such as Beaverton, Hillsboro, Happy Valley, Estacada, Sandy, and Hood River. Although urban areas primarily have regions with higher index values due to higher population of persons of color and households of zero vehicles, some non-urban areas have higher index values too due to higher population of ageing populations and poverty.

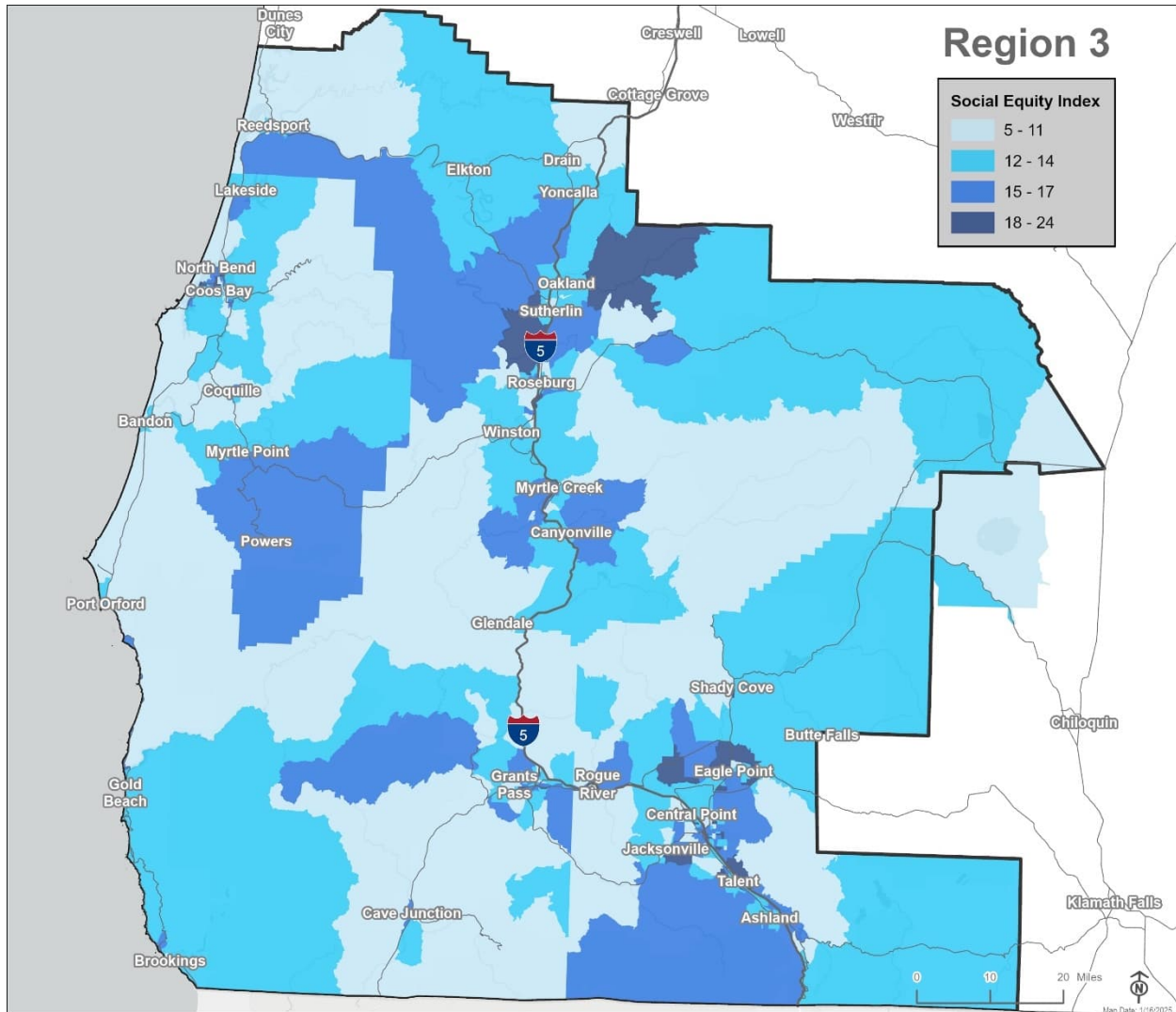
Figure 5. SEI Map - Region 1



Source: US Census 5-year American Community Survey, and Jacobs Engineering

Figure 6 and Figure 7 illustrate the SEI in the ODOT Regions 2 and 3 that consist of western and central areas in Oregon, including the coastal towns and cities. Urban areas such as Salem and Eugene, and coastal cities such as Newport and Yachats have a higher Index value. Some rural areas near Oakland and Jacksonville also have higher index values.

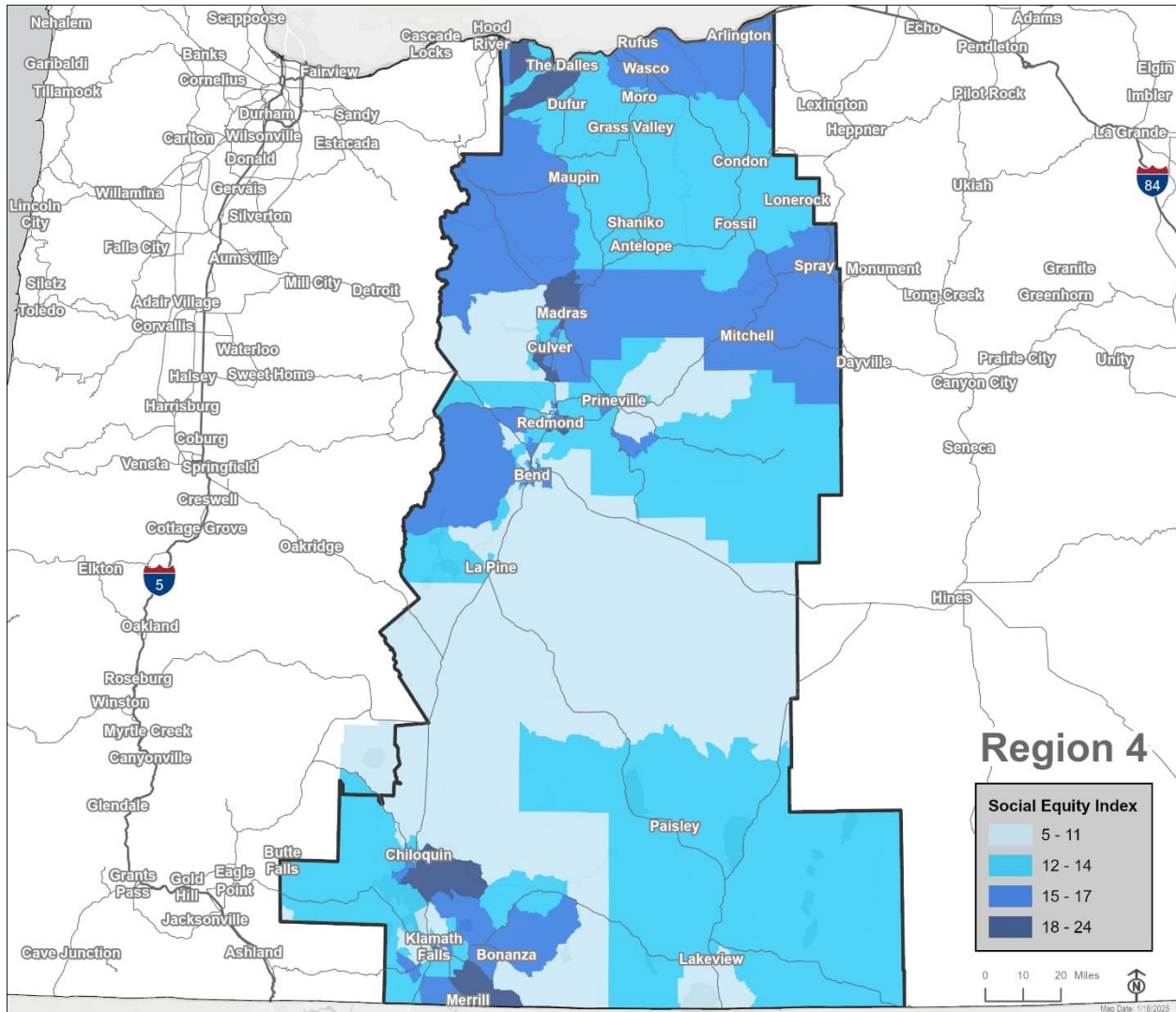
Figure 7. SEI Map - Region 3



Source: US Census 5-year American Community Survey, and Jacobs Engineering

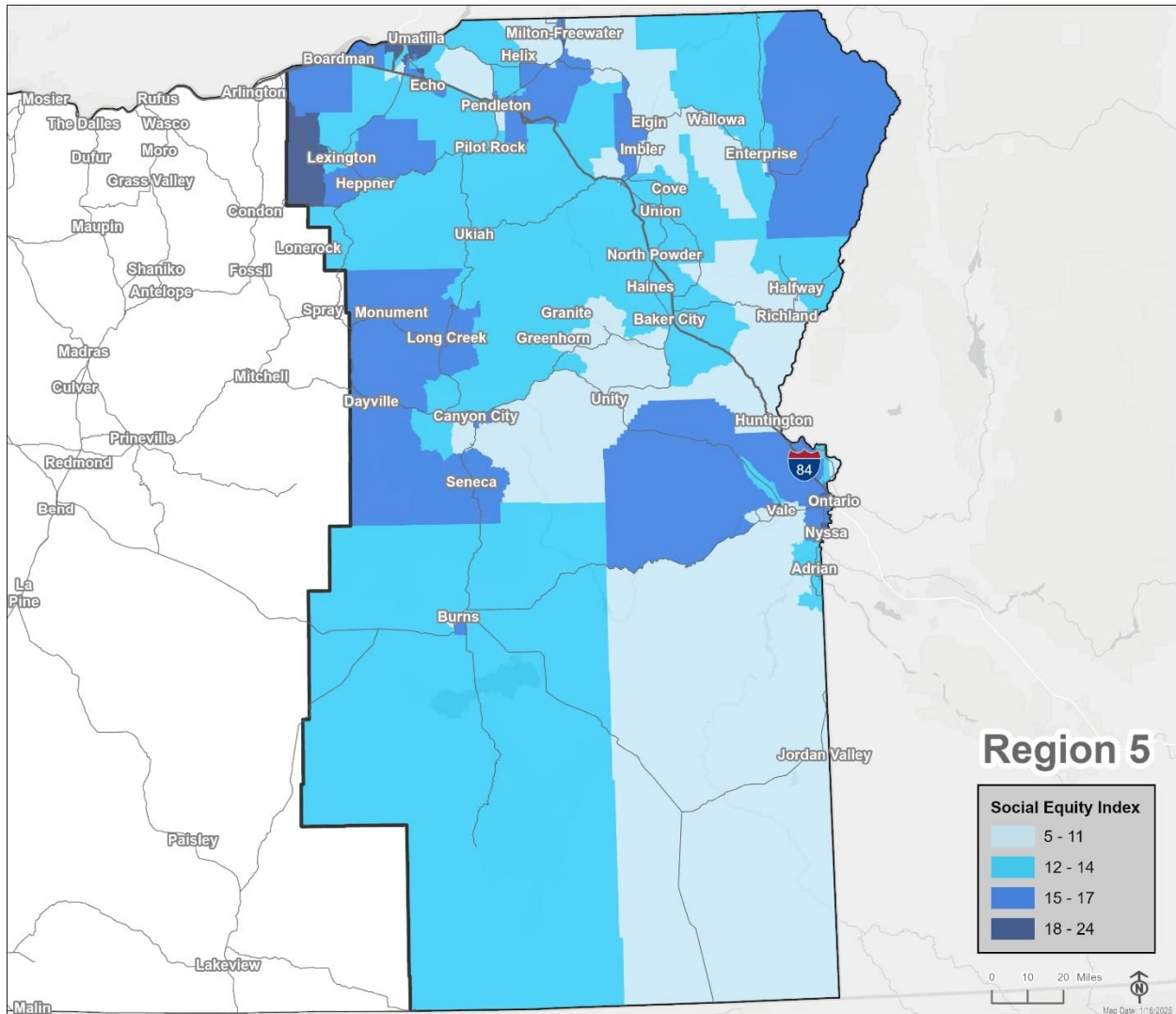
ODOT Regions 4 and 5 (illustrated in Figure 8 and Figure 9) have lower Index values due to homogeneity in population and lower poverty, but some areas around urban centers such as The Dalles, Madras, and Klamath Falls have higher Index values.

Figure 8. SEI Map - Region 4



Source: US Census 5-year American Community Survey, and Jacobs Engineering

Figure 9. SEI Map - Region 5



Source: US Census 5-year American Community Survey, and Jacobs Engineering

2.3 Key Takeaways from the Demographic Analysis

While analyzing the Social Equity Index compared to population centers and the intercity bus network, a few initial learnings or “takeaways” emerge from the analysis. These early takeaways will help inform engagement with our partners, help identify gaps in the network, and help communicate the benefits of solutions developed through this study.

- Demographic analysis at a statewide scale, even at the US Census block group level, provides relatively high level information as it relates to transit planning. One reason is scale: while the cities have relatively small block groups, rural areas have very large block groups that obscure community and need location. Another reason is the lack of “on-the-ground” experience inherent in any data, since transit service must be tailored to where people are, and the types of transportation connections that are most meaningful to them.
- The SEI data components intersect with demographic transit propensity indicator data well and provide meaningful input to network planning. Combined with population density, the SEI informs the planning process by creating a streamlined approach to understanding complex demographic conditions in a way that can support engagement and outcome analysis.
- Rural and suburban areas have higher SEI levels in some communities. However, rural areas are also more difficult to serve with efficient and cost-effective transit service where there are low population densities and long distances between activity centers. Intercity buses can still serve these areas by coordinating with local transportation services.
- Some urban areas have relatively high SEI scores. This is not an unusual pattern based on the combination of job centers in cities and the high cost of housing closer to some urban cores. While an intercity network can be well served by central stops connected to local transit networks, the priority intercity bus network study should consider intermediate stops in outlying areas close to communities in need, where there could be high travel times or costs to reach a central stop location.

3. Existing Intercity Network Services

In many places intercity bus services provides a reliable and affordable alternative to long-distance driving in Oregon. Intercity bus service is provided by a number of private and public providers in the state. The following sections describe the definition of an intercity bus, the advantages of this service, and the state of the existing intercity bus network in Oregon provided by public and private providers.

3.1 Definition of Intercity Bus

Defining a priority intercity bus network requires starting with a clear definition of what intercity bus is. ODOT has used a definition for many years, which has helped guide funding programs and helped develop or improve transit service. For the priority intercity bus network, ODOT proposed updating the definition slightly. Intercity bus service is defined as follows:

Intercity bus service is a regularly scheduled long-distance fixed route bus service that carries passengers between rural communities and/or urban centers with limited stops and has the capacity to carry luggage. Unlike a transit bus service, which has frequent stops throughout a city or town, an intercity bus service generally has a single stop at a pick-up location and travels long distances without stopping until the drop off location. This service can be provided by public transit agencies, non-profit agencies, and for-profit companies.

The above definition was developed from sources including the Federal Transit Administration (FTA)³, the United States Department of Transportation (USDOT)⁴, and the working definition used by the Oregon Department of Transportation (ODOT).

3.2 Advantages of Intercity Bus Service

Intercity buses can offer advantages to travelers, such as more affordable pricing than flying or driving, convenient schedules, accessible stops and a way to reduce vehicle emissions. Taken together, intercity bus service can provide greater access to opportunities across the state. Some of these advantages are described below.

Reducing personal vehicle emissions. On a per passenger basis, particularly for journeys between 200 and 500 miles, bus travel boasts a significantly lower carbon footprint compared to single occupancy vehicles and air travel⁴. The advantage is greatest when the transit network attracts strong ridership.

Jobs and Economic resilience. A robust intercity bus service can provide affordable and reliable access to employment opportunities for a wider workforce, which in turn can boost local economies by enabling people to reach workplaces across wider geographies. It can also create jobs within the transit system itself, leading to increased workforce participation, productivity, and overall economic stability.

Connections. Many intercity bus routes connect rural residents to urban centers, offering connections to essential services, economic opportunities, and friends and family.

In 2018 at the national level, 79% of rural residents lived near intercity bus services, increasing 10% over the previous 12 years. COVID-19 had a negative impact on the ability of some providers to continue providing transit service to its riders. For instance, in September 2022, TriMet reduced service along ten bus lines, and canceled two bus lines due to shortage of bus operators during the pandemic⁵. However, while transit access declined across the board since the 2020 pandemic, agencies have mostly maintained

³ Presentation on Intercity Bus Program Section 5311(f), Lorna Wilson, Juan Morrison, Federal Transit Administration, FTA Region 4 Staff.

⁴ Intercity Buses. 2020. U.S. Department of Transportation, Climate Change Center Climate Strategies that Work.

⁵ <https://trimet.org/alerts/reducedservice.htm>

and in some cases expanded intercity services, showing a return to pre-pandemic ridership and service levels. This is especially beneficial in rural areas that have fewer travel options.

Enhanced mobility. Intercity buses play a crucial role in ensuring transportation equity. Targeted investments in stations and stops in Oregon, growing from 1,718 in 2006 to 2,632 in 2018, have helped to strengthen the network and grow ridership. Intercity bus service that is connected to local mobility options helps create new and enhanced access to opportunity through regional mobility.

3.3 Existing Intercity Bus Network

This section summarizes the intercity bus network in Oregon. To help understand the service types, the services are grouped into three categories.

1. *ODOT POINT Bus Program.* These routes are funded and managed by ODOT, with operations and capital planning handled by third-party contractors. ODOT funds the service with federal and state funds and with farebox revenue.
2. *Public Intercity Bus Providers.* These providers are funded primarily by public sources like local jurisdictions and state and federal grants, with ODOT providing grant and compliance oversight.
3. *Private Intercity Bus Providers.* These services receive little to no public funding for capital or operating expenses. These providers plan for and deliver service independent of ODOT, and coordinate their schedules with local transit providers, Greyhound, POINT, and Amtrak.

ODOT POINT Bus Program

The Public Transportation Division (PTD) at ODOT facilitates and empowers public and private sector carriers to address travel needs deemed critical by the State and its external partners through grants and technical assistance. If that is not possible, PTD utilizes their POINT bus service to fill in the gaps. The POINT bus is managed by the PTD. The POINT operates mostly where bus service is limited or nonexistent due to high operational costs, jurisdictional restrictions, and other complexities. The POINT has four lines: NorthWest, Cascades, Eastern, and SouthWest.

The SouthWest route from Klamath Falls to Brookings via Medford and Grants Pass was the first POINT line, and it started in 2008. The Cascades line operates in the I-5 corridor to help fill gaps in the Amtrak Cascades rail service.

POINT is predominantly oriented around providing passengers with connections to and from Amtrak train stations and major transit centers to maximize the geographic reach of the transit network. Whenever possible, bus stops are shared and schedules are coordinated with local transit and train services to support existing service, enable easy transfers, and strengthen the statewide transit network. PTD prioritizes maintaining and making new connections with existing public and private transit services and takes the schedules of these services into consideration when planning POINT service.

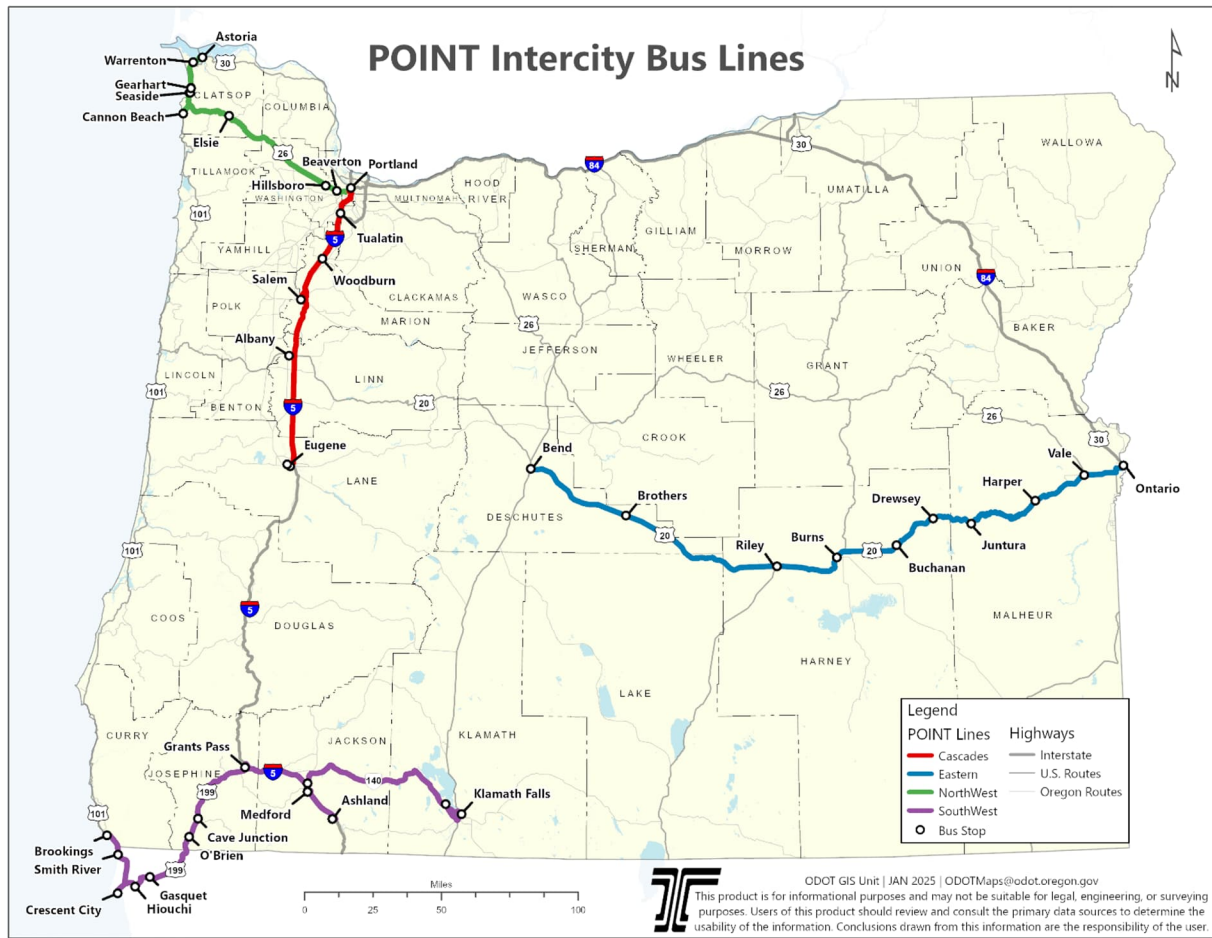
The POINT is set up as a reservation-based service and primarily relies on ticketing services provided by national carriers like Amtrak and Greyhound/FlixBus. POINT drivers do not sell tickets. Table 3 below

describes the cities served, miles covered, and trips per day of the four POINT bus lines. Figure 10 below illustrates the four bus lines of the POINT service.

Table 3. Details of the POINT Intercity Bus Service in Oregon

POINT Line Name	Cascades	NorthWest	Eastern	SouthWest
Operated By	MTR Western	NorthWest Navigator Luxury Coaches	MTR Western	Pacific Crest Bus Lines
ODOT Region	Region 1, Region 2	Region 1, Region 2	Region 4, Region 5	Region 3, Region 4
Cities Served	Portland, Tualatin, Woodburn, Salem, Albany, Eugene	Astoria, Warrenton, Gearhart, Seaside, Cannon Beach, Elsie, Hillsboro, Beaverton, Portland	Bend, Brothers, Riley, Burns, Buchanan, Drewsey, Juntura, Harper, Vale, Ontario	Brookings, Smith River, Crescent City, Hiouchi, Gasquet, O'Brien, Cave Junction, Grants Pass, Medford, Ashland, Klamath Falls
Distance (One Way)	110	98	260	196
Span	7 a.m. – 12:30 a.m.	8:30 a.m. – 9:00 p.m.	10:00 a.m. – 9:00 p.m.	10:45 a.m. – 7:30 p.m.
Trips per Day	5	2	1	1

Figure 10. Map of the POINT Intercity Bus Routes



Source: Oregon Department of Transportation and Jacobs Engineering

The following figures illustrate POINT service and funding metrics between 2019 and 2023. Ridership is highest for the Cascades line, followed by the NorthWest line.

- As shown in Figure 11, ridership on the four lines was highest in 2019 and took a major dip in 2020 due to the COVID-19 pandemic. Ridership on all the lines has shown a steady increase post-pandemic, except the SouthWest line, which had higher ridership in 2022 than in 2023. The decline in ridership on the SouthWest line was likely caused by a disruption in service due to extensive fire damage along highway 199 in 2023.
- Similar to ridership, revenue miles decreased in 2020 for all routes and show an upward trajectory beginning in 2021 (Figure 12).
- The Cascades line has the most revenue hours and has the highest level of service of the POINT lines. It is followed by the SouthWest line (Figure 13).
- Between 2019 and 2023 the overall revenue for the POINT bus service is highest for the Cascade line. In 2023, the NorthWest line exceeded the revenue it collected in 2019 (Figure 14).

Figure 11. Ridership of the POINT Intercity Bus Service, 2019-2023

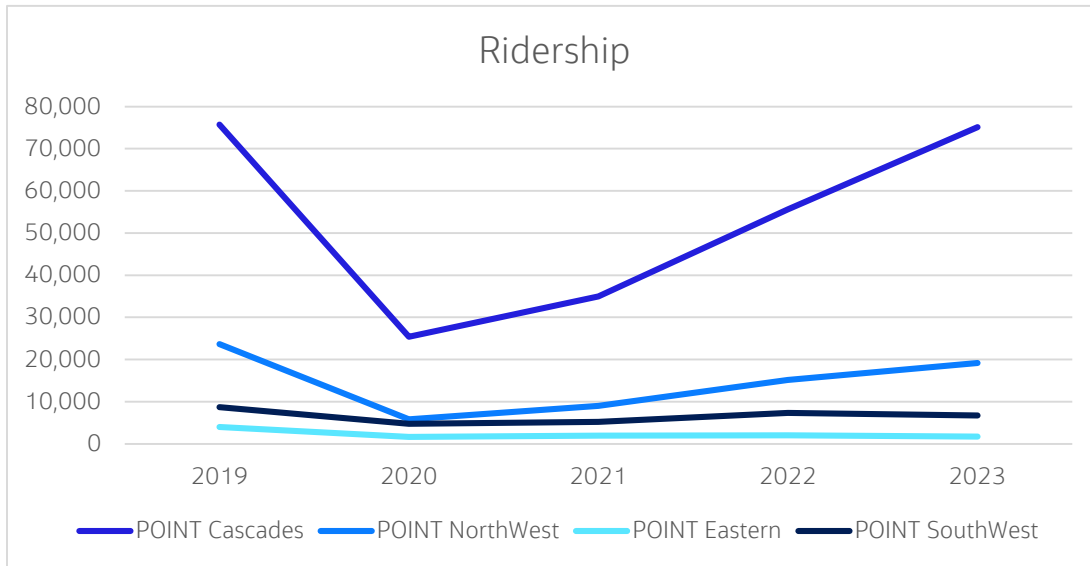


Figure 12. Revenue Miles of the POINT Intercity Bus Service, 2019-2023

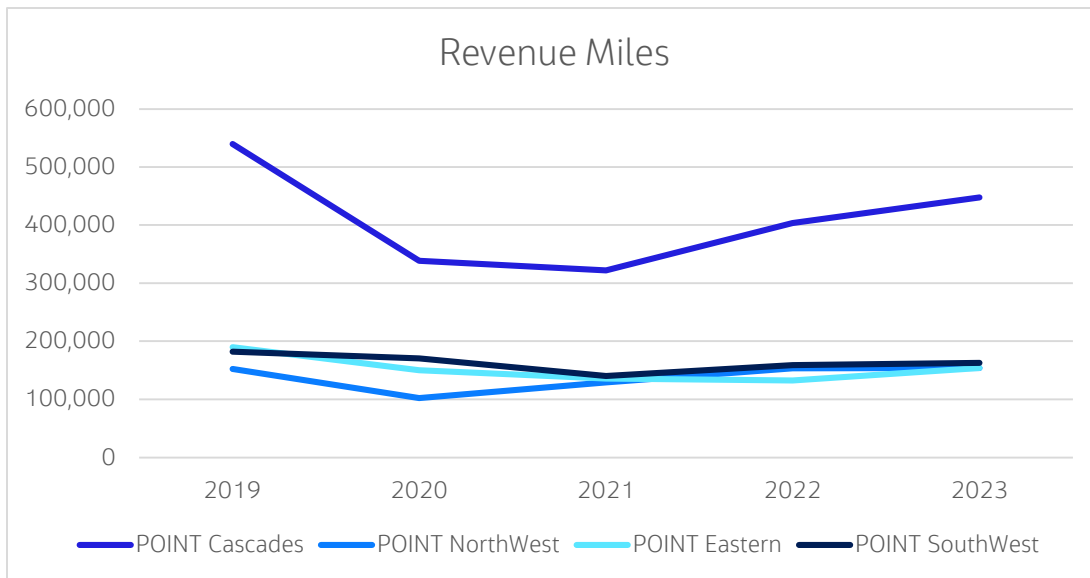


Figure 13. Revenue of the POINT Intercity Bus Service, 2019-2023

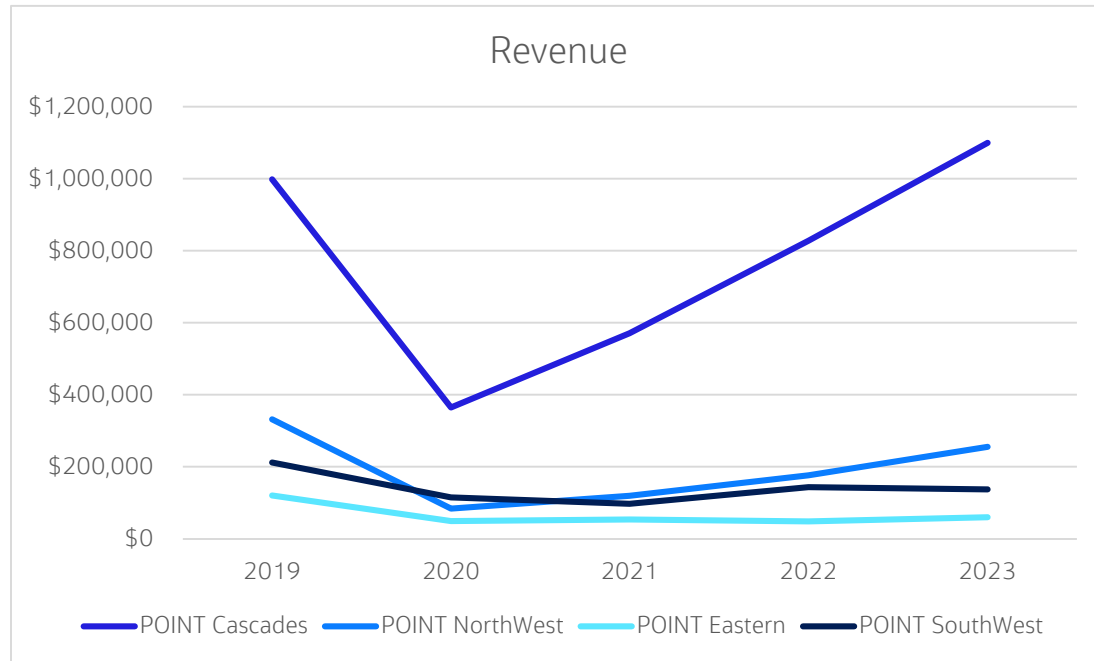
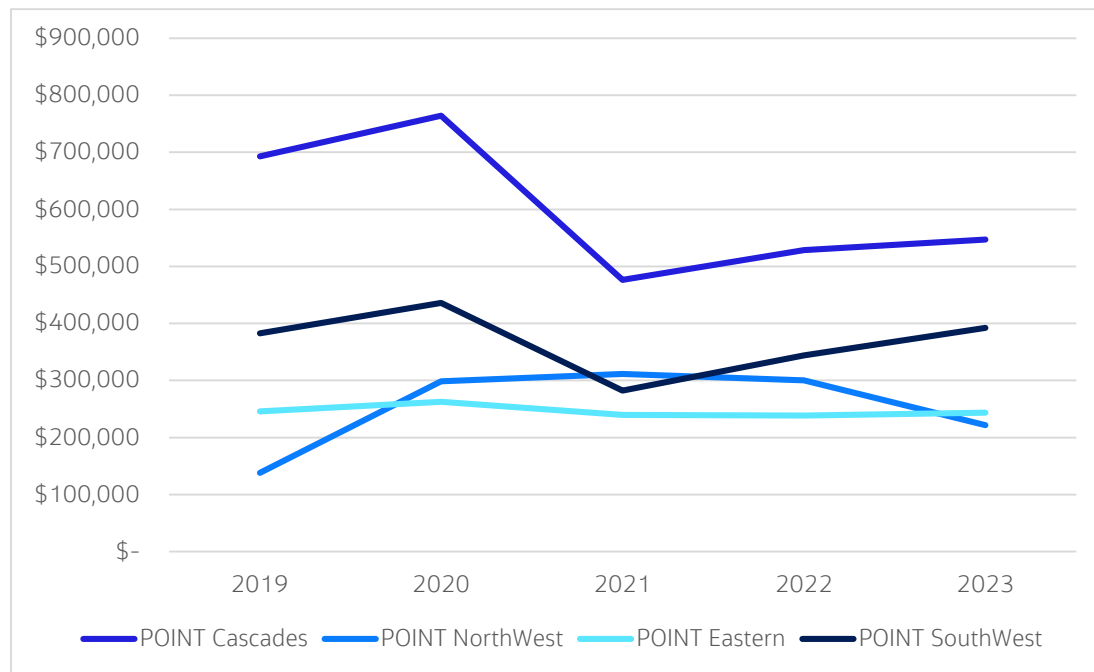


Figure 14. Expenditures of the POINT Intercity Bus Service, 2019-2023



Public Intercity Bus Providers

There are 28 public providers serving intercity routes in Oregon today, as shown in Figure 15 and Table 4 below. These providers represent most of the intercity bus services in the state. All receive public funding.

Table 4. Public Intercity Bus Providers in Oregon in 2025

Provider	Intercity Route	Major Cities Served	One Way Miles	Span (24 hr, Monday)	Trips per Day Wkday (Wkend)
Basin Transit Service	Shasta Route	Keno, Worden, Falcon Heights	17	8:00 - 14:55	1
	McLoughlin Route	Running Y, Rocky Point, Lake of the Woods	26	9:30 - 17:10	1
	Basin View Route	Merrill, Malin	10	8:00 - 15:30	1
	Gearhart Route	Dairy, Bonanza, Beatty, Bly	35	9:30 - 18:40	1
Cascades East Transit	Crooked River Ranch/ Redmond	Crooked River Ranch, Redmond	54	9:00 - 16:30	4
	LaPine/ Bend	LaPine, Bend	30	6:15 - 18:25	4
	Redmond/ Bend	Redmond, Bend	17	5:55 - 20:27	13
	Redmond/ Madras	Redmond, Madras	28	5:30 - 18:45	12
	Redmond/ Prineville	Redmond, Prineville	19	6:00 - 18:30	10
	Sisters/ Bend	Sisters, Bend	23	6:40 - 17:45	6
	Sisters/ Redmond	Sisters, Redmond	21	6:00 - 15:15	6
Cherriots	Dallas/ Salem Express	Dallas, Salem	17	6:15- 17:00	8
	North Marion County / Salem Express	Keizer, Silverton, Salem	30	6:10 - 19:10 (8:10- 17:00)	10 (7)
	Wilsonville / Keizer Express	Wilsonville, Keizer	26	6:30 - 19:00	8
	1X Wilsonville / Salem Express*	Wilsonville, Woodburn, Salem	32	5:00 - 18:35	12
	Woodburn / Salem Express	Woodburn, Salem	22	6:00 - 19:30 (7:20 - 17:30)	16 (7)
	Santiam/Salem Express	Santiam, Salem	35	7:30 - 19:00	4
City of Milton-Freewater	Hermiston Hopper	Pendleton, Umatilla	116	4:45 - 17:45 (8:20 - 15:30)	4 (4)
	La Grande Arrow	Pendleton, Meacham, La Grande	114	5:00 - 16:45	3
	Milton - Freewater	Milton-Freewater, Walla Walla	29	10:00 - 17:20	5
	Walla Walla Whistler	Pendleton, Milton-Freewater, Walla Walla	101	4:30 - 17:20 (9:00 - 16:00)	4 (4)
Clackamas County Social Services	Estacada Shuttle	Estacada, Clackamas, Oregon City	18	4:50 - 19:50	16

Technical Memorandum - Intercity Bus Existing Conditions

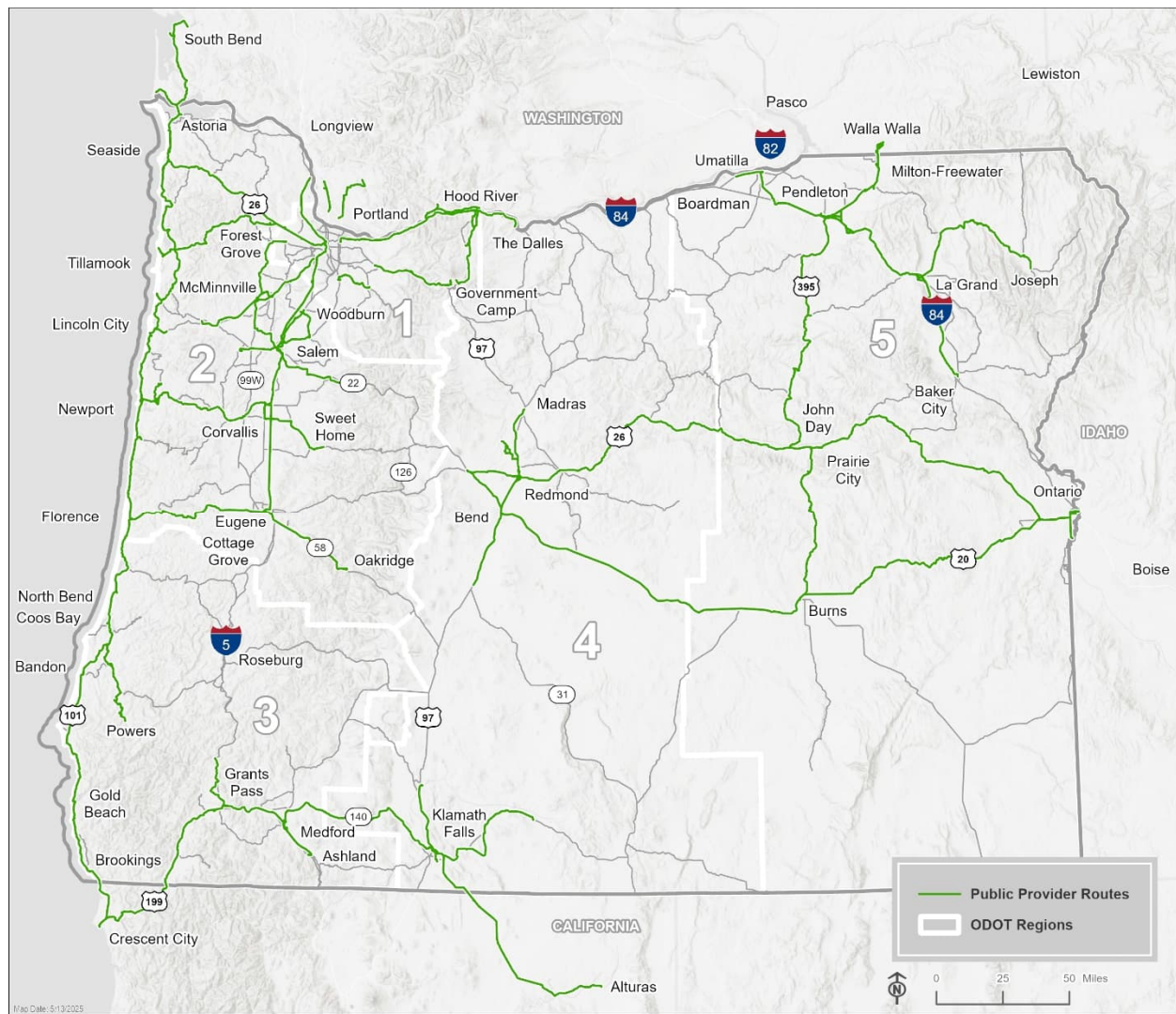
Provider	Intercity Route	Major Cities Served	One Way Miles	Span (24 hr, Monday)	Trips per Day Wkday (Wkend)
Columbia Area Transit	Columbia Gorge Express	Hood River, Portland	56	6:00 – 18:40	14
	Gorge to Mountain Express	Cascade Locks, Multnomah Falls	37	7:30 – 16:15	8
	Upper Valley	Parkdale, White Salmon	18	7:30 – 16:15	12
Columbia County Rider	Downtown Portland	St. Helen's, Beaverton, Rainier, Portland	30	6:15 – 17:15	4
Coos County Area Transit	Florence Express	Florence, North Bend, Reedsport	50	7:15 – 17:20	4
	Powers Intercity Connection	North Bend, Powers	52	8:30 – 15:30	2
	Timber Express	Coos Bay, Coquille, Myrtle Point	31	7:00 – 18:00	6
Curry Public Transit	Coastal Express	Brookings, North Bend, Coos Bay	9	6:15 – 18:30	11
Diamond Express	Diamond Express	Oakridge, Eugene, Springfield	46	6:00 – 17:30	8
Harney County	Bend/Redmond Fixed Route	Bend, Redmond	130	7:00 – 15:00	2
Josephine County Transit	Cave Junction	Cave Junction, Grants Pass	32	5:35 – 18:30	14
	I-5 Corridor	Medford, Grants Pass	31	6:35 – 17:30	16
	Merlin/Sunny Valley/Wolf Creek	Merlin, Sunny Valley, Wolf Creek	25	6:00 – 18:15	8
Lincoln County Transit	Blueline	Newport, Lincoln City	26	10:30 – 19:50	8
	Coast to Valley Express	Corvallis, Albany, Newport, Philomath	65	5:45 – 17:25	11
	East County	Newport, Toledo, Siletz	23	6:45 – 14:20	6
	North County	Lincoln City, Depoe Bay, Newport	40	5:25 – 19:20	8
	South County	Newport, Yachats	29	7:00 – 17:25	8
Link Lane / Lane Council of Governments	Eugene-Florence Connector	Eugene, Florence	62	7:25 – 17:55	6
	Florence-Yachats Connector	Florence, Yachats	26	7:30 – 18:35	8
Linn Shuttle (Linn County)	Linn Shuttle	Sweet Home, Lebanon, Albany	78	6:00 – 19:00	10
Malheur Council on Aging and Community Services	Ontario-Vale-Nyssa Commuter	Ontario, Vale, Nyssa	56	7:15 – 15:00	2

Technical Memorandum - Intercity Bus Existing Conditions

Provider	Intercity Route	Major Cities Served	One Way Miles	Span (24 hr, Monday)	Trips per Day Wkday (Wkend)
Northeast Oregon Public Transit	Baker Intercity Connector	Baker City, Haines, La Grande	92	7:00 – 16:15	2
	Wallowa Link	Joseph, La Grande	71	8:00 – 14:00	2
Pacific Transit	Ilwaco / Astoria / South Bend	Ilwaco, Astoria, South Bend	68	7:55 – 16:10	4
	Ilwaco-Astoria	Ilwaco, Astoria	16	6:50 – 17:20	8
People Mover	John Day to Ontario	John Day, Ontario	142	6:10 – 12:00	2
	Prairie City to Bend	Prairie City, Bend	167	6:00 – 16:00	2
	Prairie City to Burns	Prairie City, Burns	101	9:10 – 14:03	2
	Prairie City to Walla Walla	Prairie City, Walla Walla	189	6:50 – 13:30	2
	Prairie City/Mount Vernon	Prairie City, Mount Vernon	8	7:00 – 16:00	6
Quail Trail Public Transit	Chiloquin	Chiloquin, Klamath Falls	31	5:55 – 17:50	10
Sage Stage / Modoc Transportation Agency (CA)	Alturas - Klamath Falls	Klamath Falls and Alturas, CA	105	8:00 – 13:30	2
Sandy Area Metro	Mt. Hood Express	Sandy, Estacada, Gresham	38	5:15 – 22:00	16
	Villages Shuttle	Sandy, Rhododendron	22	5:40 – 20:15	14
Skamania County Transit	Stevenson - Carson - Vancouver	Stevenson, Carson, Vancouver	34	5:30 – 18:20	16
South Metro Area Regional Transit, Cherriots	1X - Salem	Salem, Woodburn, Wilsonville	32	06:00 – 19:00	20
Sunset Empire Transportation District	Astoria - Seaside	Astoria, Gearhart, Warrenton, Seaside	18	5:45 – 19:30	16
	Cannon Beach - Seaside	Cannon Beach, Seaside	13	6:15 – 17:15	12
	Pacific Connector	Astoria, Seaside, Cannon Beach, Tolovana State Park	29	8:00 – 18:50	(10)
The LINK	The Dalles	The Dalles, Hood River	22	8:25 – 17:20	6 (6)
Tillamook County Transportation District	Coastliner Tillamook - Portland	Tillamook, Hillsboro, Portland	82	8:10 – 18:30	4
	Tillamook - Lincoln City	Tillamook, Hebo, Lincoln City	50	4:55 – 19:55	8
	Tillamook - Manzanita - Cannon Beach	Tillamook, Manzanita, Cannon Beach	44	4:55 – 19:50	12

Provider	Intercity Route	Major Cities Served	One Way Miles	Span (24 hr, Monday)	Trips per Day Wkday (Wkend)
	Tillamook - Oceanside - Netarts	Tillamook, Oceanside, Netarts	11	9:05 – 13:55	4
Yamhill County Transit Area	McMinnville - Grand Ronde	McMinnville, Grand Ronde	28	4:25 – 19:40	16
	McMinnville - Hillsboro	McMinnville, Hillsboro	32	5:45 – 19:10	10
	McMinnville – Tigard (44 and 44X)	McMinnville, Newberg, Tigard	32 (for 44), 32 (for 44X)	5:10 – 19:40, 6:40 – 17:00	19 (for 44), 2 (for 44X)
	McMinnville - West Salem	McMinnville, West Salem	26	6:00 – 18:30	10

Figure 15. Map of Public Intercity Bus Network in Oregon



Source: Oregon Department of Transportation and Jacobs Engineering

Private For-Profit Intercity Bus Providers

Seven private for-profit transportation services provide intercity bus service in the state of Oregon. Table 5 describes the network including the names of the providers, route names, cities served, miles covered, span of service, and trips per day. Figure 16 illustrates the private providers on a statewide map. Private providers do not receive operating funds from public sources like Federal or State grants. The private providers are not required to coordinate with local transit providers, other intercity bus providers or other local agencies. However, most do coordinate with agencies to help create a more seamless and accessible rider experience.

Table 5. Private Intercity Bus Providers in Oregon

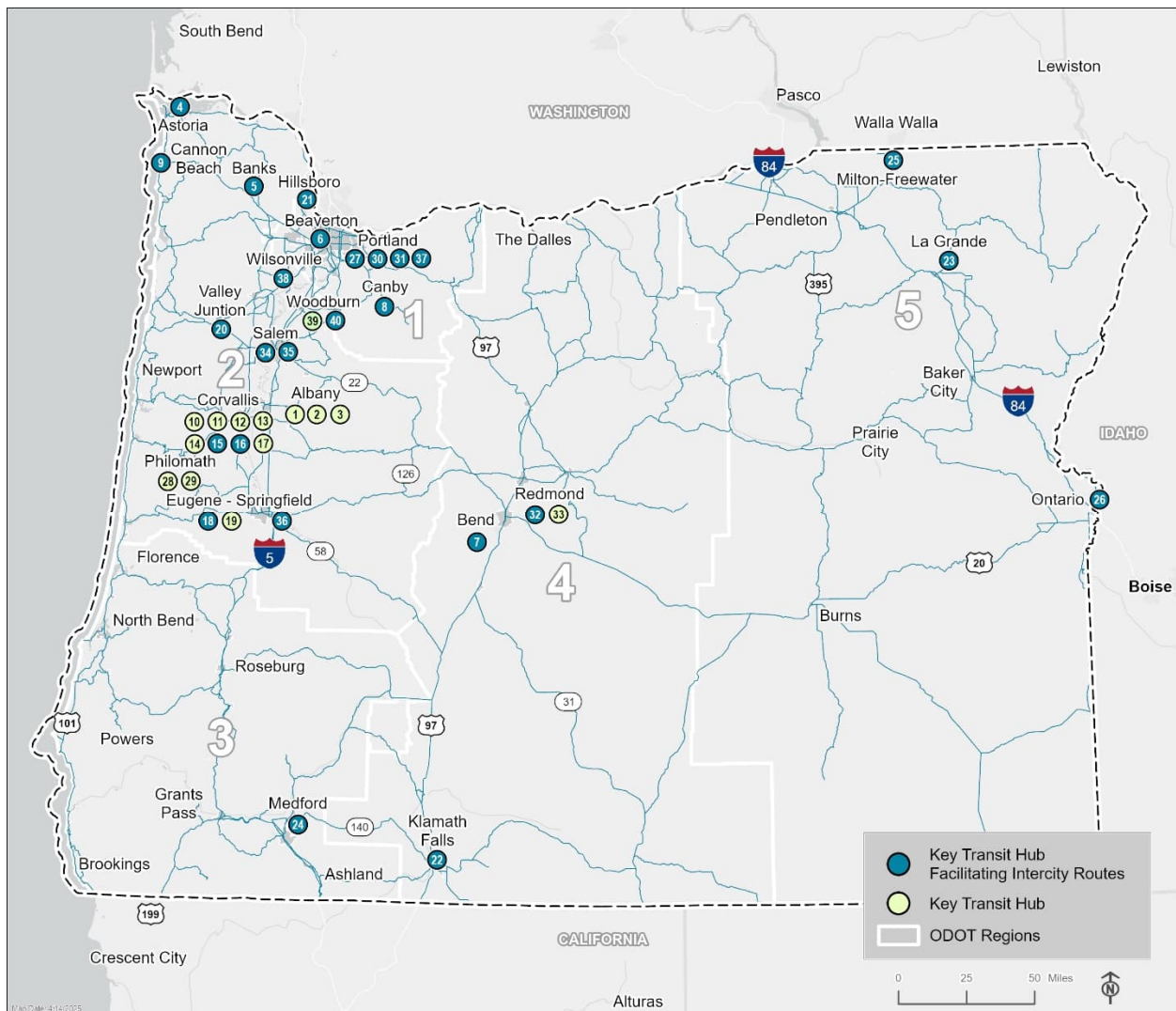
Provider	Intercity Route	Cities	One Way Miles	Span	Trips per Day
Caravan Airport Transportation	Caravan Airport Shuttle	Newport, La Grande, McMinnville, Lincoln Beach	143	7:40 – 14:00	2
Central Oregon Breeze	Central Oregon Breeze	Bend, Redmond, Madras	177	7:00 – 15:05	2
Greyhound/ Flixbus	Portland - Pasco	Portland, The Dalles, Pasco	512	14:50 – 16:50	2
	Portland - Sacramento	Salem, Eugene, Portland, Medford	803	3:25 – 4:25	2
	Portland - Seattle - Spokane	Portland, Vancouver, Olympia, Tacoma, Seattle	460	14:15 – 18:15	2
	Portland - Seattle – Vancouver BC		320	14:00 – 23:30	8
	Seattle - Portland - Eugene		320	14:00 – 22:35	2
Pacific Crest Bus Lines	Bend to Eugene Express	Redmond, Bend, Sisters, Eugene	151	6:30 – 11:10	2
	Bend to Portland Express	Bend, Redmond, Sisters, Salem, Portland,	218	6:35 – 11:55	2
	Hwy 97 Connector	Klamath Falls, Chemult, LaPine, Bend, Redmond	164	10:25 – 15:30	2
	Lincoln City to Salem	Salem, Lincoln City	60	6:20 – 19:30	6
Groome Transportation (formerly Oregon Express Shuttle)	Portland International Airport	Albany, Corvallis, Eugene, Portland, Salem, Woodburn	109	1:20 – 20:20	20
Klamath Shuttle	Klamath Shuttle	Klamath Falls, Crater Lake	60	9:30 – 15:00	2
Shuttle Oregon	Shuttle Oregon	Portland, Bend	199	8:00 – 13:00	2

3.4 Key Transit Hubs

Description

Convenient, timely, and safe connections between transit services are important elements of a useful fixed route transit network. Key Transit Hubs (KTH) in Oregon play a critical role in facilitating statewide public transportation and are defined as a single stop or a cluster of stops that serve three or more general public fixed route transit services (each with a unique service area). There are 40 KTHs in Oregon (Figure 17) that provide numerous connection opportunities for people who ride the bus across the state. People who ride the bus can transfer from one service to another at each location, providing the opportunity to travel long distances if needed. Another benefit of KTHs is the extent of services at these locations – providing passenger amenities, supportive environment around a hub, and the amount of regional and intrastate services. KTHs give passengers the opportunity and freedom to travel to the next city, across the state, or to an adjacent state, forming the backbone of Oregon’s long-distance transit network.

Figure 17. Map showing Key Transit Hubs in Oregon in 2019



Source: Oregon Department of Transportation and Jacobs

Table 6 provides an alphabetical list of the KTHs listed by the official name of the stop per the transit provider, or the street address of the site. In this table, Site Type describes the core elements that make up the KTH. These vary in complexity and scope (for example, from simple bus stops to transit centers or train stations).

Table 6. List of Oregon's Key Transit Hubs in 2019

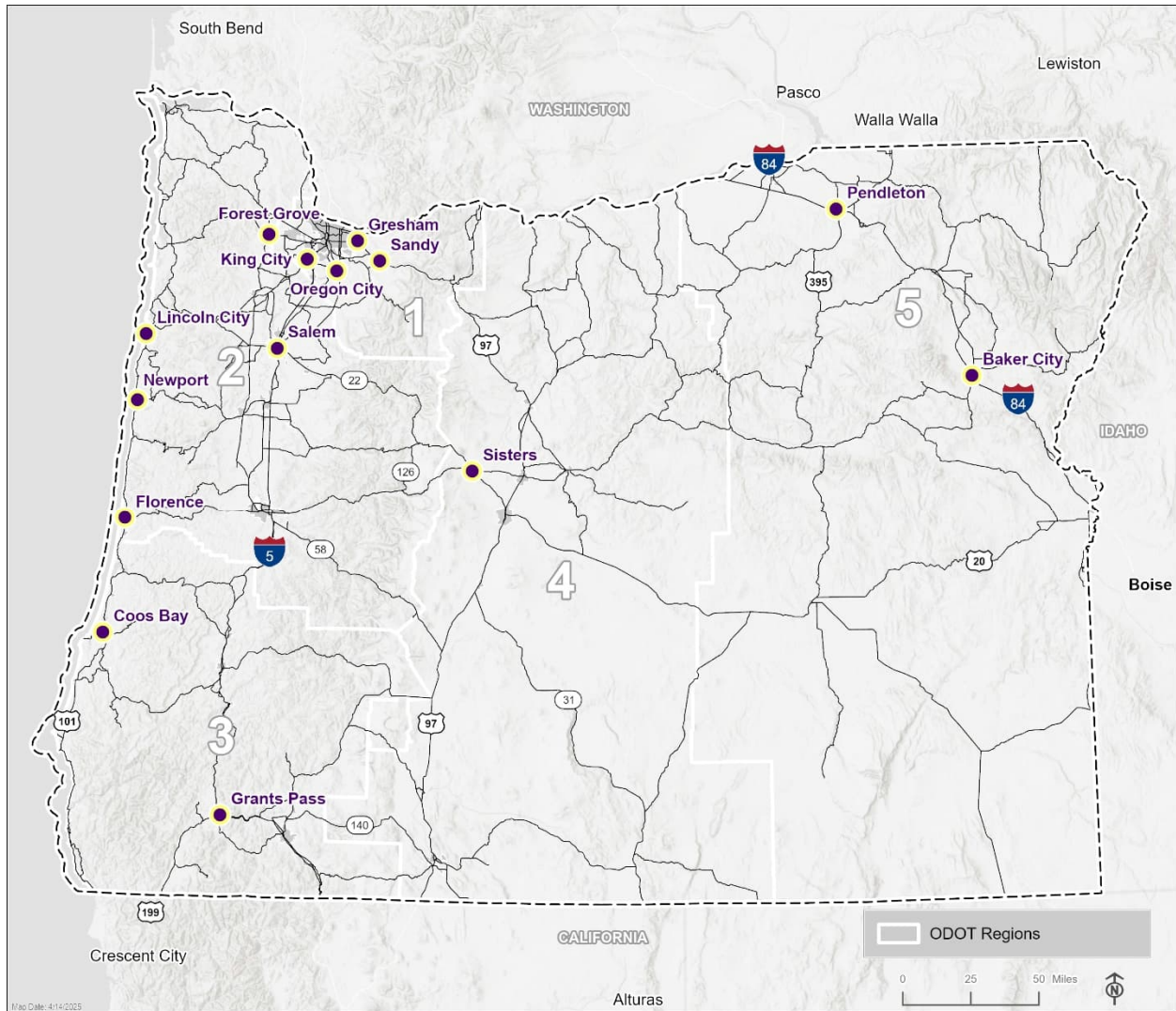
#	Name	City	Site Type	Number of Agencies	Number of Routes
1	Albany Amtrak Station	Albany	Train station and transit center	9	9
2	Albany Clay St at Heritage Mall	Albany	Single bus stop	3	2
3	Albany Linn-Benton Community College	Albany	Single bus stop	3	2
4	Astoria Transit Center	Astoria	Transit center and train station	4	9
5	Banks	Banks	Single bus stop	3	3
6	Beaverton Sunset Transit Center	Beaverton	Train station and transit center	3	9
7	Bend Hawthorne Station	Bend	Transit center and multiple bus stops	5	12
8	Canby Transit Center	Canby	Transit center	3	3
9	Cannon Beach Midtown Transit Center	Cannon Beach	Transit center	3	6
10	Corvallis 1st St & Washington Ave	Corvallis	Multiple bus stops and hotel	3	4
11	Corvallis 9th St & Reiman Ave	Corvallis	Multiple bus stops	3	2
12	Corvallis 15th St & Jefferson Way	Corvallis	Multiple bus stops	3	6
13	Corvallis 26th St & Western Blvd	Corvallis	Multiple bus stops and hotel	4	6
14	Corvallis Circle Blvd & 9th St	Corvallis	Multiple bus stops	3	3
15	Corvallis Circle Blvd & Four Acre Place	Corvallis	Multiple bus stops	3	2
16	Corvallis Downtown Transit Center	Corvallis	Transit center	5	20
17	Corvallis Good Samaritan Center	Corvallis	Single bus stop	3	5
18	Eugene Amtrak Station	Eugene	Train station and multiple bus stops	6	6
19	Eugene EmX Walnut Station	Eugene	BRT station and multiple bus stops	3	4
20	Grand Ronde	Valley Junction	Single bus stop	3	3
21	Hillsboro Central Transit Center	Hillsboro	Train station and transit center	3	7
22	Klamath Falls Amtrak Station	Klamath Falls	Train station and transit center	5	5
23	La Grande Transit Center	La Grande	Transit center	3	6
24	Medford Front Street Station	Medford	Transit center	4	13
25	Milton-Freewater	Milton-Freewater	Single bus stop	3	3
26	Ontario	Ontario	Transit center	4	4
27	PDX Transit Center	Portland	Airport, train station, single bus stop	7	3
28	Philomath Applegate St & 11th St	Philomath	Single bus stop	3	3
29	Philomath Main St & 14th St	Philomath	Single bus stop	3	3
30	Portland 6th Ave & Taylor St	Portland	Train station and multiple bus stops	4	27

#	Name	City	Site Type	Number of Agencies	Number of Routes
31	Portland Lloyd Center	Portland	Train station and multiple bus stops	3	8
32	Redmond Airport	Redmond	Airport	3	3
33	Redmond Transit Hub	Redmond	Transit center	4	6
34	Salem Amtrak Station	Salem	Train station, transit center, multiple bus stops	7	8
35	Salem Downtown Transit Center	Salem	Transit center	3	25
36	Springfield Greyhound Station	Springfield	Transit center, BRT station	3	9
37	Union Station	Portland	Train station, transit center, multiple bus stops	10	12
38	Wilsonville Transit Center	Wilsonville	Train station, transit center	3	8
39	Woodburn Hwy 211 & Hwy 214	Woodburn	Multiple bus stops	3	3
40	Woodburn Memorial Transit Center	Woodburn	Transit center and hotel	3	1

Almost Key Transit Hubs (KTHs)

Almost Key Transit Hubs (Almost KTH) make up a second set of hubs. ODOT defined a key transit hub as a stop in an area served by three or more agencies, but where the routes do not utilize the same stop. Cities and towns with Almost KTHs have the potential to be KTHs if the transit services were to aggregate into one single stop location. ODOT identified 14 Almost KTHs, as shown in Figure 18 and Table 7.

Figure 18. Map of Almost Key Transit Hubs in Oregon



Source: Oregon Department of Transportation and Jacobs

Table 7. Almost Key Transit Hub Locations

City	Transit Agencies
Baker City	Greyhound, Northeast Oregon Public Transit, People Mover
Coos Bay	Coos County Area Transit, Curry Public Transit, Pacific Crest Lines
Florence	Florence-Yachats Connector, Pacific Crest Lines, Rhody Express
Forest Grove	Ride Connection, TriMet, Yamhill County Transit
Grants Pass	Greyhound, Josephine Community Transit, Rogue Valley Commuter Line, SouthWest POINT
Gresham	Central Oregon Breeze, Sandy Area Metro, TriMet
King City	Caravan Airport Transportation, Ride Connection, Yamhill County Transit, TriMet
Lincoln City	Caravan Airport Transportation, Lincoln County Transit, Tillamook County Transportation District
Newport	Benton County Transportation, Caravan Airport Transportation, Lincoln County Transit
Oregon City	Amtrak Cascades, Canby Area Express, CCC Xpress, South Clackamas Transportation District, TriMet
Pendleton	Greyhound, Kayak Public Transit, People Mover
Salem (West Salem Transit Center)	Cherriots, Tillamook County Transportation District, Yamhill County Transit Area
Sandy	Central Oregon Breeze, Mt Hood Express, Sandy Area Metro
Sisters	Cascades East Transit, Cog Wild Shuttles (Seasonal), Shuttle Oregon

3.5 Intercity Bus Funding Summary

Public funding for intercity bus service is available to transit providers through two funding programs dedicated to intercity bus services or from non-dedicated sources. This section describes funding programs, what types of projects are eligible, and how providers access funding.

Dedicated Intercity Bus Funding Sources

The Statewide Transit Network (STN) Program includes two funding sources that support intercity bus service between cities and rural communities. These are the Oregon Statewide Transportation Improvement Fund (STIF) Intercommunity Discretionary Fund (STIF Intercommunity) and the Federal Transit Administration Section 5311(f) Intercity Bus Program Fund (5311(f)). The purpose of the STN Program is to support projects that enhance Oregon’s statewide fixed-route bus network by investing in key transit hubs, closing gaps between two or more communities, improving collaboration and coordination between agencies, or other activities that improve the function of the overall intercity bus network and benefit more than one transportation service provider. These programs are similar with some important differences between the two.

Statewide Transportation Improvement Fund Intercommunity Discretionary Fund. ODOT awards STIF Intercommunity Discretionary funds to public transportation service providers to improve public transportation between two or more communities based on a competitive grant process. The program

requires a 20 percent local match for all expenditures. ODOT estimated that there would be about \$10,000,000 in STIF Intercommunity funding for the 2025-2027 biennium.

Federal Transit Administration Section 5311(f) Intercity Bus Program. This program is a subset of the FTA 5311 Formula Grants for Rural Areas program. It sets aside at least 15 percent of a state's 5311 program allocation to support intercity bus service, unless the state shows there are no unmet rural intercity needs. The program requires a 50 percent local match for operating expenditures and 20 percent local match for all other expenditures. ODOT estimated that there would be about \$3,000,000 in 5311(f) funding for the 2025-2027 biennium.

Projects eligible for funding under the Statewide Transit Network program include, but are not limited to, capital projects such as vehicles, facilities, equipment, and technology, as well as mobility management, planning, and research, and for pilot and ongoing operations projects. Projects must support services connecting two or more geographically distinct communities.

Projects eligible for FTA Section 5311(f) funds need to demonstrate that they support a public transportation service that:

- Covers longer distances (20 or more miles) or closes a significant gap in the Statewide Transit Network
- Makes infrequent stops, and is not designed primarily to serve commuters
- Has the capacity to carry passenger luggage.
- Makes meaningful connections to the larger intercity and Statewide Transit Network, including passenger rail, where possible

Non-Dedicated Funding Sources Available for Intercity Bus

Oregon Transit providers may also fund operations, administrative, planning, and capital costs through non-dedicated public funding sources.

STIF Formula Fund. ODOT disburses STIF Formula funds to mass transit districts, transportation districts, or counties without either a mass transit or transportation district, and to federally recognized tribes based on a formula allocation.

STIF Discretionary Fund. ODOT awards STIF Discretionary funds to public transportation service providers based on a competitive grant process for capital projects such as vehicles, facilities, equipment, and technology, as well as management, planning, and research activities. ODOT estimated that there would be about \$12,160,000 in STIF Discretionary funding for the 2025-2027 biennium.

FTA 5311 Formula Grants for Rural Areas. This program funds transit service in or between cities and rural areas primarily with populations of less than 50,000 people. Eligible activities include capital (buses and facilities), operations, planning, and administration. The FTA allocates the funds to states by formula, and ODOT allocates funds to transit providers by a formula that includes land area, population, revenue vehicle miles, and low-income population in rural areas. ODOT dedicates 15 percent of the FTA 5311 funds to the FTA Section 5311(f) Intercity Bus program (see description above).

FTA 5339 Bus and Bus Facilities Program. This program is for replacing, rehabilitating, and purchasing buses and related equipment. It can also be used for facilities like bus stops and maintenance shops. ODOT awards FTA 5339 funds to public transit providers through a competitive process.

Transit providers' general funds. General funds vary across each transit provider and depend on the size of the agency, revenues, and other programs. Their bus services are typically restricted to the geographic area, or transit district, that the provider serves.

Local Taxes and Fees

- Property Taxes - taxes assessed on the value of an owned property
- Business Taxes - tax the net income of nearby businesses
- Payroll Taxes - separate from the payroll tax used to fund the STIF Program
- Tax Increment Financing - This method is used to capture additional property taxes generated in the vicinity of transit-specific improvements or areas. This type of funding can also be used to capture a portion of the increase in property value created by a particular transit investment.
- Tax Incentive Zones - These provide an indirect avenue for transit funding by potentially increasing fare revenue, sponsorship revenue, etc. by providing tax incentives for businesses and residents residing near transit-oriented or transit-friendly developments.
- Multimodal Impact Fees - These fees are similar to auto-focused Transportation Impact Fees (TIFs), but are dedicated to improvements to multimodal transportation options.
- Parking Fees and Fines - The implementation of a parking strategy can increase transit ridership and thus farebox recovery, as well as increase parking revenue.
- Other Revenue - Usually relatively minor, funding sources include advertising, sponsorships, and investment income.

Transit Fares

Transit fares, while important to a transit agency's revenue, do not typically cover the full cost of providing transit service. For many providers it is likely that fare revenue only covers 25 percent of the transit service provided. Also, some transit service providers in Oregon do not charge a fare.

Appendix C. Gap Analysis

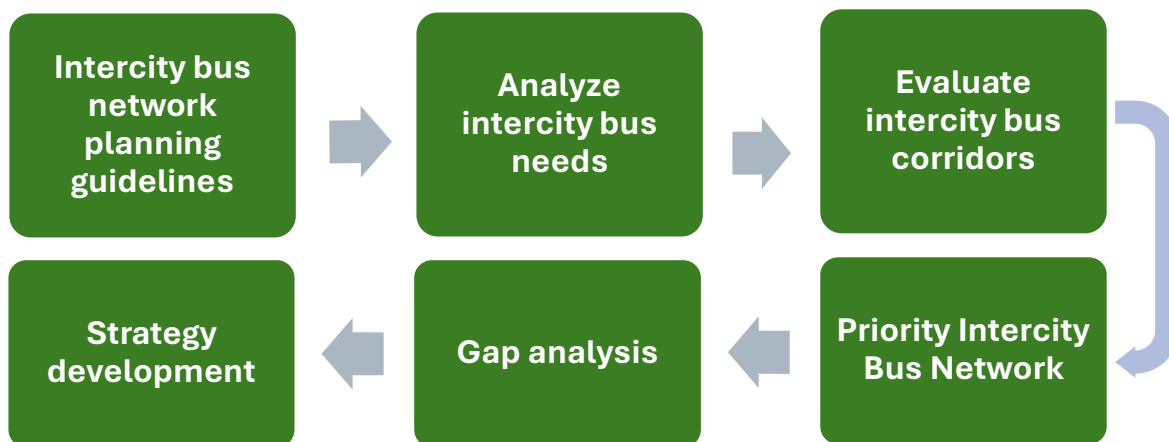
Corridor and Service Gap Analysis

Date: October 2025
 Project name: Priority Intercity Bus Network Study
 Client: Oregon Department of Transportation
 Prepared by: Jacobs Engineering

The study team identified gaps in the existing intercity bus service using desktop research and the insights learned from project engagement events. While some corridors face challenges such as sparse mid-corridor connectivity, others deal with issues of no weekend service or holiday expansions, sparse coverage of rural and coastal communities, and lack of coordinated schedules and intermodal connections with other transit providers.

The gap analysis combines information from the existing conditions, needs analysis, the proposed priority intercity bus corridors. The gap analysis identifies where existing service meets or does not meet the proposed corridors and recommended service levels.

Figure 1. Priority Intercity Bus Network Evaluation Process



Process of Gap Analysis

To identify intercity bus transit service gaps, the current service provided in the corridors was reviewed, with a focus on roundtrips, seasonal and holiday services, and connectivity to local transit providers in the area. The analysis also included the schedule, stop locations, and rider amenities, which were then cross-referenced with known travel patterns, regional demographics, and tourism demand. Additionally, stakeholder needs were considered such as commuters, students, and medical travelers, whose mobility is constrained by infrequent service and limited transfer options. By synthesizing this information and comparing it to the best practices in intercity transit planning, it was possible to pinpoint gaps in frequency, connectivity, seasonal responsiveness, and rider experience.

Overall, the gap analysis consisted of the following key steps:

- Reviewing existing conditions using GTFS and GIS data to analyze service frequency, span, stop location, ridership, and transfer points.
- Evaluating travel demand and demographics using census data, land use patterns, and surveys to understand where people live, work, and travel.
- Identifying unmet needs by looking for temporal gaps (no evening or weekend service), spatial gaps (no coverage in growing neighborhoods), and connectivity gaps (transfer options).
- Engaging key partners by conducting engagement events in the form of webinars and surveys.

Identified Gaps

Based on the analysis described above, key gaps were identified for different corridors in Oregon. The following points illustrate key intercity bus service gaps in different areas of the state:

Coastal and Western Oregon:

- Along the I-5 corridor, POINT offers five daily round trips between Portland and Eugene. The span is limited in evening and early-morning options, though bolstered by the Amtrak service. Connectivity is limited south of Eugene.
- Greyhound and FlixBus do not serve Eugene and Roseburg, leaving Eugene–Grants Pass underserved. Transfers with Rogue Valley Transportation District (RVTD) and Lane Transit District (LTD) are not seamless; weekend and holiday service is limited for intermediate towns.
- Along the US 101 coastal corridor, there is no continuous bus route between Astoria and Brookings, and sparse coverage in towns like Gold Beach and Port Orford.
- Weekend service in Tillamook, Newport, and Coos Bay is minimal with 1 – 2 rounds trips per day, and there can be poor connections.
- There is no direct route between Eugene and Forest Grove via OR 99W, multiple transfers needed through Tualatin or Beaverton, and weekend service is infrequent.
- POINT Northwest makes 4 runs per day between Astoria and Portland via US 26, and there is no direct service along the full US 30 corridor.
- There is low-frequency connectivity from Tillamook to Portland via OR 6 with no timed transfers, and there is no consistent intercity bus service linking Astoria to Portland via US 30.
- Albany – Newport via the US 20 has only two round trips per day, with no evening or midday options, with the weekend service being sparse. There is no Amtrak integration at Albany Station.
- Florence–Eugene via OR 126 offers three round trips/day, with no early or late options, and Amtrak coordination is lacking.
- Roseburg–Coos Bay via OR 42 served only Tuesdays and Wednesdays by Roseburg Express, and multiple transfers are required, including Charleston and Bulldog services.

Central Oregon:

- There is no direct bus route between The Dalles and Klamath Falls via US 26; travel requires multiple transfers in Portland and Bend and can exceed 12 hours.

- US 26 has one round trip daily between Portland and Redmond/Bend; some stakeholders noted the need for higher service levels on this corridor.
- There is no direct route between Lincoln City and Bend via OR 18/22; travel requires multiple transfers across Lincoln County Transit, POINT, and CET.
- Eastbound connections from Lincoln City to Salem or McMinnville are limited.
- Service between Grand Ronde, Willamina, and McMinnville via OR 18 is inconsistent.
- One bus per day operates between Brookings and Klamath Falls via US 199.
- There is limited frequency between Eugene and Klamath Falls via US 58, with sparse weekend and holiday coverage.
- There are no connections to Amtrak or POINT Cascades along the Eugene–Klamath Falls corridor.
- Sisters and Springfield lack adequate intercity transit service.

Eastern and Southeastern Oregon:

- FlixBus discontinued its Portland–Boise route in January 2025, eliminating service to Pendleton, La Grande, Baker City, and Ontario.
- Only one daily round trip remains on the Dalles–Boise corridor; Eastern Oregon beyond Pasco is now largely isolated.
- Amtrak serves Eugene–Klamath Falls via US 58, but no bus route exists along this corridor.
- No direct connection links the Willamette Valley to Southcentral Oregon; travelers must detour via Medford or Bend.
- No service exists between Pendleton and Burns via US 395; east-west routes are generally underserved.
- POINT Eastern offers only one round trip daily between Bend and Ontario via US 20.
- Transit connections are fragmented between Pacific Crest Bus Lines, Cascades East Transit (CET), and Malheur Express.
- The region has a high proportion of transit-dependent seniors, increasing the impact of service gaps.
- The People Mover runs just three times weekly between Bend, John Day, and Ontario via US 26.
- John Day is often bypassed due to routing preferences along US 20.

Transit Hub Connections

This study provided a statewide assessment of intercity transit connections at stops and stations. The analysis serves as an update to the Transit Hubs Report released in 2020. The report defined Key Transit Hubs as transit stops with three or more transit providers, and Almost Key Transit Hubs as those serving two transit providers. The Key Transit Hub Report followed the 2019 Transit Network Report that evaluated transit service coverage statewide, including local and intercity fixed route services.

Transit hub connectivity can be analyzed in two ways, including the following.

Technical Memorandum

- Spatial connectivity refers to how closely transit providers intersect at a given stop. This analysis considered bus stops less than 200 meters apart to have top-scoring spatial connection.
- Time connectivity refers to when the bus routes stop at a given station or stop. This analysis considered bus routes stopping less 120 minutes apart were considered to have a top-scoring time connection.

ODOT updated the 2019 hubs analysis in this study, with focus on hubs serving intercity bus corridors. The analysis analyzes intersections in the intercity bus network, and the potential origin-destination pairs connected spatially, then analyzes time connections. The analysis is based on GTFS data as of March 2025.¹ The analysis resulted in a geodatabase of intercity bus connections. The data included an index value to summarize a ratio of the number of spatial and time connections out of the total possible origin-destination connections possible at the location.

Route and hub information was compared to the priority intercity bus network proposed in this study. The information was also compared to hubs identified in the 2019 study for any changes that have occurred in the network since then.

The analysis identified communities where data indicates missing time connections between intercity bus routes serving these cities. These are locations where further investigations may uncover gaps, based on initial analysis.

- Bend
- Brookings
- Burns
- Coos Bay
- Eugene
- Florence
- Grants Pass
- Gresham
- Klamath Falls
- La Grande
- Medford
- Ontario
- Oregon City
- Redmond
- West Salem

Given the need for close coordination with local communities, further work is needed to identify the source of the gap and how ODOT can best help people make intercity bus connections. Initial strategies in the next chapter reflect where public engagement indicated potential strategies for these gap locations.

¹ GTFS is a data specification that allows public transportation providers to publish stop and schedule data in a format that can be processed by various software. This data was used to create route and stop shapefiles for geospatial analysis, with schedule data. The modifications were made to focus the analysis on statewide and regional intercity bus connections.



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