

TECHNICAL MEMORANDUM #1

July 1, 2026

Project# 32728

To: Gary Stockhoff, PE; Maya O'Neal

From: Amy Griffiths, PE; Nick Meltzer, PE; Susan Wright, PE; Andrew Mancini

RE: Benton Area Transit Rural Shuttle Service Feasibility Study

Subject: Plans Review and Data Analysis

Introduction

Benton Area Transit (BAT) is exploring the feasibility of a rural shuttle service to better serve outlying residents in Benton County (that are currently only served by limited intercity fixed routes and dial-a-ride for seniors and people with disabilities only) and increase their public transportation connections to basic services and urban centers. The project involves analyzing existing conditions, engaging the public, and determining potential routing and cost of various shuttle options.

This memorandum summarizes the demographic, employment, and travel data to establish existing conditions, identify historically underserved populations, and understand geographic coverage and service demand. This memorandum will inform the public involvement plan and the alternatives development and evaluation.

Project Overview

BAT currently provides a mix of fixed route services for the general public, and demand response transportation services for seniors and individuals with qualifying disabilities. However, BAT lacks the resources to provide regular, scheduled service for residents in its most rural areas. Prior surveys and the Coordinated Health and Human Services Plan have highlighted a clear need for additional transit services for rural residents. However, sufficient detail on specific preferences, priorities, and operational feasibility related to a rural shuttle service has never been explored.

This study explores rural shuttle options and prioritizes historically underserved populations as identified through Benton County's Social Equity Index. These underserved populations include low-income residents, senior citizens, people with disabilities, and rural residents with limited or no access to reliable transportation. The findings of this study will aim to address the barriers to mobility and improve access to essential services.

Evaluation Criteria and Performance Measures

This section documents Benton County's vision and service goals for Benton Area Transit and identifies evaluation criteria and performance measures that will be used to support a data-driven comparison of alternatives.

VISION AND GOALS

Benton County's vision and service goals for Benton Area Transit, as confirmed by the Board of Commissioners during a meeting on May 13, 2025, are included below.

Vision

Provide public transit in Benton County that supports county goals of vibrant, livable communities and equity for everyone, and creates transportation options for seniors and people with disabilities.

Service Goals

Be fiscally sustainable, customer and context appropriate, operate effectively and efficiently, and maintain state and federal compliance.

PROPOSED EVALUATION CRITERIA AND PERFORMANCE MEASURES

Based on these goals, Table 1 identifies proposed evaluation criteria and performance measures that can be used to inform decisions around service alternatives. Data and findings documented within this memorandum—such as key destinations—will be used to measure the performance of alternatives.

Table 1. Proposed Evaluation Criteria and Performance Measures

Evaluation Criteria	Performance Measure
Customer-Focused Services	– Service Frequency (Approximate Runtime) – Service Span (Hours of Operation)
Accessibility and Connectivity	– Geographic Coverage within ¼ Mile of Transit Route – Population within ¼ Mile of Transit Route – Employees within ¼ Mile of Transit Route – Transit Dependent Populations within ¼ Mile of Transit Route – Access to Key Destinations
Coordination	– Connections to Other Routes/Providers within ¼ Mile of Transit Route
Fiscally Sustainable	– Rides per Hour – Cost per Ride – Total Capital Costs – Anticipated Net Annual Operating Cost

Population and Demographics

This section summarizes population and demographic characteristics to identify who may rely on transit most and where mobility needs are greatest. These findings will inform the development and evaluation of alternative routes and help identify locations for targeted public engagement that reach key transit-dependent populations.

Title VI of the Civil Rights Act of 1964. provides that: “[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.” Documenting Title VI data helps identify disparities in access and informs equitable service planning and decision-making.

As shown in Table 2, the demographics of common transit users in Benton County and the City of Corvallis are roughly equivalent to Oregon as a whole. The percentage of residents in Corvallis and Benton County living below the poverty level, at 24 percent and 18 percent, respectively, is notably higher than the statewide levels 12 percent. This indicates a potentially higher need for increased transportation options which could be served by public transit.

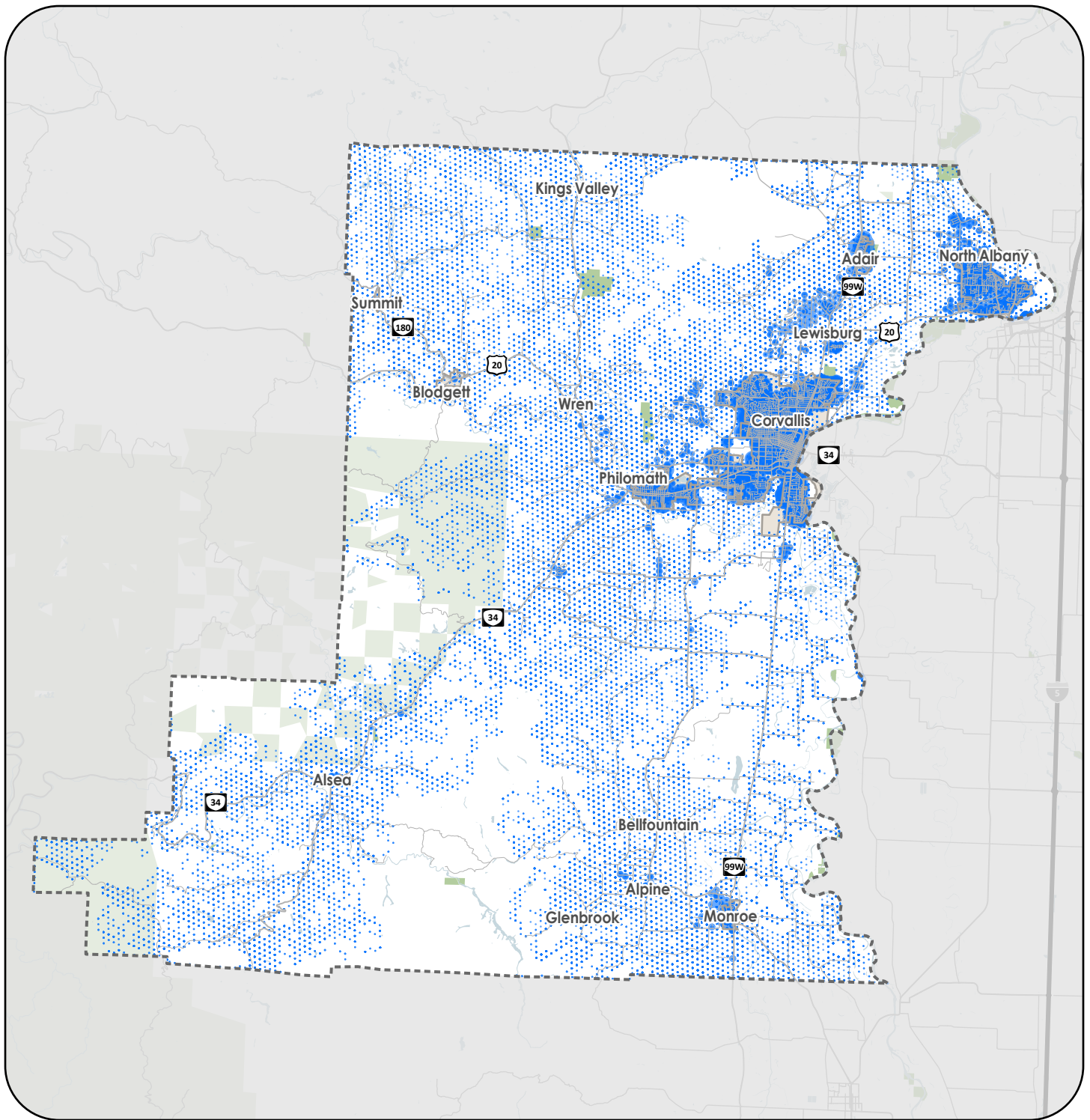
Table 2. Title VI and Potential Transit-Dependent Populations

Community	Total Population	Minority Population	Hispanic, any race	Population under 18	Population over 65	Population below poverty level	Populations with disability	Households without access to vehicle
Oregon	4,254,293	25%	15%	20%	19%	12%	16%	7%
Benton County	96,303	21%	9%	16%	18%	18%	13%	7%
City of Corvallis	59,960	25%	10%	14%	14%	24%	12%	8%

Source: U.S. Census Bureau American Community Survey (ACS) 2024, 5-year estimate

Figure 2 shows the percentage of underserved populations based on multiple overlaid variables¹ across Benton County according to the Oregon Community Explorer tool. As shown, underserved populations are typically clustered within the more urban areas of the county, including North Albany, Adair Village, Corvallis, Philomath, and smaller communities such as Alsea and Monroe.

¹ Community Explorer is a tool intended for use by planners across the state of Oregon in surveying patterns of demographic, economic, and social characteristics of residents in a user-friendly fashion. Investigating these patterns can support community engagement planning. Data from factors relating to health and ability, households and families, race and ancestry, and socioeconomics are synthesized in order to determine geographic areas with a higher percentage of underserved residents.



Underserved Populations

- Lower percentage of residents
- Moderate percentage of residents
- Higher percentage of residents

- City or Place
- Benton County
- Park
- National Forest



Land Use and Key Destinations

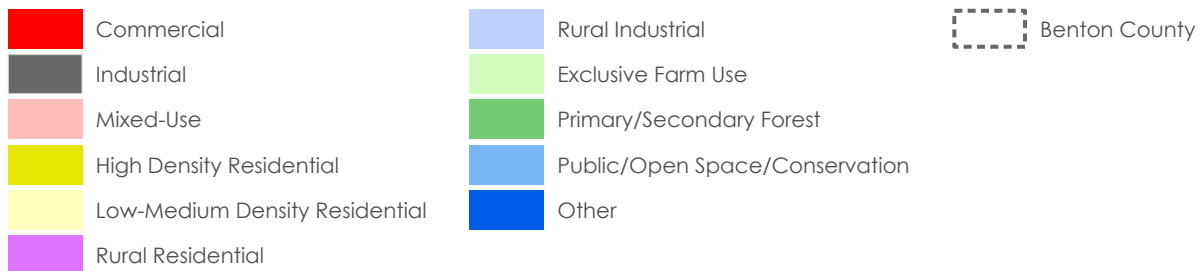
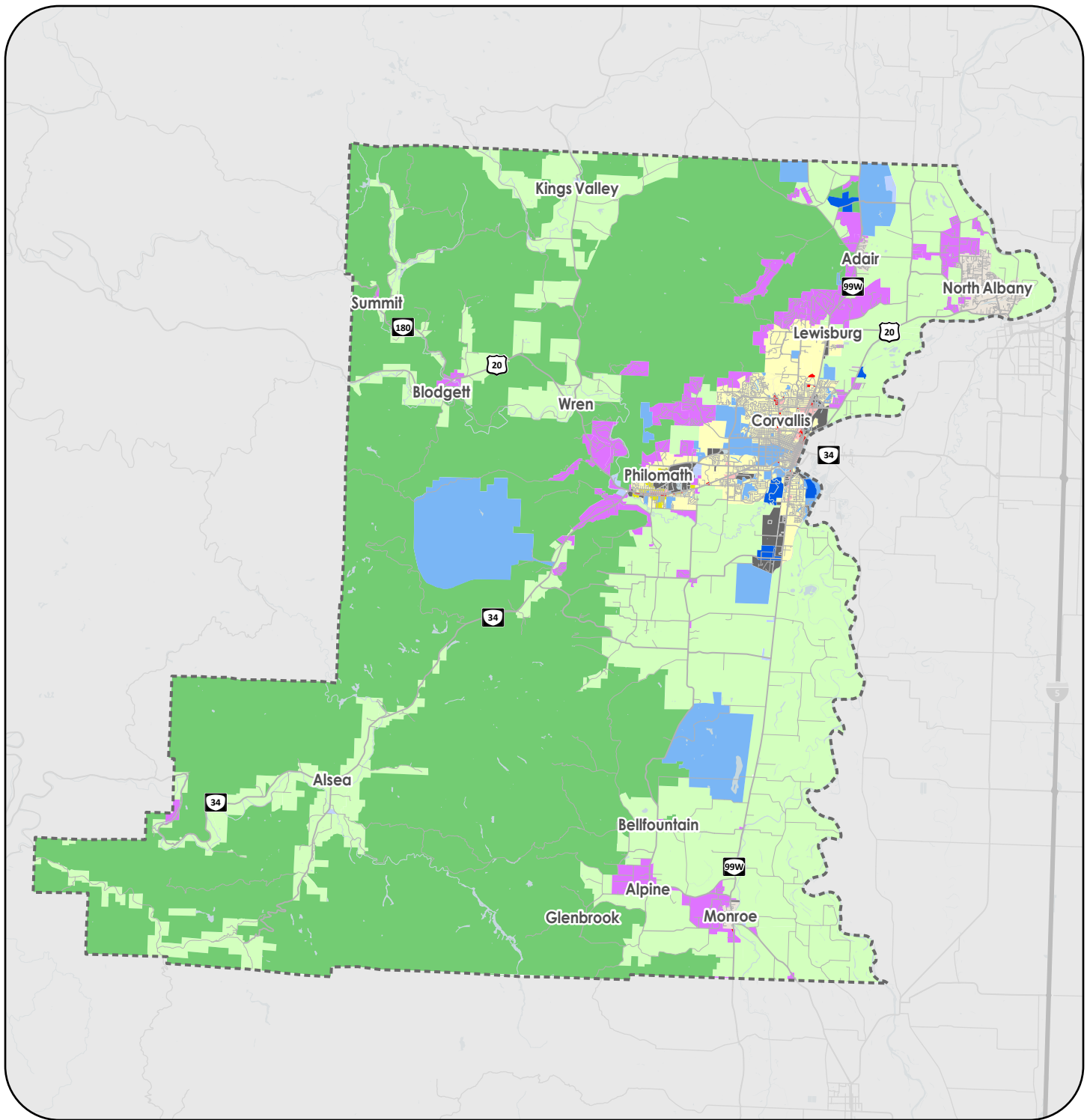
This section evaluates countywide land use and community context, including zoning patterns, and the location of key destinations. Together, these elements help identify where people live, work, and access essential services, informing the development and evaluation of alternative routes.

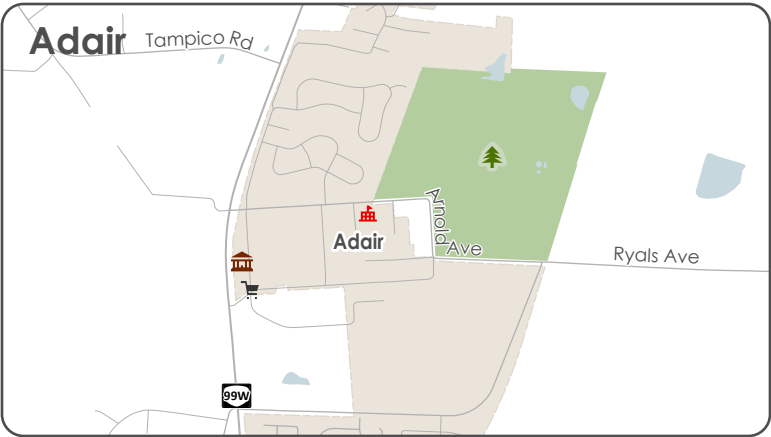
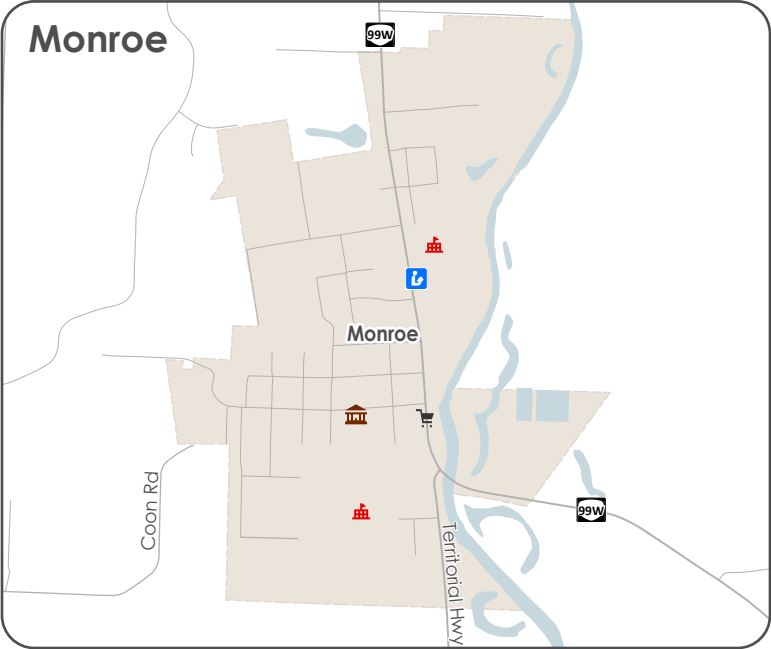
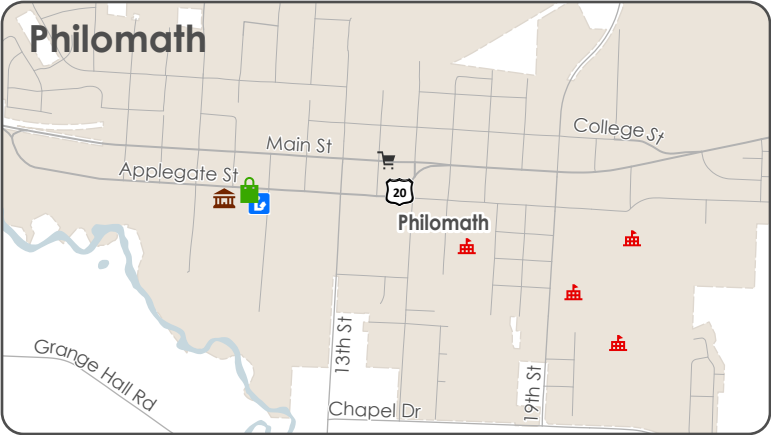
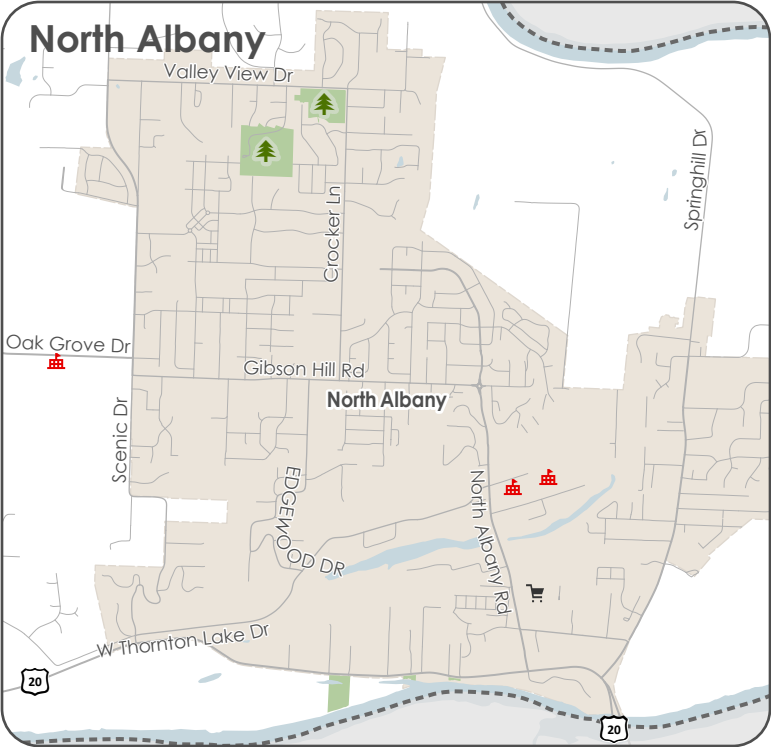
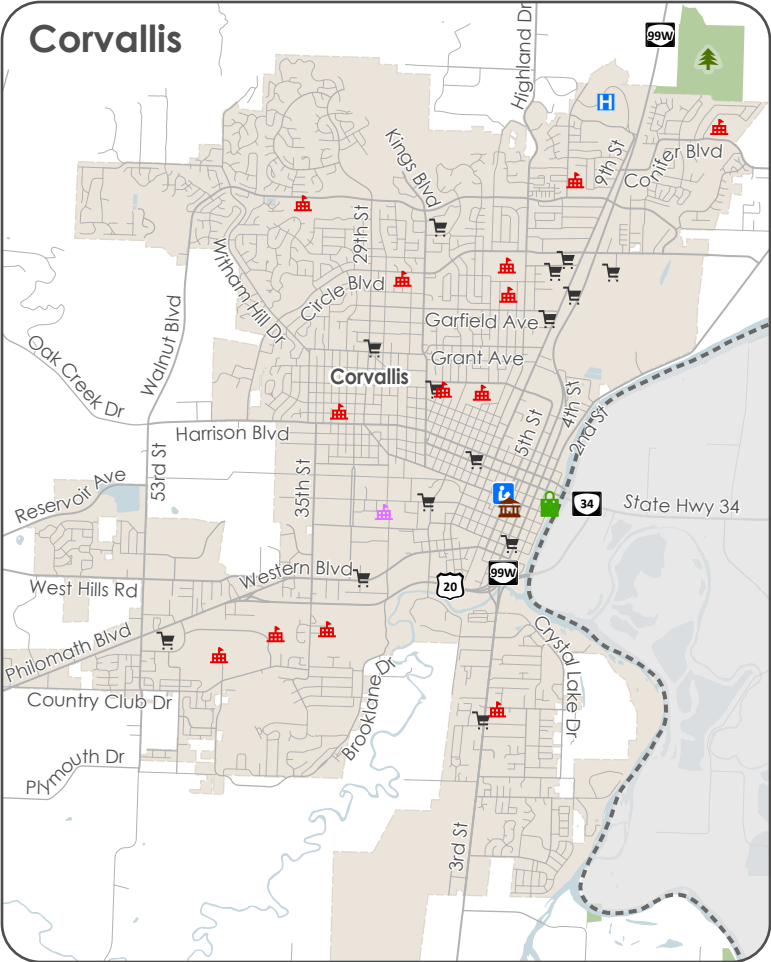
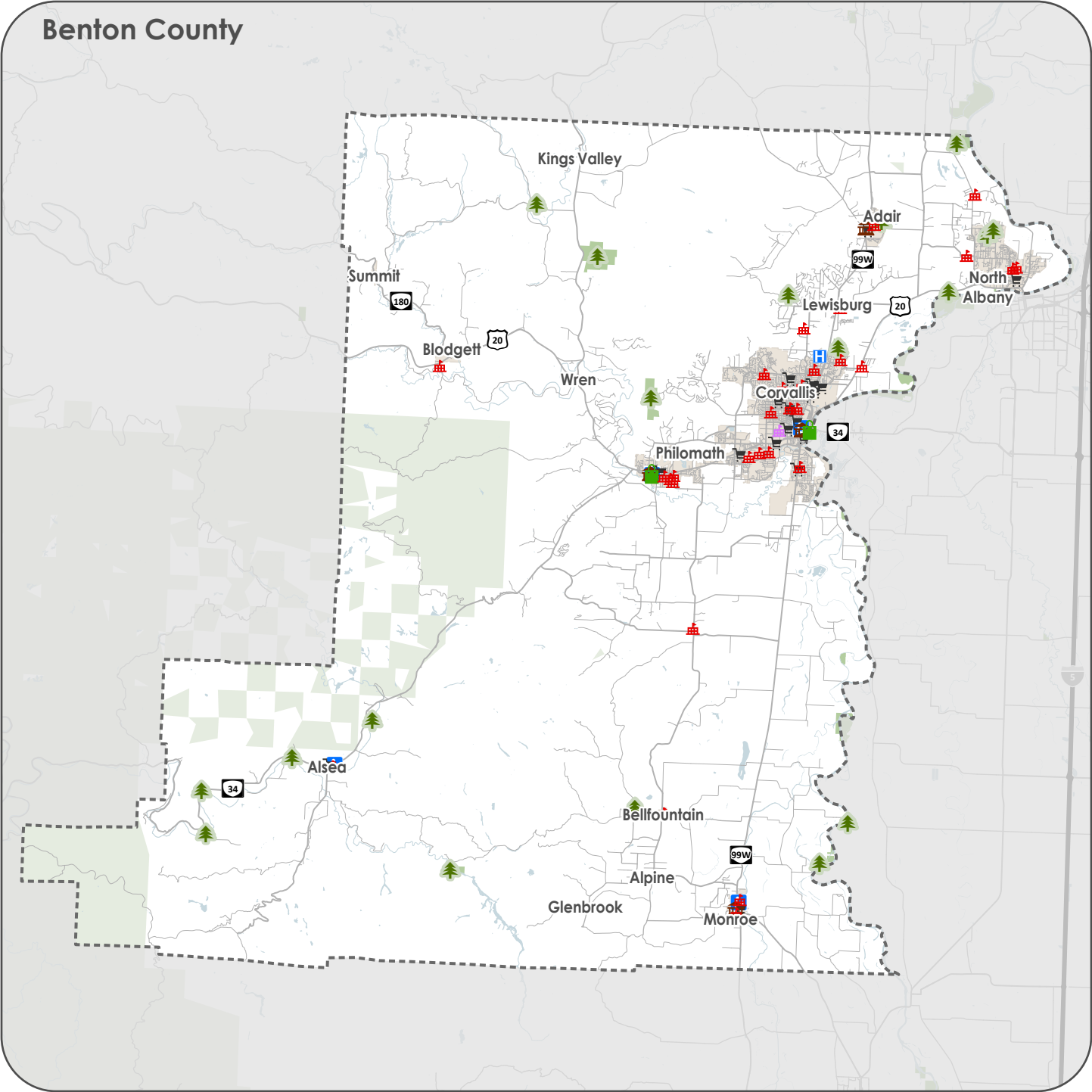
ZONING

Figure 1 outlines zoning boundaries across Benton County. As shown, most land in the county is zoned for forest use, although much land in the eastern portion of the county is zoned for exclusive farm use. The cities of Corvallis and Philomath include a mix of residential, commercial, and industrial uses, while other incorporated regions in the county have primarily rural residential and agricultural uses. The dispersed nature of the land use and the limited connectivity in the roadway network roadways make it more challenging to develop efficient shuttle routes and may limit the days and hours of service that can be provided in a fiscally sustainable manner.

KEY DESTINATIONS

Figure 3 illustrates landmarks and key destinations within Benton County, including hospitals, schools, grocery stores, parks, libraries, and city and county government buildings. These destinations will be considered as potential stop locations for shuttle alternatives and used to evaluate how well each alternative supports the goals of accessibility and connectivity.





- | | | |
|--------------------|---------------------|-----------------|
| School | Grocery Store | City or Place |
| College/University | Farmers Market | Benton County |
| Library | Government Building | Park |
| Hospital | Park | National Forest |



Benton County
Figure 3. Key Destinations Map

JOBS AND EMPLOYMENT

This section describes employment and commuting patterns for Benton County and for several cities within Benton County. This information is based on Longitudinal Employer–Household Dynamics (LEHD) employment data from the U.S. Census Bureau. This dataset provides valuable information about where workers live and work². All data in this section are from 2023, the last year with complete data.

Based on the LEHD data, nearly half of Benton County residents travel 10 or more miles to work, and approximately one-third travel more than 25 miles. These longer commute distances combined with the County's limited roadway network make it challenging and costly to serve daily commuters through fixed-route transit.

Corvallis is both the most common destination for employed county residents and the most common home location for employees working in Benton County. Corvallis has a higher density of transit routes than other locations in the County.

Given these conditions, this study focuses on identifying opportunities to serve other critical connections to recreational and personal uses, rather than expanding frequent commuter service. However, the data indicates a continued need for additional transit and carpool options to support residents making longer-distance commute trips.

Additional details on employment and commuting patterns for Benton County are included in Appendix A.

Existing Transit Services

Benton Area Transit (BAT) is the primary transit service provider within Benton County, operating regional fixed route and county-wide demand response and paratransit services. Service is supplemented by the Corvallis Transit System (CTS), which provides fixed route service within Corvallis and Philomath, and the Beaver Bus, which connects the Oregon State University campus and downtown Corvallis. The Linn–Benton Loop, Pacific Crest Bus Lines, Oregon POINT, and Cascades West Ride Line also provide transit connections throughout the Willamette Valley and beyond.

Table 3 and Figure 4 summarize public transportation services within Benton County, including those available for the general public and those designated for seniors and individuals with disabilities. Demand-response services have limited eligibility, and there is a broader need to expand service coverage for all residents.

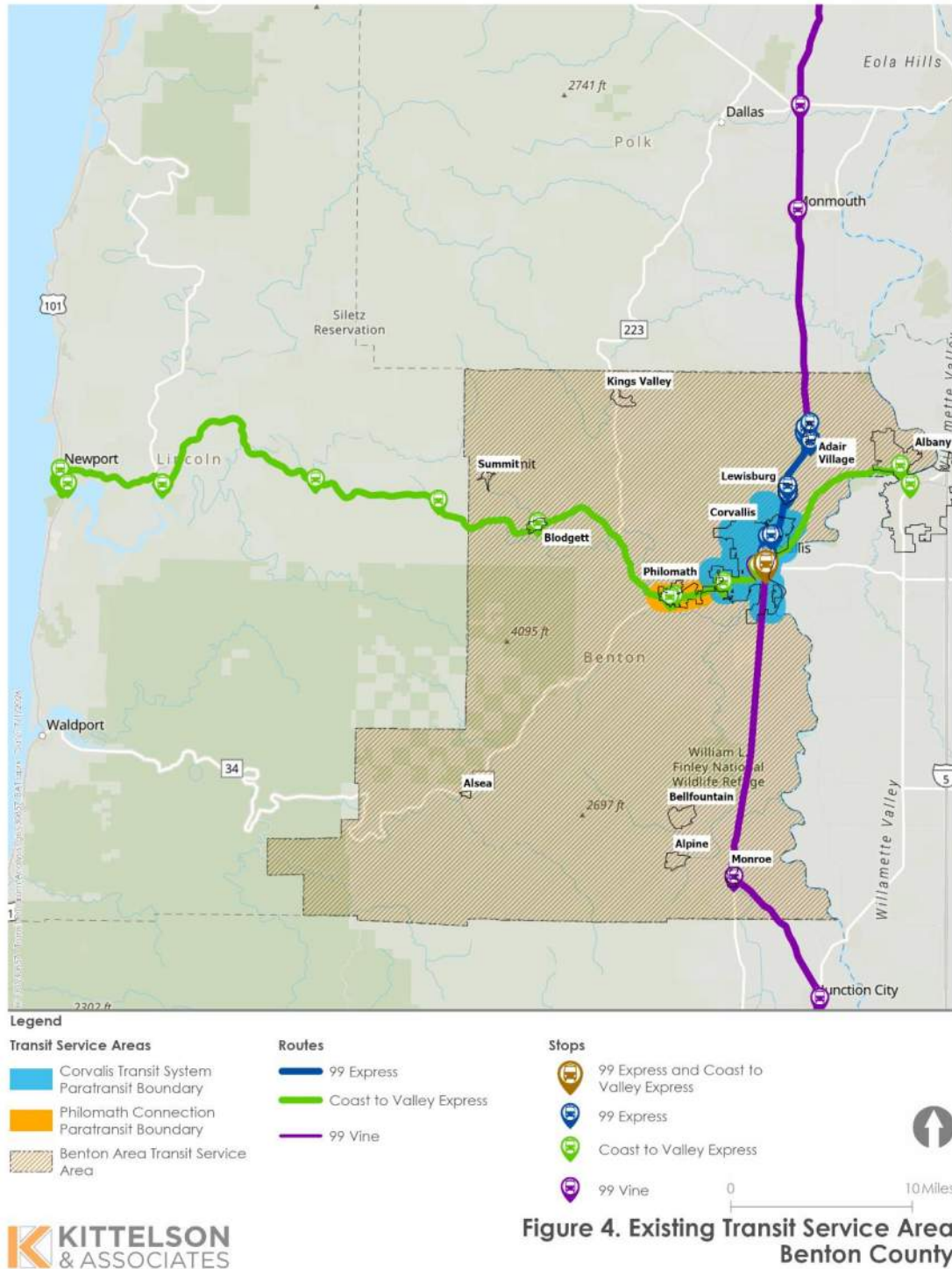
² Since this dataset is generated based on administrative records, some work locations may be over- or under-represented. For example, if workers in Corvallis have their paychecks processed with an address in Salem, their job site may be shown in Salem instead of Corvallis, if no local address is given in the administrative data.

Table 3. Transportation Service Options within Benton County

Service	Provider	Service Type	Operating Hours	Service Area	Who is Eligible
Coast to Valley Express	Partnership between Benton (BAT) and Lincoln County	Fixed route	6:00 a.m.–7:00 p.m., Monday–Sunday	Newport, Philomath, Corvallis, Albany	Everyone
99 Express	BAT	Fixed route	6:30 a.m.–6:30 p.m., Monday–Friday	Corvallis, Lewisburg, Adair Village	Everyone
99 Vine	BAT	Fixed route	6:20 a.m. – 5:45 p.m. Monday–Friday	McMinnville, Amity, Rickreall, Monmouth, Adair Village, Corvallis, Monroe, Junction City, Eugene	Everyone
BAT Lift (County-wide)	BAT	Demand response	8:00 a.m.–7:00 p.m., Monday–Friday; 8:30 a.m.–6:00 p.m., Saturday	Benton County	Seniors and individuals with disabilities
BAT Lift (Paratransit)	BAT, funded by Corvallis	Demand response	During CTS and PC bus service	Corvallis and Philomath, up to ¾ mile from existing bus route	Individuals with disabilities
BAT Lift (DD 53)	BAT; funded by U.S. Department of Human Services	Demand response	As scheduled	Benton County	Individuals with intellectual/developmental disabilities
Corvallis Transit System	City of Corvallis	Fixed route (10)	Varies by route but spans: 6:00 a.m.–8:30 p.m., Monday–Friday; 8:00 a.m.–6:30 p.m., Saturday; 10:00 a.m.–5:30 p.m., Sunday	Corvallis and Philomath (<i>no Sunday service in Philomath</i>)	Everyone
Beaver Bus	Public (Oregon State University)	Fixed route (3)	Monday–Friday, 7:00 a.m.–7:00 p.m.	Oregon State University campus,	Everyone

downtown
Corvallis

Figure 4. Existing Transit Service Area



Existing Ridership Demand

Figure 5 and Figure 6 provide the annual ridership for BAT's commuter bus and demand response routes between 2014-2024, respectively. Ridership was fairly steady for both the Coast to Valley Express and 99 Express before 2020, with the 99 Express generally generating more ridership than the Coast to Valley Express. After 2017, the 99 Express began declining, and both services saw severe drops in ridership during the COVID-19 pandemic, as was typical of most transit systems. In 2021, both services grew in ridership and have since exceeded their pre-COVID levels.

BAT's Lift service also had steady ridership between 2014 and 2020, though ridership gradually declined between 2016 and 2020. In 2020, the Lift service experienced a severe drop in ridership, coinciding with the COVID-19 pandemic. Lift ridership remains below pre-COVID levels today.

Figure 7 and Figure 8 document origin and destination data for completed demand-response trips—including BAT Lift, BAT Paratransit, and DD 53—between September 28, 2023 and April 5, 2024. Existing demand-response services to the less urbanized areas of the county are highly limited, with services generally concentrated in Corvallis, Philomath and North Albany. This indicates that while the demand-response service boundary encompasses the entire County, existing services are not effectively reaching more rural communities.

Figure 5. Annual Commuter Bus Ridership 2014-2024, Source: Benton County

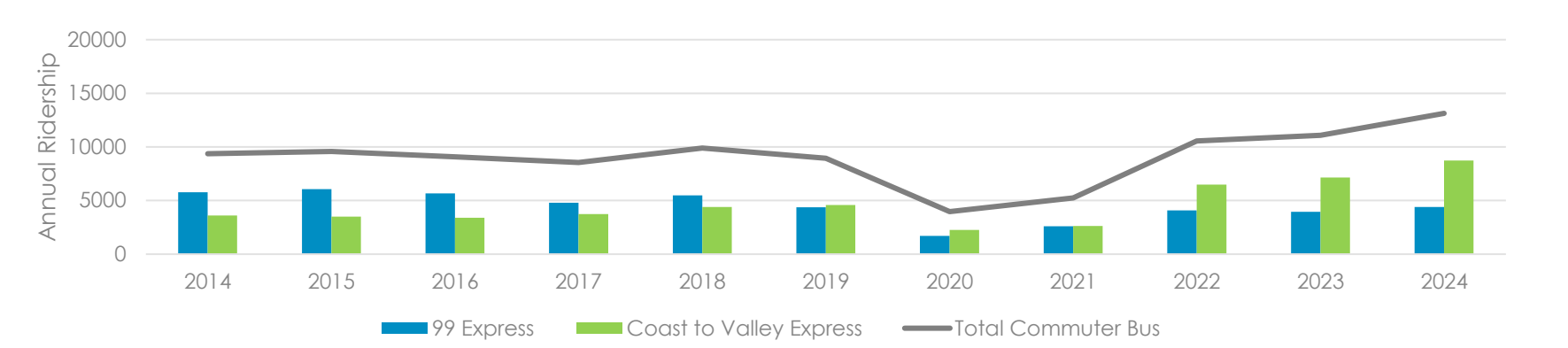
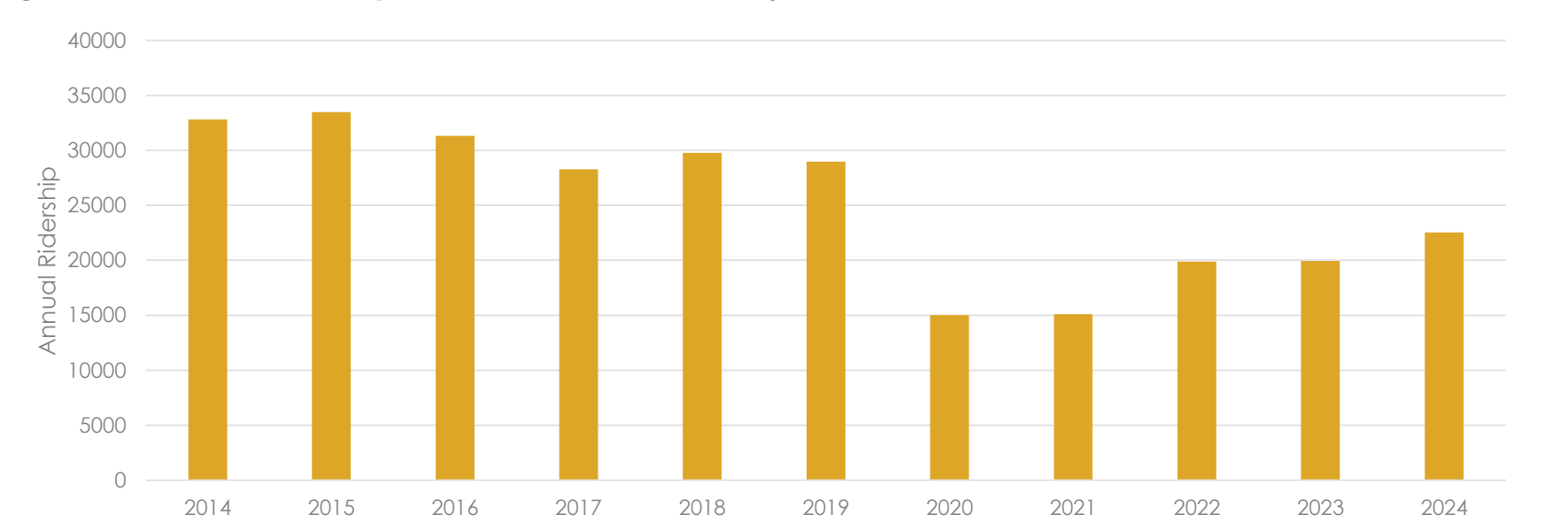
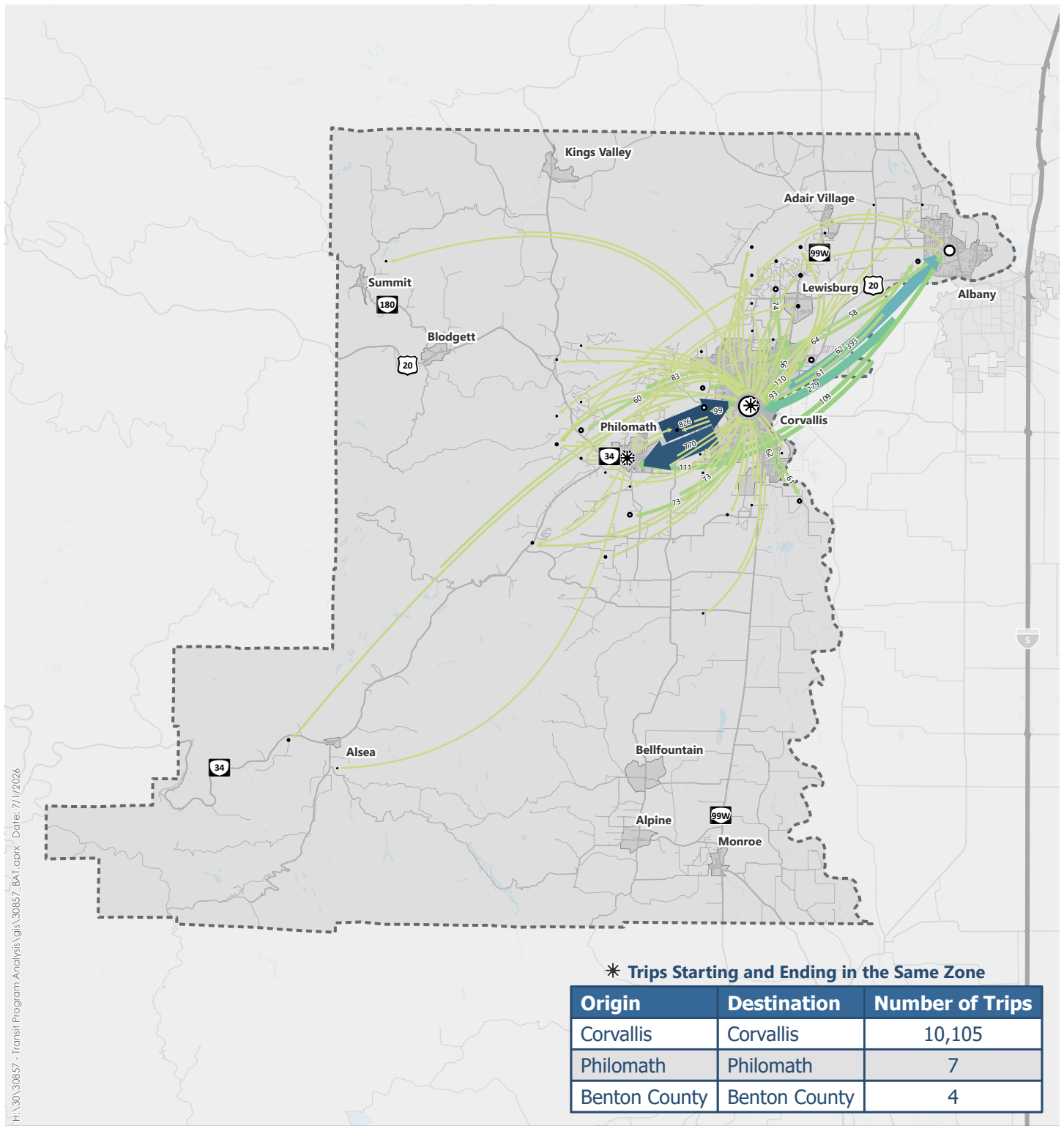


Figure 6. BAT Lift Annual Ridership 2014-2024, Source: Benton County³



³ Note: DD 53 service statistics were only available for FY 24. Ridership statistics for demand response services between 2014-2023 only include combined BAT Lift and Paratransit services.



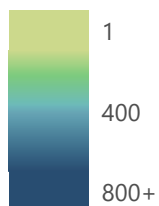
Trip Direction



 City or Place

 Benton County

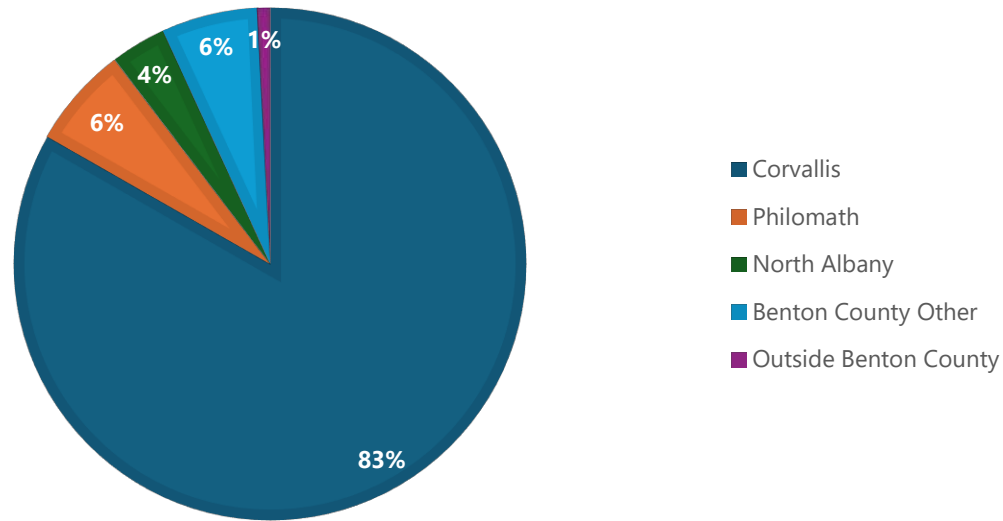
Number of Trips



0 10 Miles

**Figure 7. Demand-Response Trip Origin and Destination Flow Map
(September 28, 2023 – April 5, 2024)
Benton County**

Figure 8. Demand-Response Trip Origins and Destinations (September 28, 2023 – April 5, 2024)



Cost and Fleet Assumptions

This section documents the cost and fleet assumptions that will be used to develop planning-level cost opinions for shuttle alternatives. These estimates are intended to provide an order-of-magnitude understanding of potential costs and should not be interpreted as precise forecasts, as future service delivery models and operating structures are still being evaluated.

Benton County is currently exploring the best way to deliver BAT services with the goal of improving backend operations. As a result, there is inherent uncertainty in the future cost per service hour. The *Benton Area Transit Program Analysis* estimated a transit cost of approximately \$147 per service hour based on preliminary planning assumptions. This includes administrative costs and both demand response and fixed route transit. While shuttle services are typically less costly than commuter bus services on a service hour basis, this study will conservatively estimate a cost per service hour of \$150.

As part of this study, it is assumed that the County would need to procure new vehicles to support a rural shuttle service. Rural shuttle alternatives will be assumed to be served via a Category D Bus (Medium-Size, Medium-Duty Transit Bus & Truck Chassis Cutaway). Based on Oregon Department of Transportation (ODOT)'s Vehicle Descriptions and Useful Life Standards, these buses can fit 11 to 15 passengers and do not require Commercial Driver's License (CDL). The base price range of these vehicles is approximately \$80,000 to \$170,000 and expected delivery time is 6 to 9 months. If a route were served by a Category D Bus (Medium-Size, Medium-Duty Transit Bus & Truck Chassis Cutaway), the bus could seat 15 to 29 passengers, would require a CDL, the vehicle base price range is \$140,000 to \$235,000, and the expected delivery time is 6 to 18 months.

Needs and Opportunities

This section summarizes the needs and opportunities identified in The Benton County Coordinated Human Services Public Transportation Plan (“Coordinated Plan”) and incorporates additional needs and opportunities based on the analysis presented in this memorandum.

The Coordinated Plan, developed in 2023, surveyed members of the public, human service providers, and relevant focus groups to assess transportation needs in the region. This stakeholder engagement, and an analysis of existing conditions and demographic trends, identified several needs connected to rural shuttle service in Benton County. These include:

- Better local and regional connections that serve rural communities
 - Several communities in Benton County, including Monroe and Alsea, expressed interest in additional service to connect to medical facilities, jobs, and other resources in Corvallis. Public engagement also revealed an interest in service between close-in, unincorporated Linn County areas and Corvallis.
- Reduce language and cultural barriers of available transit agency information for minority populations
 - Many minority and English as a Second Language individuals have trouble navigating websites and other information outlining transit service, in addition to eligibility requirements for demand response service. The Coordinated Plan suggests increasing translation of websites and presentations to community groups, along with hiring diverse, bilingual employees and offering cultural awareness training to employees.
- Better communication of existing transportation options
 - The variety of agencies operating within the region creates some confusion when residents are considering travel options. Increased reach and availability of transit agency information, at the regional level, would help facilitate transfers between different services.

In addition to these identified needs in the Coordinated Plan, the analysis of existing conditions presented earlier in this memo brings to light additional unmet needs and opportunities relevant to the project. These include:

- Limited ability to serve rural communities with existing services
 - Origin and destination data for completed demand-response trips between September 28, 2023 and April 5, 2024—including BAT Lift, BAT Paratransit, and DD 53—shows service is largely concentrated in Corvallis, Philomath, and North Albany, with limited coverage in more rural areas. This indicates that while the demand-response service boundary encompasses the entire County, existing services are not effectively reaching more rural communities.
- Gaps in service coverage and eligibility
 - Demand-response services have limited eligibility, and there is a broader need to expand service coverage for all residents.
- Opportunities to support underserved populations

- Underserved populations are primarily clustered within the more urban areas of the county, including North Albany, Adair Village, Corvallis, Philomath, and smaller communities such as Alsea and Monroe. These populations may have higher need for increased transportation options which could be served by expanded public transit services.
- Challenges to providing efficient and cost-effective service
 - The dispersed land use pattern and limited roadway connectivity make it difficult to develop efficient shuttle routes.
 - These conditions may constrain the frequency, days, and hours of service that can be provided in a fiscally sustainable manner.
- Needs to support long-distance commuters
 - Nearly half of Benton County residents travel 10 or more miles to work, and approximately one-third travel more than 25 miles. These longer commute distances, combined with the County's limited roadway network, make it difficult and costly to serve daily commuters through fixed-route transit.
 - This study focuses on serving other critical trip types (e.g., access to essential services and recreation) rather than expanding frequent commuter service. However, these findings reinforce the need identified in the Coordinated Plan for additional transit and carpool options to support longer-distance commute trips.

Next Steps

Next, the project team will conduct an online survey to gather public input on needs and opportunities for a rural shuttle service, which will be used to inform the development of route alternatives.

Appendices

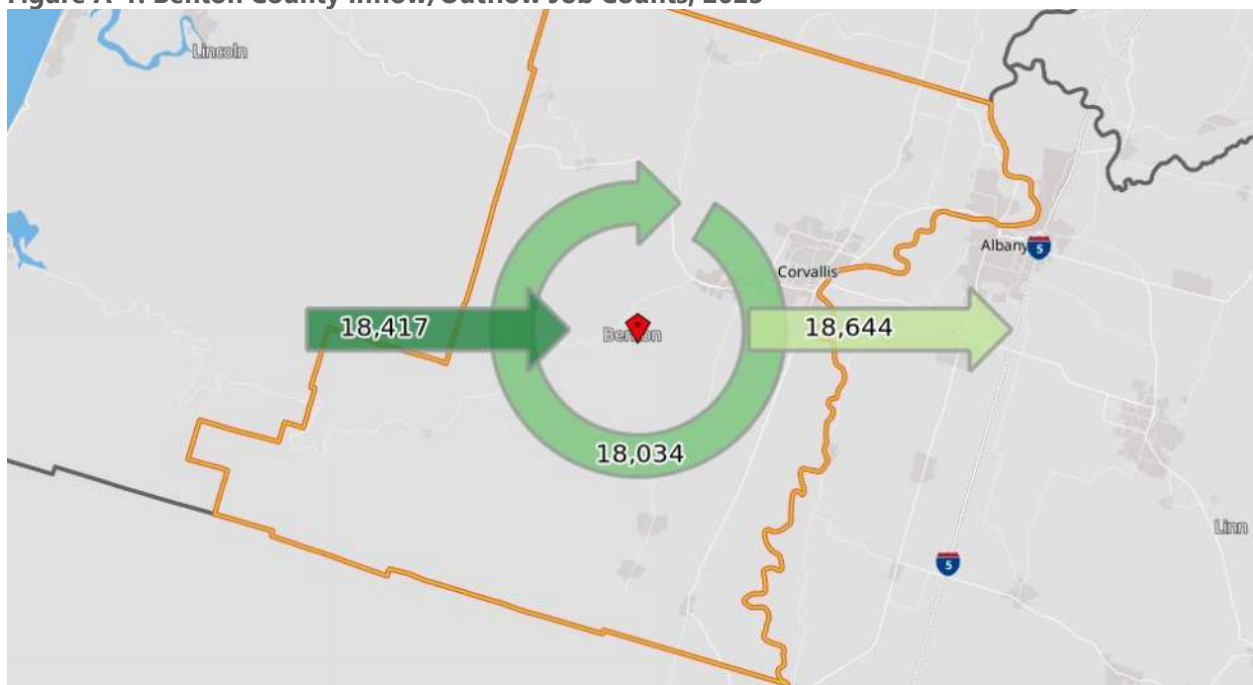
- Appendix A: LEHD Employment Data

Appendix A: LEHD Employment Data

This section describes employment and commuting patterns for Benton County and for several cities within Benton County. This information is based on Longitudinal Employer–Household Dynamics (LEHD) employment data from the U.S. Census Bureau. This dataset provides valuable information about where workers live and work. Since this dataset is generated based on administrative records, some work locations may be over- or under-represented. For example, if workers in Corvallis have their paychecks processed with an address in Salem, their job site may be shown in Salem instead of Corvallis, if no local address is given in the administrative data. All data in this section are from 2023, the last year with complete data.

In 2023, approximately 36,451 people were employed in Benton County. As shown in Figure A-1, there is a roughly even split between individuals both living and work in the county, employees who live elsewhere commute to Benton County, and individuals live in Benton County and commute elsewhere for work. Corvallis is the most common destination for employed county residents, as well as the most common home location for employees working in Benton County.

Figure A-1. Benton County Inflow/Outflow Job Counts, 2023



Source: 2023 LEHD OnTheMap Analysis

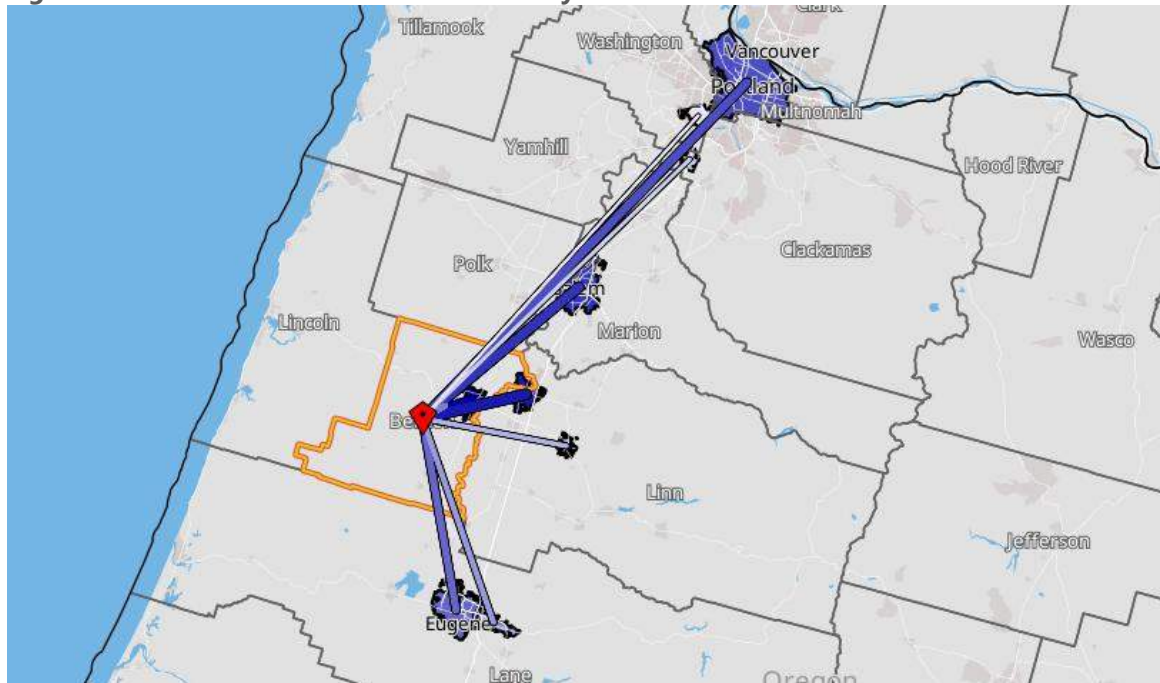
Table A-1, Figure A-2, and Figure A-3 provide greater detail regarding the work locations of Benton County residents and the home locations for those who work in Benton County. As shown, key commute pairs exist between Corvallis and Albany, Salem, Portland, and Eugene–Springfield. Some of those commuting to Portland may be over-represented.

Table A-1. Employees Coming To and Going From Benton County

Resident Work Locations	Count	Share	Employee Home Locations	Count	Share
Corvallis	14,655	40.0%	Corvallis	11,428	31.4%
Albany	3,261	8.9%	Albany	4,845	13.3%
Salem	2,070	5.6%	Philomath	1,336	3.7%
Portland	1,614	4.4%	Salem	908	2.5%
Eugene	1,492	4.1%	Lebanon	904	2.5%
Philomath	845	2.3%	Portland	843	2.3%
Springfield	499	1.4%	Eugene	749	2.1%
Lebanon	466	1.3%	Monmouth	294	0.8%
Wilsonville	367	1.0%	Sweet Home	258	0.7%
Tigard	308	0.8%	Springfield	238	0.7%
All Other Locations	11,101	30.3%	All Other Locations	14,648	40.2%

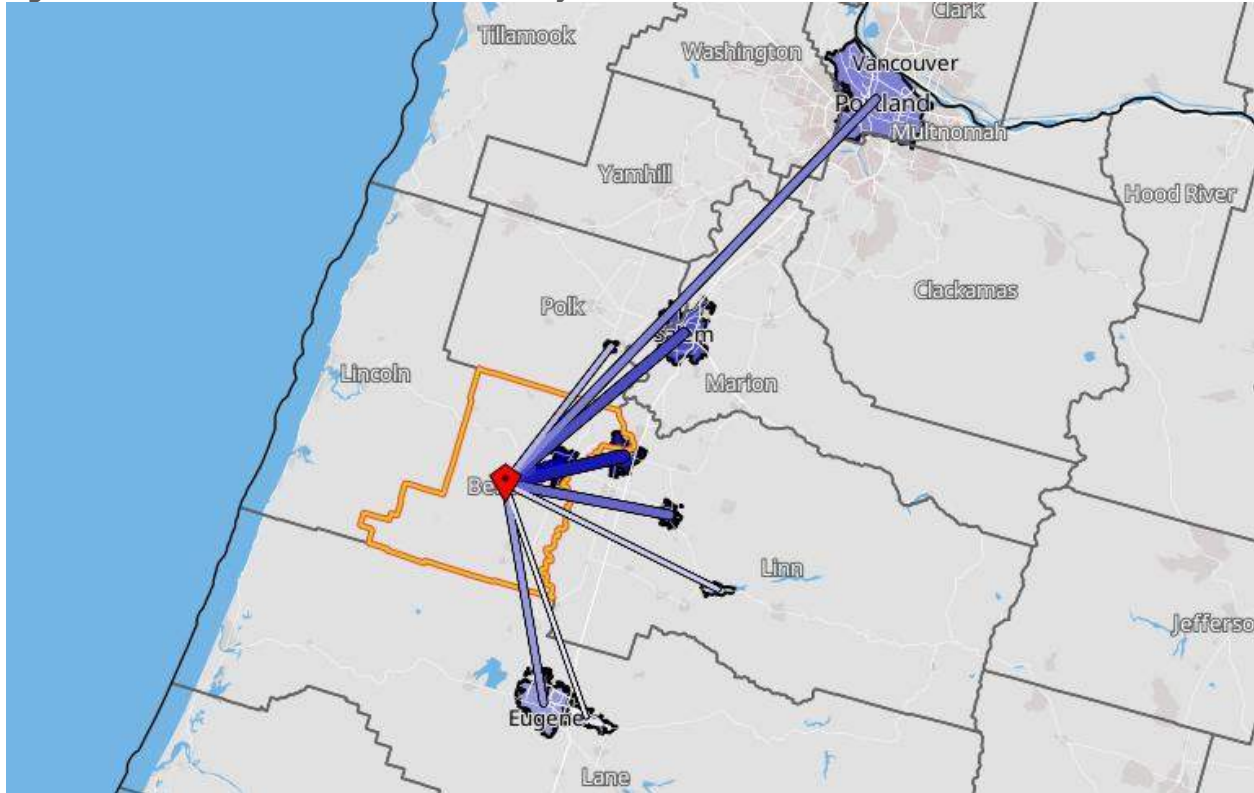
Source: 2023 LEHD OnTheMap Analysis

Figure A-2. Work Location for Benton County Residents



Source: 2023 LEHD OnTheMap Analysis

Figure A-3. Home Location of Benton County Workers



Source: 2023 LEHD OnTheMap Analysis

Commuting Patterns by Place of Residence

On average, Benton County residents commute a moderate distance to get to their workplace, as shown in Table A-2. Just over half of residents commute less than 10 miles, with the other half of working residents distributed evenly in buckets of commute distances 10 to 24 miles, 25 to 50 miles, and greater than 50 miles in length.

Table A-2. Distance, Home to Work

Distance, Home to Work	Count	Share
Total, All Jobs	36,678	100%
Less than 10 miles	19,126	52%
10 to 24 miles	5,325	15%
25 to 50 miles	5,154	14%
Greater than 50 miles	7,073	19%

Source: 2023 LEHD OnTheMap Analysis

Commute Needs by Community

Few commutes occur between the other communities in Benton County, given the low populations and rural nature of these regions. Most smaller communities reflect county-wide findings, with commutes most often to Corvallis, Albany, and Philomath. Key commute pairs between the larger communities and cities include Corvallis to Albany (fixed-route transit available), Corvallis to Eugene–Springfield (fixed-route transit available, under pilot program), and Corvallis to Salem (two-seat fixed-route transit available, via Albany). Table A-3 through Table A-7 outline individual commute needs by community, within Benton County.

Table A-3. Employees Coming To and Going From Adair Village

Resident Work Locations	Count	Share	Employee Home Locations	Count	Share
Corvallis	155	33.7%	Corvallis	16	15.8%
Salem	33	7.2%	Albany	9	8.9%
Albany	28	6.1%	Salem	6	5.9%
Eugene	26	5.7%	Philomath	5	5.0%
Portland	18	3.9%	Adair Village	4	4.0%
Philomath	15	3.3%	Eugene	3	3.0%
Tigard	9	2.0%	Monmouth	3	3.0%
Wilsonville	7	1.5%	Dallas	2	2.0%
Grants Pass	5	1.1%	Independence	2	2.0%
Monmouth	5	1.1%	Citrus Heights, Calif.	1	1.0%
All Other Locations	159	34.6%	All Other Locations	50	49.5%

Source: 2023 LEHD OnTheMap Analysis

Table A-4. Employees Coming To and Going From Corvallis

Resident Work Locations	Count	Share	Employee Home Locations	Count	Share
Corvallis	9,976	45.9%	Corvallis	9,976	34.3%
Albany	1,494	6.9%	Albany	3,701	12.7%
Salem	1,087	5.0%	Philomath	917	3.2%
Portland	1,059	4.9%	Lebanon	745	2.6%
Eugene	773	3.6%	Salem	716	2.5%
Philomath	387	1.8%	Portland	664	2.3%
Springfield	268	1.2%	Eugene	556	1.9%
Lebanon	243	1.1%	Monmouth	244	0.8%
Wilsonville	213	1.0%	Sweet Home	205	0.7%
Tigard	192	0.9%	Bend	204	0.7%
All Other Locations	6,061	27.9%	All Other Locations	11,160	38.4%

Source: 2023 LEHD OnTheMap Analysis

Table A-5. Employees Coming To and Going From Philomath

Resident Work Locations	Count	Share	Employee Home Locations	Count	Share
Corvallis	917	37.9%	Corvallis	387	27.8%
Philomath	203	8.4%	Philomath	203	14.6%
Albany	141	5.8%	Albany	115	8.3%
Salem	113	4.7%	Lebanon	28	2.0%
Portland	82	3.4%	Portland	28	2.0%
Eugene	74	3.1%	Salem	25	1.8%
Lebanon	33	1.4%	Adair Village	15	1.1%
Springfield	30	1.2%	Eugene	13	0.95
Newport	20	0.8%	Hillsboro	8	0.6%
Wilsonville	17	0.7%	Independence	8	0.6%
All Other Locations	787	32.6%	All Other Locations	562	40.4%

Source: 2023 LEHD OnTheMap Analysis

Table A-6. Employees Coming To and Going From Alsea

Resident Work Locations	Count	Share	Employee Home Locations	Count	Share
Corvallis	11	23.9%	Corvallis	10	7.8%
Albany	5	10.9%	Philomath	7	5.5%
Eugene	3	6.5%	Albany	5	3.9%
Philomath	3	6.5%	Portland	4	3.1%
Newport	2	4.3%	Bayshore	2	1.6%
Alsea	1	2.2%	Creswell	2	1.6%
Beaverton	1	2.2%	Dallas	2	1.6%
Dallas	1	2.2%	Eugene	2	1.6%
Frankfort, Ky.	1	2.2%	Siletz	2	1.6%
Gresham	1	2.2%	Sweet Home	2	1.6%
All Other Locations	17	37.0%	All Other Locations	90	70.3%

Source: 2023 LEHD OnTheMap Analysis

Table A-7. Employees Coming To and Going From Monroe

Resident Work Locations	Count	Share	Employee Home Locations	Count	Share
Corvallis	48	16.0%	Corvallis	66	20.8%
Eugene	42	14.0%	Eugene	20	6.3%
Salem	16	5.3%	Albany	18	5.7%
Springfield	16	5.3%	Monroe	10	3.1%
Portland	13	4.3%	Philomath	10	3.1%
Albany	12	4.0%	Junction City	9	2.8%
Monroe	10	3.3%	Salem	9	2.8%
Junction City	9	3.0%	Alpine	5	1.6%
Medford	6	2.0%	Springfield	5	1.6%
Harrisburg	4	1.3%	Newport	4	1.3%
All Other Locations	124	41.3%	All Other Locations	162	50.9%

Source: 2023 LEHD OnTheMap Analysis