

Lincoln County Coordinated Plan

March 2023 FINAL



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1 INTRODUCTION

Federal transit law requires that projects selected to receive funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program are “included in a locally developed, coordinated public-transit human services transportation plan.” The Oregon Department of Transportation (ODOT) requires recipients of the Statewide Transportation Improvement Fund (STIF) to engage in a coordinated planning process.¹ Projects submitted for Section 5310 funds and STIF funding must be included in a Coordinated Plan, which is updated every five years.

As the regional administrator of local, state, and federal grants for Linn, Benton, and Lincoln counties, the Oregon Cascades West Council of Governments (OCWCOG) is working with Lincoln County to update the 2017 Coordinated Plan. The purpose of the Coordinated Plan is to establish and support partnerships between public transportation providers and health and human service agencies to ensure that the transportation system meets the needs of its users. OCWCOG has identified the target populations of this plan to include older adults, people with disabilities, people with low-incomes, veterans, and youth/students.

PLAN DEVELOPMENT

The development of the Coordinated Plan for Lincoln County began in March 2022. Stakeholder outreach was conducted from May to August 2022 to understand the transportation needs of the region. The following engagement activities were conducted for this Coordinated Planning effort:

- **Project Advisory Committee:** an OCWCOG appointed committee consisting of representatives across Linn, Benton, and Lincoln counties convened throughout the project to provide critical input at key points in the planning process.
- **Stakeholder Interviews:** The project team conducted three virtual interviews with four stakeholders. These interviews were held virtually through Microsoft Teams and lasted approximately 60 minutes. Stakeholders interviewed included human service providers and other social service organizations that represent the interests of the Coordinated Plan’s target populations, such as older adults (over the age of 65), persons with disabilities, lower-income individuals, veterans, youth (ages 17 and under), and students.
- **Focus Groups:** The project team facilitated a set of three focus group meetings to engage key affinity groups in the three counties. The purpose of the focus group meetings was to ask questions that yield detailed information regarding services

¹ Effective July 1, 2023, STF funds will merge with the Statewide Transportation Improvement Fund (STIF).

provided, gaps in transportation services, and other needs and interests related to the Coordinated Plan updates.

- **Online Provider Survey:** The project team distributed an online survey to Benton, Lincoln, and Linn County transportation and human services providers to help identify transportation service gaps and needs within the counties. The information was used to develop an inventory of existing services and to identify strategies that encourage more efficient use of available service providers. The online provider survey contained various questions related to funding, service information, transportation successes and challenges as a provider, and transportation successes and challenges as a user.

In addition to the stakeholder outreach described above, an Advisory Committee consisting of representatives across Linn, Benton, and Lincoln counties convened to provide critical input at key points in the planning process.

PLAN STRUCTURE

The Coordinated Plan consists of the following elements:

- A demographic profile and employment characteristics of Lincoln County;
- an inventory of existing transportation services;
- a description of transportation funding sources;
- an assessment of transportation needs; and
- a comprehensive list of strategies and actions to address identified local and regional transportation needs and service gaps.

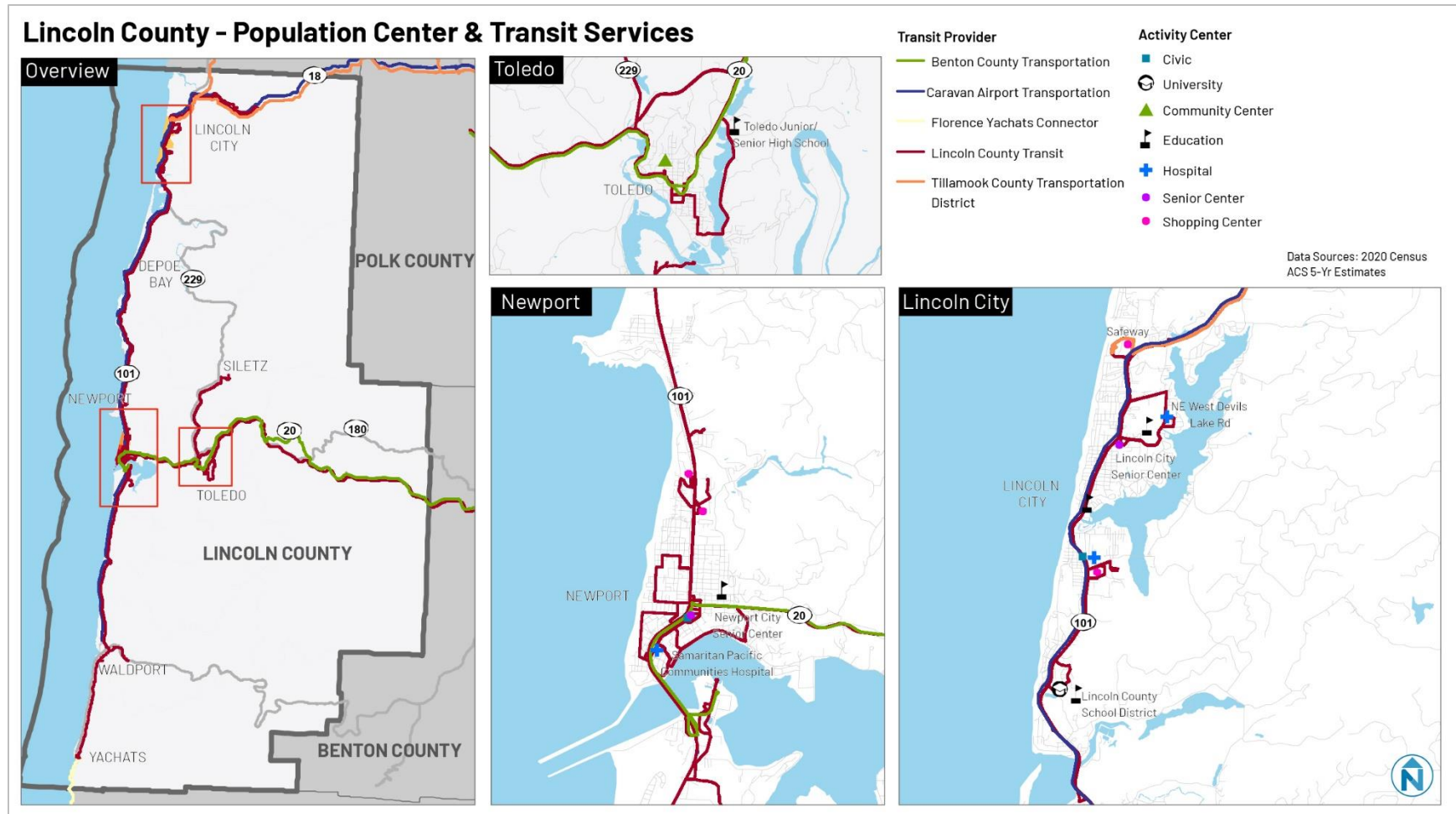
Implementation of the strategies and actions presented in this Coordinated Plan will require coordination between OCWCOG, health and human services agencies, transit providers, and with the Confederated Tribes of the Siletz Indians (CTSI), who work closely with many regional entities.

This Coordinated Plan is designed to guide transportation investments and policy recommendations for the next five years. While facilitator organizations will be responsible for championing the implementation of these strategies and actions, support from partner organizations and community members will be essential for the continued success of this planning effort.

2 EXISTING DEMOGRAPHIC CONDITIONS

Lincoln County is located along the northern Oregon Coast. There are seven incorporated cities: Depoe Bay, Lincoln City, Newport, Siletz, Toledo, Waldport, and Yachats. There are 26 unincorporated communities and two Census-designated places: Lincoln Beach and Rose Lodge. The northern portion of the county includes the reservation of the Confederated Tribes of Siletz Indians. Figure 1 shows Lincoln County's population centers in relation to public transportation services within the county.

Figure 1 Lincoln County Population Centers and Transit Service



Area Profile

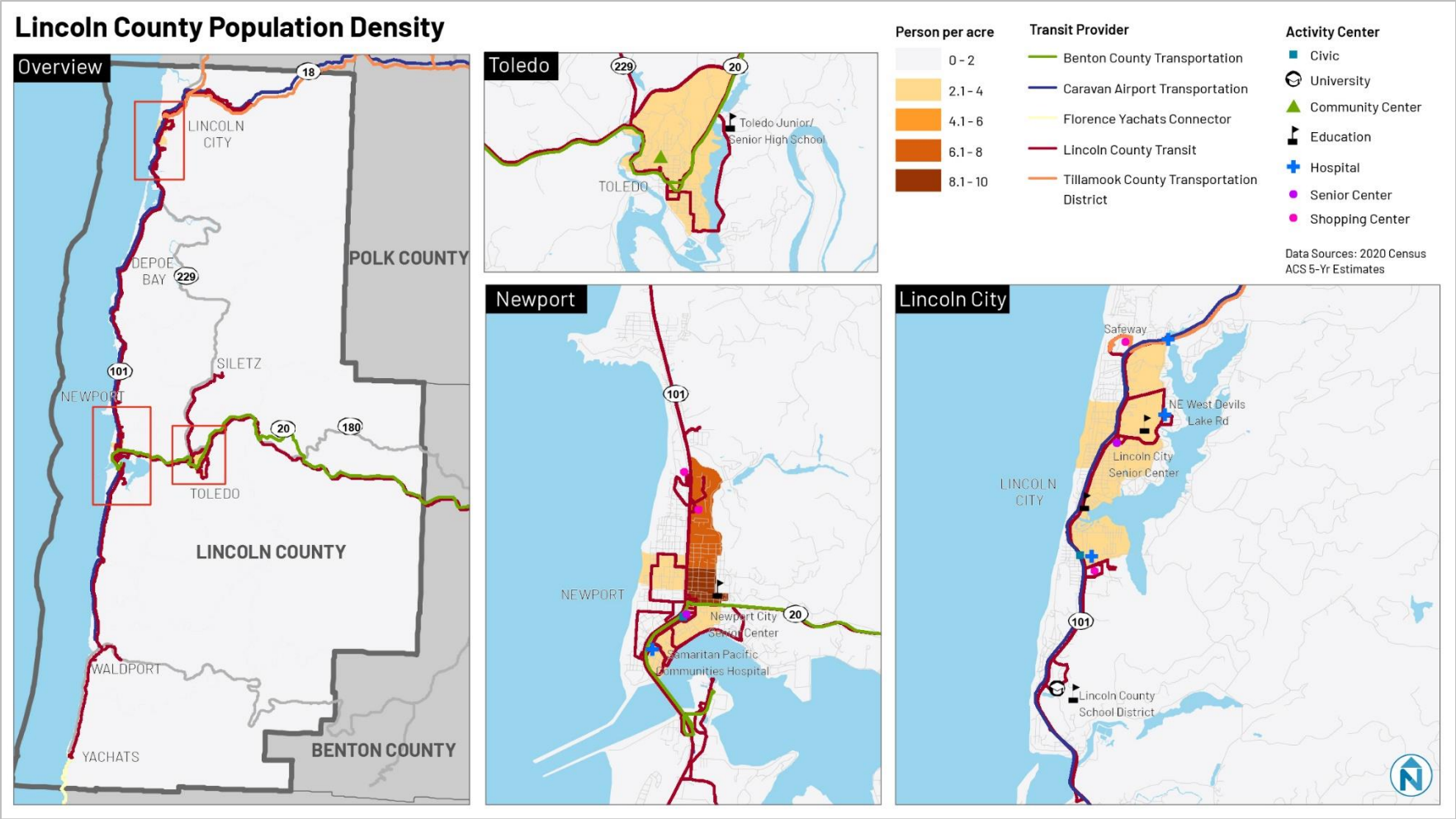
Lincoln County is the 18th most populated county in the state. In 2020, Lincoln County had a total population of 49,336, an increase of approximately 7% from 2014. Figure 2 highlights the changes in Lincoln County's population centers from 2014 to 2020. The largest cities in the county include Newport, with a 2020 population of 10,767; Lincoln City, 9,007; and Toledo, 3,601. The populations of the three largest cities represent approximately 45% of the total county population, with 42% of the population residing in more rural, unincorporated areas. Furthermore, most of the county's population lives along the coast; Siletz is the only truly inland city. During the period from November 2016 to June 2020, the population of Siletz Indians living in Lincoln county decreased by nearly 3%, from 750 to 729 members.

Figure 2 Lincoln County Population Centers, 2014-2020

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Depoe Bay	1,622	1,686	3%	4%
Lincoln City	7,977	9,007	18%	13%
Newport	10,045	10,767	22%	7%
Siletz	1,684	1,166	2%	-31%
Toledo	3,449	3,601	7%	4%
Waldport	1,922	1,959	4%	2%
Yachats	743	602	1%	-19%
Unincorporated	18,696	20,548	42%	10%
Lincoln County	46,138	49,336	100%	7%
Oregon	3,900,343	4,176,346	-	7%

Figure 3 shows population density in Lincoln County. Population density is generally low throughout the county and concentrated in the incorporated cities. The map also indicates that a few population centers are not served well by transit, notably the neighborhood south of Devils Lake and north of Devils Lake Road in Lincoln City.

Figure 3 Lincoln County Population Density



Population by Race and Hispanic and Latino Origin

Population characteristics by race are compared in Figure 4. Lincoln County's population is mostly white (nearly 81% or 40,144). The county shows a slight increase in racial diversity between 2014 and 2020. Individuals of two or more races and the Native Hawaiian and Other Pacific Islander population grew (roughly 50% and 36%, respectively) from 2014 to 2020. The largest racial minority group in the county is people of two or more races at almost 5% of the total population. However, the total number of Asian, Black or African American, and American Indian and Alaska individuals living in the county decreased by 19% since 2014.

Figure 4 Population by Race, 2014-2020

Race	2014	2020	% Of County (2020)	% Change (2014-2020)
White Alone	38,535	40,144	81%	4%
Black or African American Alone	146	118	<1%	-19%
Asian Alone	598	561	1%	-6%
Native Hawaiian and Other Pacific Islander Alone	67	91	<1%	36%
American Indian and Alaska Native Alone	1,230	1,008	2%	-18%
Two or more races	1,616	2,423	5%	50%

The U.S. Census also collects data on individuals of all races who identify as Hispanic or Latino. As shown in Figure 5, in 2020, 9% of the Lincoln County population identified as Hispanic or Latino. The county experienced a 22% increase in the Hispanic or Latino population, while the non-Hispanic or Latino population grew by almost 6% from 2014 to 2020.

Figure 5 Population by Hispanic and Latino Origin, 2014-2020

Race	2014	2020	% Of County (2020)	% Change (2014-2020)
Hispanic or Latino	3,808	4,640	9%	22%
Not Hispanic or Latino	42,330	44,696	91%	6%

Zero-Vehicle Households

Roughly 6% of Lincoln County households (or 1,309) do not have access to a vehicle. Households without access to a personal vehicle are more likely to use transit services than the general public and may face barriers to independently access essential services and goods.

Persons with Limited English Proficiency

Persons with limited English proficiency (LEP) have a higher propensity for using transit as their primary means of transportation, assuming no language barriers deter ridership. The term LEP refers to any person ages 5 and older who, according to the U.S. Census, reported speaking English less than “very well”. Roughly 1% (or 536) of the Lincoln County individuals do not speak English “very well” and are considered persons with LEP.

Employment Characteristics

Figure 6 illustrates employment densities in the county in 2020, showing most employees are working in Newport and Lincoln City.

Figure 6 Employment Density in Lincoln County

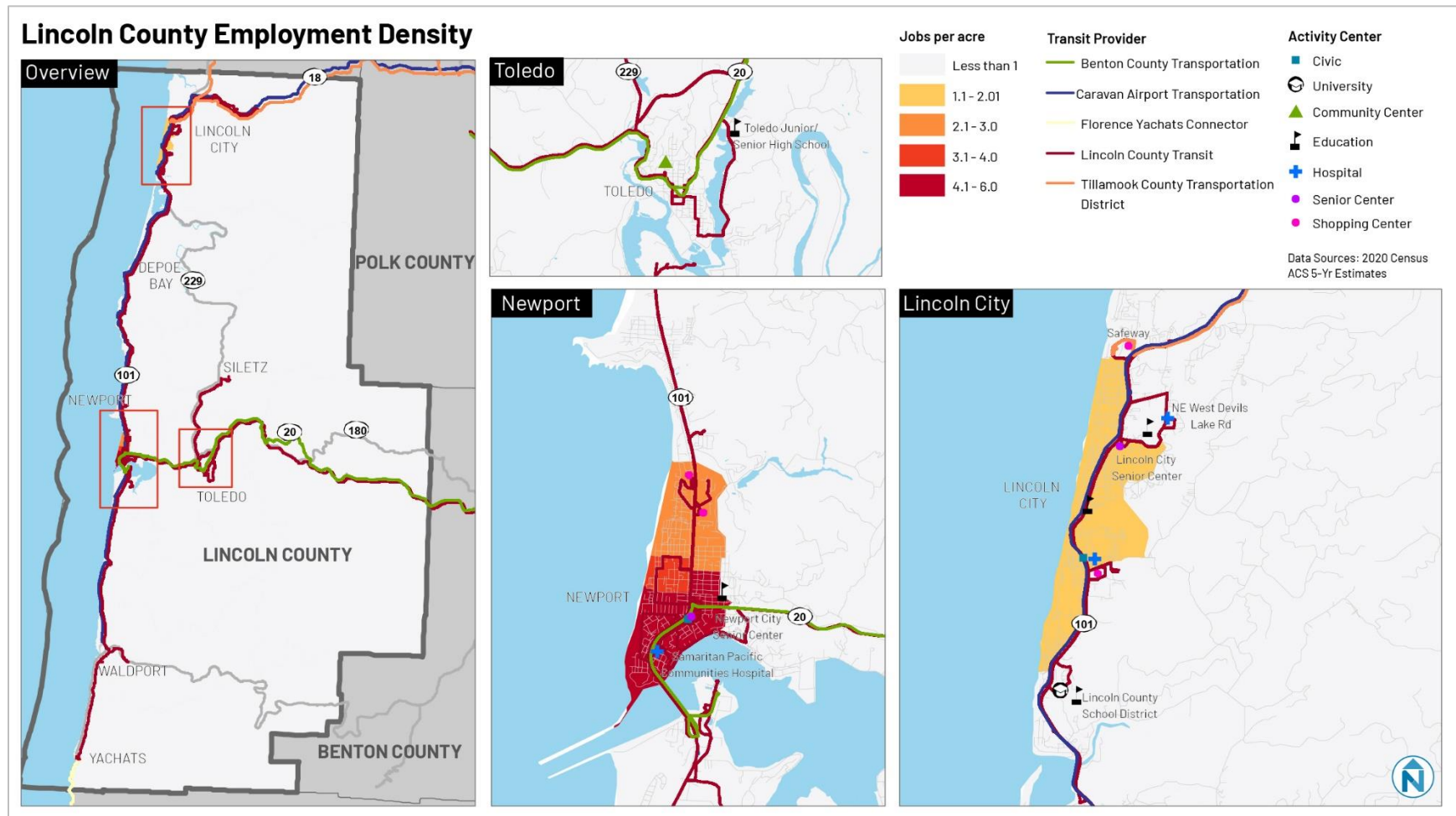


Figure 7 and Figure 8 cover the number of people entering and leaving Lincoln County for employment. In 2019, 12,908 people were employed in Lincoln County, with 4,131 people (or 32%) living and working in the county. Newport has the largest number of employees residing outside the county (about 38%), followed by Lincoln City (25%), Portland (10%), and Toledo (7%). Newport is the primary employment location outside of the county (around 32%), followed by Lincoln City (30%) and Toledo (12%).

Figure 7 Employment Flow into Lincoln County

City	Total Workers	% Travel Into Lincoln County
Newport	4,858	38%
Lincoln City	3,244	25%
Portland	1,301	10%
Toledo	884	7%
Salem	803	6%
Corvallis	579	4%
Yachats	347	3%
Albany	303	2%
Waldport	296	2%
Depoe Bay	293	2%
Grand Total	23,075	100%

Figure 8 Employment Flow out of Lincoln County

City	Total Workers	% Travel Out of Lincoln County
Newport	2,791	32%
Lincoln City	2,598	30%
Toledo	1,075	12%
Rose Lodge	494	6%
Waldport	372	4%
Lincoln Beach	371	4%
Depoe Bay	271	3%
Portland	269	3%
Salem	267	3%
Corvallis	266	3%
Grand Total	23,075	100%

Target Populations in Lincoln County

Figure 9 compares the changes in Lincoln County's target populations from 2014 to 2020. Since 2014, the county's older adult and persons with disabilities populations significantly grew by almost 32% and 15%, respectively. During this same six-year period, the proportion of people with low-incomes and veterans in the county declined.

Figure 9 Target Populations in Lincoln County, 2014-2020

Target Population	2014	2020	% Of County (2020)	% Change County (2014-2020)	% Of State Target Population (2020)
Older Adults (aged 65 and older)	10,750	14,185	29%	32%	2%
Persons with Disabilities	9,494	10,948	22%	15%	2%
People with Low-Incomes (<200% Poverty Limit)	18,370	17,640	36%	-4%	2%
Veterans	5,762	5,266	13%	-9%	2%
Youth	7,962	8,331	17%	5%	1%
Students	7,647	8,262	17%	8%	<1%

Older Adults

Driving may reduce with age due to health problems or general aging, such as reductions in response time and changes in eyesight, which affect the ability to or comfort with driving in certain conditions. As such, older adults may need additional support for mobility, and transit can help serve that need. Figure 10 illustrates the changes in the older adult population in the county from 2014 to 2020. In 2020, older adults (65 years and older) comprised approximately 29% of the total population of Lincoln County, growing almost 32% since 2014. Approximately 37% of older adults in the county reported having at least one disability.

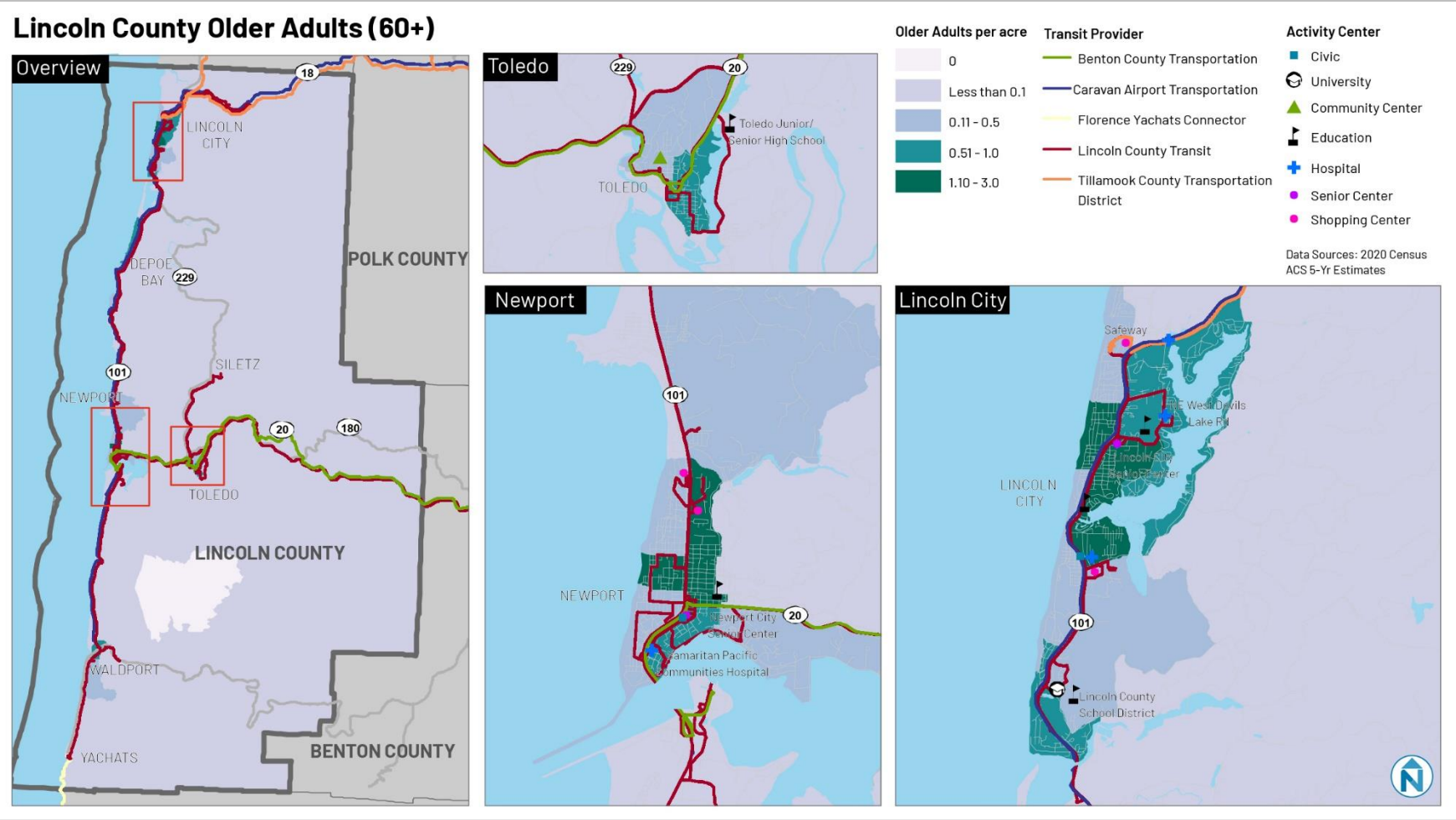
The older adult populations in Depoe Bay, Lincoln City, and Newport significantly increased since 2014, suggesting that more older adults are moving into these cities and that the existing population is aging. Other cities, such as Siletz, Toledo, and Waldport also saw an increase in older adults, up 16% to 17% since 2014. The older adult populations in unincorporated, rural areas of the county experienced similar growth (over 17%) during this same period.

Figure 11 illustrates population densities of older adults in Lincoln County. The map indicates that the largest concentration of older adults is found in the county's major population centers, such as Newport, Lincoln City, and Toledo.

Figure 10 Older Adults in Lincoln County, 2014-2020

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Depoe Bay	82	620	1%	656%
Lincoln City	1,508	2,577	5%	71%
Newport	2,019	2,786	6%	38%
Siletz	229	191	<1%	17%
Toledo	438	509	1%	16%
Waldport	569	664	1%	17%
Yachats	294	294	1%	0%
Unincorporated	5,612	6,544	13%	17%
Lincoln County	10,750	14,185	29%	32%

Figure 11 Population Density of Older Adults in Lincoln County



Persons with Disabilities

Together the Civil Rights Act of 1964 and the Americans with Disabilities Act legislation ban discrimination against people with disabilities and ensures that people with disabilities can participate in mainstream American life. Properly planning for and considering the differences and supports required for accessible transportation can prevent barriers to employment, adequate housing, social inclusion, transportation, and access to health care or other essential components of a healthy life. Figure 12 illustrates the changes in the number of persons with disabilities in the county from 2014 to 2020. Roughly 22% (or 10,948) of residents in Lincoln County report having at least one disability, up 15% from 2014. Newport and Lincoln experienced the highest increases in the number of persons with disabilities during the 2014-2020 timeframe.

The density of persons with disabilities is graphically represented in Figure 17, the Transit Propensity Index (TPI) Map.

Figure 12 Persons with Disabilities in Lincoln County, 2014-2020

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Depoe Bay	281	226	<1%	-20%
Lincoln City	1,456	1,931	4%	33%
Newport	1,508	2,192	4%	45%
Siletz	399	282	1%	-29%
Toledo	849	901	2%	6%
Waldport	658	601	1%	-9%
Yachats	176	170	<1%	-3%
Unincorporated	4,167	4,645	9%	11%
Lincoln County	9,494	10,948	22%	15%

People with Low-Incomes

“Low-income” is defined as a household whose income falls below 200% of the poverty income level (as calculated by the U.S. Census Bureau). People with low-incomes tend to use transit more frequently than the general public because they may not have the financial ability to purchase, own, maintain, or fuel a personal vehicle. The median household income in Lincoln County was \$50,775 in 2020. As seen in Figure 13, around 36% of residents in the county are identified as persons of low-income, a 4% decrease during the six-year period from 2014 to 2020. Every jurisdiction in the county, other than Toledo, experienced a decline in the number of low-income individuals from 2014 to 2020. The unincorporated areas of the county saw a slight increase (about 1%) in low-income population during this same period.

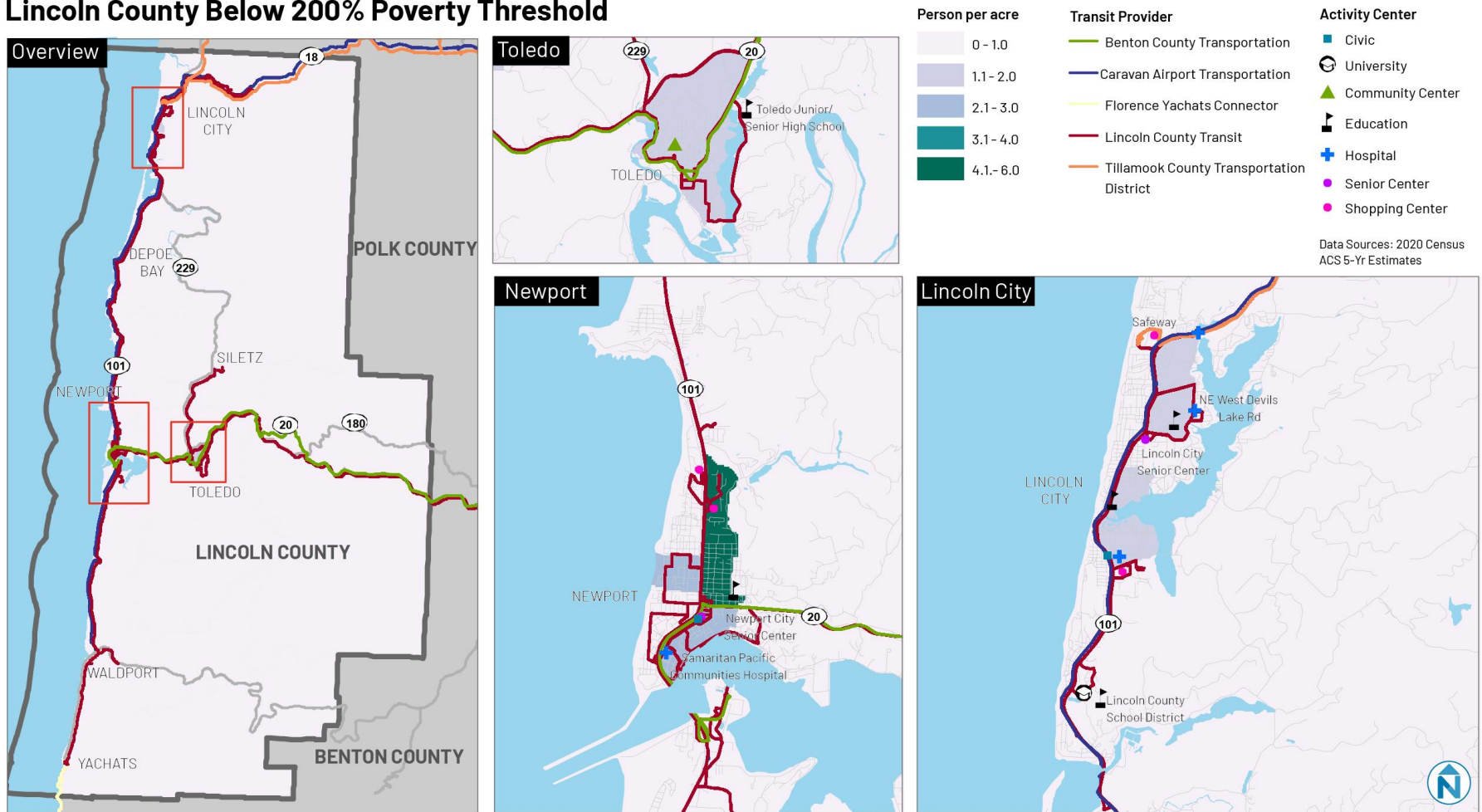
The density of people with low-incomes in Lincoln County is graphically represented in Figure 14, showing that the greatest concentrations are in Newport and Lincoln City, with some concentrations in Toledo. The density of people with low-incomes in Linn County is also graphically represented in the TPI map (see **Error! Reference source not found.**).

Figure 13 People with Low-Incomes in Lincoln County, 2014-2020

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Depoe Bay	650	518	1%	-20%
Lincoln City	3,786	4,020	8%	-6%
Newport	4,148	3,929	8%	-5%
Siletz	893	287	<1%	-68%
Toledo	1,790	1,881	4%	5%
Waldport	815	708	1%	-13%
Yachats	250	176	<1%	-30%
Unincorporated Areas	6,038	6,121	12%	1%
Lincoln County	18,370	17,640	36%	-4%

Figure 14 Population Density of People with Low-Incomes in Lincoln County

Lincoln County Below 200% Poverty Threshold



Veterans

Like the 2017 Plan, Lincoln County veterans were included in this effort because they tend to experience many of the same mobility barriers as the other target populations. Veterans are defined as people who have previously served on active duty in the U.S. Army, Navy, Air Force, Marine Corps, Coast Guard, or who served in the U.S. Merchant Marine during World War II. Veterans are likely to use public transit for travel to work, education, healthcare, and other trip purposes. Although a veteran's classification is not directly included in the TPI discussed in the subsequent section, veterans often fall into one of the transit-dependent demographic characteristics analyzed in the TPI -- over age 65, persons with a disability, or low-income.

Figure 15 shows the changes in total number of veterans living in the county since 2014. In 2020, about 5,266 veterans lived in Lincoln County, equating to approximately 13% of all individuals over the age of 18. Since 2014, the veteran population in the county has decreased by nearly 9%. As this target population continues to age, the number of individuals with veteran status is expected to decrease over time.

Figure 15 Veterans in Lincoln County, 2014-2020

Target Population	2014	2020	% Of County (2020)	% Change (2014-2020)
Veterans	5,762	5,266	13%	-9%

Youth and Students

The 2017 Plan did not include youth and students as a target population. However, youth and students in Lincoln County are included in this Coordinated Plan Update because they are likely to rely on transit or unable to obtain a drivers' license due to age.

Figure 16 highlights the population changes in youth and students in the county during the six-year span from 2014 to 2020. According to the U.S. Census, in 2020, over 17% (or 8,331) of the county's population were individuals ages 17 years or younger. During that same timeframe, there were 8,262 students enrolled for the county, up 8% since 2014.

Figure 16 Youth and Students in Lincoln County, 2014-2020

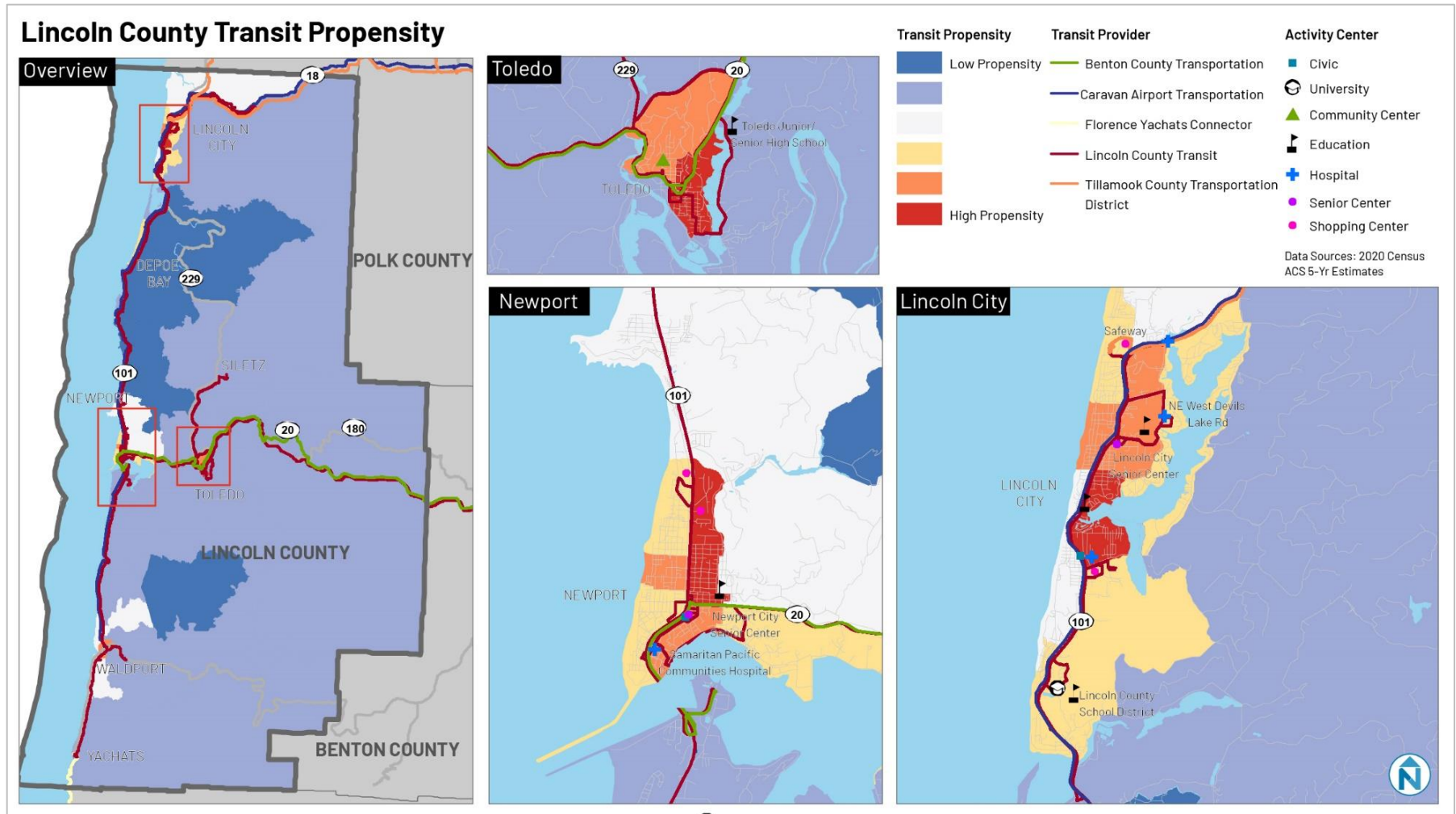
Target Population	2014	2020	% Of County (2020)	% Change (2014-2020)
Youth	7,962	8,331	17%	5%
Students	7,647	8,262	17%	8%

Transit Propensity Index

The Transit Propensity Index (TPI) is a composite indicator that allows for geographic comparisons that take multiple variables into account, providing a holistic assessment of the need for or tendency to use transit. The TPI is the sum of the densities of the target populations (low-income households, persons with disabilities, older adults [over the age of 60], youth [ages 10 to 17], and zero vehicle households) within a given geography. Each of the five densities are equally weighted in the TPI.

The TPI for Lincoln County illustrated in Figure 17 shows concentrations of populations with a higher propensity for transit use in Newport, Lincoln City, Toledo, Siletz, and Waldport. Transit service coverage generally aligns with the areas of high and moderate propensity along the U.S. Route 101 and Highway 20. However, this is not indicative of the quality of the transit service in these areas, which will be explored further during the needs assessment phase of the Coordinated Plan planning process.

Figure 17 Transit Propensity Index for Lincoln County



3 EXISTING TRANSIT SERVICES

Public Transportation Services

Public transportation services in Lincoln County are concentrated in the population centers along the coast and along the state highways leading to/from the Willamette Valley. Lincoln County Transit (LCT) provides both fixed-route and demand response transit service throughout the county, including in Lincoln City, Depoe Bay, Newport, Siletz, Toledo, Waldport, and Yachats. LCT provides demand response, Dial-A-Ride (DAR) service in Lincoln City and Newport only. Figure 18 shows the transportation services available in Lincoln County cities and unincorporated areas.

LCT provides services within the boundaries of the Lincoln County Transit Special District, established by the voters in Lincoln County in 1996 to provide dedicated funding for transit services through a property tax levy. Today, LCT operates 19 vehicles that provide more than 325,000 annual trips.

Lincoln County Special and Rural Transportation Program

- LCT Intercity Bus (Rose Lodge/Lincoln City to Newport, Yachats and Siletz)
 - LCT DAR (Newport and Lincoln City)
 - Lincoln City Loop (LINC)
 - Newport City Loop
 - Services to Siletz Tribes

Regional and Non-Emergency Medical Transportation (NEMT) Services

- OCWCOG Ride Line NEMT program
 - NW Connector (TCTD, CC Rider, LCT, BAT, SETD)
 - Coast to Valley Express (Newport to Corvallis/Albany)
 - Tillamook County Transportation District (TCTD) Route 60X (Lincoln City and Salem)
 - TCTD Route 4 (Lincoln City to Tillamook)
 - Salem Transit District Cherriotts Service (Connections in Grand Ronde to Salem)

Taxi Services

- Lincoln City Cab
 - Newport Yaquina Cab
 - Pacific Coast Cab

- Orange Taxi
- Rideshare: Uber, Lyft

Shuttle Services

- Caravan Shuttle (Central Oregon Coast to Portland Airport)

Additional Services

- Park and Ride Plan
 - Transportation Options Program (OCWCOG and OSU)
 - Transportation services provided by health clinics
 - Transportation services provided by residential and vocational programs for persons with intellectual/developmental disabilities
 - Transportation services provided by senior centers and residential care centers/assisted living centers

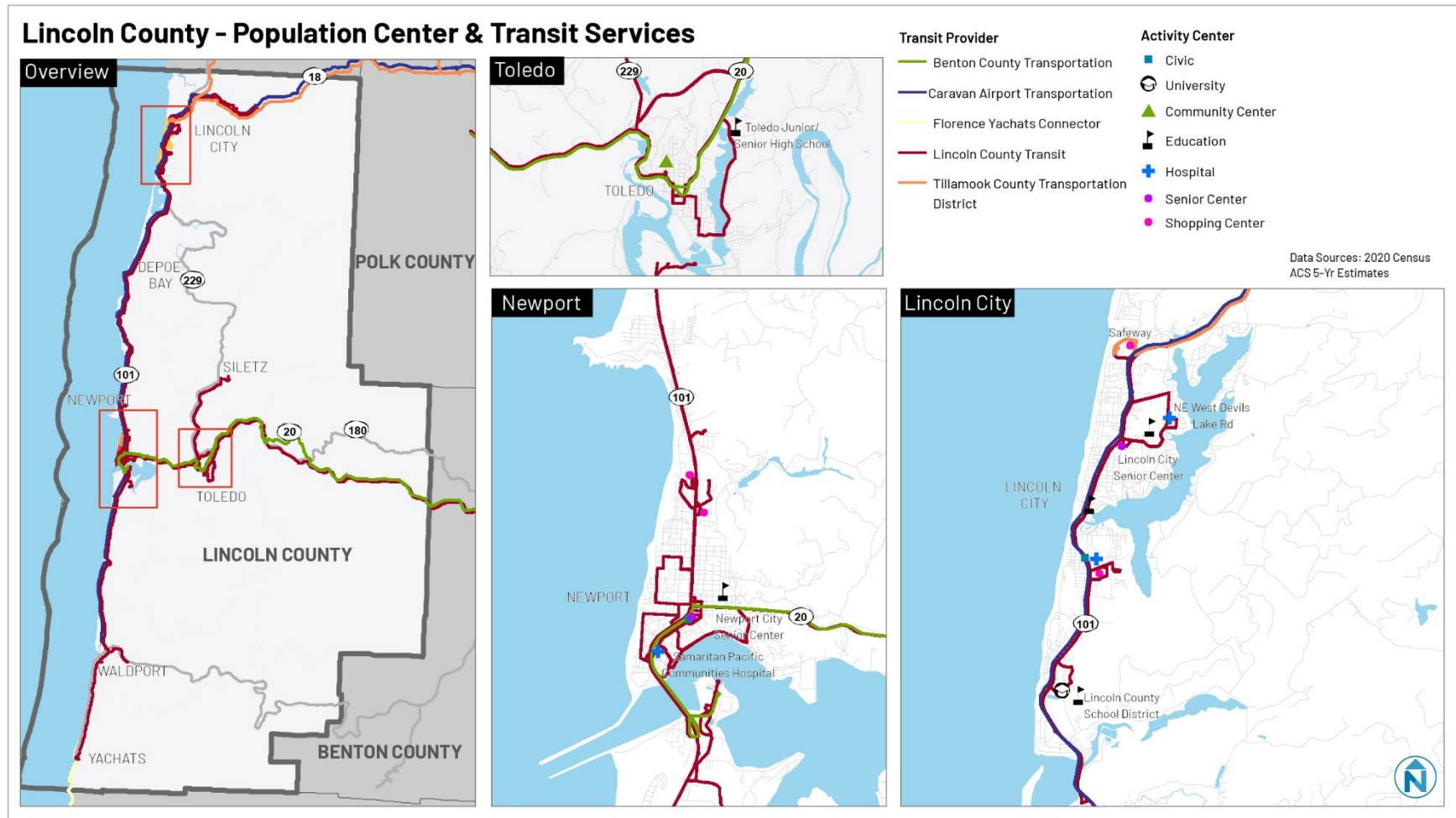
Oregon Department of Human Services (ODHS) Transportation Programs

In addition to these public transportation services, the Oregon Department of Human Services has several "transportation programs" available to eligible clients. There are multiple different programs within ODHS that provide these services, with a variety of reporting procedures. Consequently, there is little readily available data on these transportation services to use to analyze current and future needs. In addition, transportation is not a core function of ODHS and, therefore, not a priority to evaluate or track.

The ODHS program with the most significant transportation component is Oregon Health Plan (OHP) Plus, which is a Medicaid program for the neediest Oregonians. To provide NEMT services to OHP/Medicaid clients, OHS contracts with the regional InterCommunity Health Network-Community Care Organization (IHN-CCO), which in turn contracts with OCWCOG's Ride Line program as its brokerage service.

ODHS also provides community-based care, including transportation, to persons with developmental disabilities. Work-related rides are provided by either public transportation providers or by agencies serving persons with developmental disabilities. Other ODHS programs with transportation services include Vocational Rehabilitation and Temporary Assistance to Families (TANF), usually related to job searches and training.

Figure 18 Lincoln County Existing Public Transportation Services



Ridership Characteristics

Annual ridership (2015-2018) on LCT fixed-route and DAR services is highlighted in Figure 19. LCT ridership has experienced modest increases (around 2%) in ridership from 2015-2018.

According to U.S. Census American Community Survey (ACS) 2020 data, transit (excluding taxicab) represents approximately 2% of the mode split for in Lincoln County (up 1% since 2014).² Additionally, more than 6% of Lincoln County households do not own a car.

Figure 19 Lincoln County Transit Ridership, 2015-2018

Year	Fixed-Route	% Change from Previous Year
2015	315,170	-
2016	317,724	1%
2017	317,291	<1%
2018	321,833	1%

Note: The latest available rural NTD data is 2018

Source: NTD, 2015-2018

Major Destinations

LCT's two city loops provide access to essential medical, work commute and shopping needs. Major destinations include:

- **Medical:** Samaritan North Lincoln Hospital, Lincoln County Mental Health Clinic, local medical and dental clinics
 - **Employment:** Hotels and motels throughout the County, National Oceanic and Atmospheric Administration (NOAA), Oregon Coast Aquarium, Chinook Winds Casino, Lincoln City outlets
 - **Shopping:** Walmart, Safeway, Rite Aid, Fred Meyer, Walgreens

For DAR services, primary destinations are:

- **Lincoln City:** Safeway, Bi-Mart, DMV, Starbucks Coffee, North Lincoln Hospital
 - **Newport:** Oregon Coast Community College, Fred Meyer, Walmart, Dollar Store, Pacific Communities Hospital

² ACS mode split data is calculated only for individuals over the age of 16 who commute to and from work.

Fixed Route Technologies

LCT and all public transit providers with fixed-route services equip Automatic Vehicle Location (AVL) in their bus fleets to improve customer service through real-time information.

Special & Rural Transportation Program

The Lincoln County Rural and Special Transportation Program provides transportation services for older adults, persons with disabilities, low-income and rural residents in the county. It augments services provided in urban areas with county-wide demand response and intercity services. LCT DAR, Intercity Bus, LINC, Newport City Loop, and services to Siletz Tribes are primarily funded through Federal Transit Administration (FTA) grants (Sections 5310 and 5311), Oregon STIF funds, and property taxes (LCT Special District).

Lincoln County Transit (LCT) Intercity Bus

Service Area Description	LCT Intercity Bus service provides transportation to Lincoln County via three routes: <ul style="list-style-type: none"> ▪ North County: between Newport and Rose Lodge ▪ East County: between Newport, Toledo, and Siletz ▪ South County: between Newport and Yachats
Days and Hours of Operation	North County bus service generally available Monday to Sunday: <ul style="list-style-type: none"> ▪ Northbound: Monday-Sunday from 5:25 a.m. to 7:20 p.m. ▪ Southbound: Monday-Sunday from 6:36 a.m. to 8:45 p.m. East County bus service generally available Monday to Saturday: ³ <ul style="list-style-type: none"> ▪ Westbound: Monday-Sunday from 6:45 a.m. to 1:17 p.m. ▪ Eastbound: Monday-Saturday from 8:30 a.m. to 7:11 p.m. South County bus service generally available Monday to Saturday: <ul style="list-style-type: none"> ▪ Northbound: Monday-Saturday from 7:00 a.m. to 4:35 p.m. ▪ Southbound: Monday-Saturday from 8:20 a.m. to 6:20 p.m.
Fare	Zone-based fare schedule, each zone is \$1.00, up to 9 zones (\$9.00)
Connections to other services	Connections to regional services including Tillamook County Transit, Costal Connector, Valley Retriever, and Coast to Valley Express (with the later making further connections to Corvallis Transit, Albany Transit, Bolt Bus, Greyhound, and Amtrak)
Annual Ridership (2018)⁴	314,079 trips

³ As of June 13, 2022, Saturday service on the East County route has been suspended until further notice.

⁴ Note: 2018 is the latest data available on NTD.

LCT provides intercity, fixed-route bus service via its three routes (North County, East County, and South County) to all cities in the county.⁵ Depending on the route, intercity bus service is typically available either six or seven days per week. North County northbound and southbound service connects Newport and Rose Lodge, with stops in Depoe Bay and Lincoln City. Service is generally available Monday to Sunday from 5:25 a.m. to 8:45 p.m. East County westbound and eastbound service link together the cities of Newport, Toledo, and Siletz, and is typically available Monday to Saturday from 6:45 a.m. to 7:11 p.m. South County northbound and southbound service connects Newport and Yachats, and is usually available from Monday to Saturday from 7:00 a.m. to 6:20 p.m.

All passengers must present a ride coupon, visitor pass, or cash fare. Fares are assessed by zone, costing \$1.00 per zone, with seven zones within the system. Traveling the full north to south extent of the system requires one transfer and costs \$9. LCT also provides passes for access to medical care.

Lincoln County Transit (LCT) Dial-A-Ride (DAR)

Service Area Description	LCT DAR service is available within the city limits of Newport and Lincoln City
Days and Hours of Operation	Monday-Friday, 8:00 a.m. to 3:30 p.m. (no weekend service available)
Fare	\$1.00 plus \$1.00 for each additional stop (discount coupon books may be purchased)
Connections to other services	Origin-to-destination service not designed for transfers, but possible to access Newport Loop, LINC, Coast to Valley Express, Coastal Connection and other regional services
Annual Ridership (2018)	7,754 trips

LCT's DAR program is a "curb-to-curb" coordinated and accessible demand response transit service available within the cities of Newport and Lincoln City without eligibility restrictions. Reservations are taken on a "first-call, first-serve basis". Same-day service is provided as space is available, but a 24-to-48-hour notice is preferred.

DAR service operates Monday through Friday from 8:00 a.m. to 3:30 p.m., with later times available upon request (depending on capacity). There is no DAR service available on weekends. Fares are \$1.00 for one-way trips, plus \$1.00 for each additional stop. Coupon books with 40-coupons are available for \$30.00 (\$0.75/ride).

⁵ LCT Intercity Bus allows deviated service pickups that are scheduled at least 30 minutes in advance and do not deviate more than 3/4 mile off the scheduled route to retain normal schedule.

Trips are restricted to a "two stop" limit per day, with additional stops scheduled for different days. While the DAR service may be used for connections to other regional services, it is designed for direct connections to local services.

Lincoln City Loop (LINC)

Service Area Description	LINC provides intracity service along Highway 101, from Chinook Winds and the DMV down to Cutler City.
Days and Hours of Operation	LINC service is generally available Monday-Saturday <ul style="list-style-type: none"> ▪ Northbound: 7:45 a.m. to 4:48 p.m. ▪ Southbound: 8:15 a.m. 5:35 p.m.
Fare	\$1.00 for each one-way trip, with 40-pass books available for \$30.00 (\$0.75 per trip).
Connections to other services	Connections to LCT Intercity Bus
Annual Ridership (2020)	Data unavailable at the time of this study

LCT operates the Lincoln City Loop, branding the service as the LINC. The LINC provides intracity access to downtown Lincoln City businesses, Lincoln City Chamber of Commerce, Department of Motor Vehicles, Samaritan North Lincoln Hospital, Community Center, City Hall, Public Library, Tanger Outlets, Oregon Coast Community College, Lincoln City High School, and other key destinations.⁶ The LINC uses many of the same stops as the LCT Intercity Bus service; however transfers are not timed for convenience and often require long layovers for transfers at the same location, discouraging transfer activity.

The LINC operates in a loop divided into northbound (17 stops) and southbound (13 stops) segments, making connections throughout Lincoln City along Highway 101. The service operates Monday through Saturday, generally starting at 7:45 a.m. and ending at 5:35 p.m. Riders can take LINC for \$1.00 per trip, with 40-pass books available for \$30.00 (\$0.75 per trip).

Newport City Loop

Service Area Description	Operates throughout Newport, accessing most major destinations and activity centers
Days and Hours of Operation	Monday-Sunday service, 7:18 a.m. to 5:00 p.m.
Fare	\$1.00 for each one-way trip

⁶ Lincoln City Loop allows deviated service pickups that are scheduled at least 30 minutes in advance and do not deviate more than 3/4 mile off the scheduled route to retain normal schedule.

Connections to other services	Connections to Lincoln County Intercity allows access to regional services, though transfers are not timed
Annual Ridership (2020)	Data unavailable at the time of this study

LCT operates the Newport City Loop, making 44 stops (seven full runs per day) from South Beach and Oregon Coast Community College to north of Agate Beach.⁷ The route includes education institutions, businesses, tourist attractions, lodging, and medical facilities. The service connects to LCT's Siletz-Newport and Yachats-Newport routes, both connecting at Newport City Hall. LCT does not time transfers, but most transfers are less than an hour and may be as little as fifteen minutes.

Service is provided to each stop at least four to six times per day, generally at 90- to 120-minute headways. The Newport City Loop runs from 7:18 a.m. to 5:00 p.m., seven days a week, with a flat rate fare of \$1.00 per one-way trip. Free tourist passes are distributed to local lodging managers. LCT provides wheelchair accessible buses with bicycle racks for this service.

Services to Siletz Tribes

The Confederated Tribes of Siletz Indians (CTSI) contracts with LCT for scheduled public transit service within the Lincoln County portion of its service area.⁸ Using a federal Tribal Transit grant awarded to the Tribe, CTSI has expanded the services available to Tribal members (and other community members) in Siletz and along the most frequently traveled corridors stretching from Toledo to Newport to Lincoln City. Tribal Members ride for free by showing their Tribal ID. Using a network of tribally owned vans and buses, Tribal members receive transportation to scheduled group activities, congregate meals for Elders, medical appointments or other destinations for which other public or private transportation services is not readily available. These services are available on an as-needed basis in Lincoln County and at CTSI's Tribal area offices in Portland, Salem, and Eugene.

These LCT services are in addition to services provided directly by the Tribe, which are described in detail in CTSI's Coordinated Plan⁹. The Coordinated Plan identifies critical transportation needs, available resources, and strategies to create efficiencies, reduce

⁷ Newport City Loop allows deviated service pickups that are scheduled at least 30 minutes in advance and do not deviate more than 3/4 mile off the scheduled route to retain normal schedule.

⁸ The CTSI's service area includes 11 counties – Benton, Clackamas, Lane, Lincoln, Linn, Marion, Multnomah, Polk, Tillamook, Washington, and Yamhill counties.

⁹ CTSI Coordinated Plan (Updated January 2021):

<https://www.oregon.gov/odot/RPTD/STIFPlanSubmissions/CTSI-Siletz-Tribes-Coordinated-Plan.pdf>

redundancy, and ensure the continuation of high-quality transportation services. In addition to supporting the long-term needs for transportation services for all Tribal members, the Coordinated Plan focuses on matching public transportation to the needs of older adults (over the age of 65), persons with disabilities, and people with lower-incomes. CTSI, LCT, and other transportation providers will use the Coordinated Plan to implement the highest-priority strategies that match available resources and related timeframes. It also supports ongoing coordination among regional transportation providers by documenting a clear and open planning process, identifying funding priorities, and identifying opportunities for ongoing and future partnerships.

Regional Services and NEMT Services

The following summarizes public transportation services for Lincoln County residents to destinations outside the County. These services support a range of medical, recreational, social and personal business trips, and, in some situations, work and school trips.

OCWCOG Ride Line NEMT Service

Ride Line, the regional broker of NEMT for Medicaid recipients, is an important provider of specialized services. OCWCOG coordinates transportation services for eligible clients of the IHN-CCO and the OHP traveling to and from covered NEMT services. Transportation is provided to those eligible clients living in Lincoln, Benton, and Linn counties who have no other way to get to their medical services. Rides depend on transportation provider availability; therefore, it is important to schedule rides as far in advance as possible (rides may be scheduled up to 90 days in advance). Rides can be scheduled Monday through Friday, from 8:00 a.m. to 5:00 p.m.

As an alternative to contracted transportation, the program also provides mileage reimbursements to clients that can drive or have someone else drive them for part of the mileage from their home to their medical appointment and back. The reimbursement rate is \$0.25 per mile and is calculated from the rider's home to their medical appoint then back home.

Ride Line also provides transportation to veterans in Benton, Linn, and Lincoln counties to meet Disabled Veterans of America (DAV) shuttles for medical appointments in Portland. It then provides a ride home on return.

Transportation is arranged through 29 locally contracted transportation providers. The network is made up mostly of privately-owned transportation companies, who provide different types of services: transit, ambulatory, wheelchair, stretcher car and secured transportation services.

In FY 2021-2022, in its three-county service area, eligible CCO/OHP membership averaged slightly more than 82,000 persons per month. About a quarter of Ride Line's clients receive gas reimbursement in lieu of contracted transportation.

In Lincoln County, there was a monthly average of 17,878 eligible members (almost 35% of the county's population) in FY 2021-2022. A total of 29,678 rides or gas reimbursements were provided by Ride Line for 1,487 individual clients, a monthly average of 1,833 rides for 124 clients. Of those eligible for the service, more than 8% used Ride Line service in FY 2021-2022 (compared to 3% in 2016).

Ride Line's service is particularly important to people who live in the county's smaller cities and rural areas where there is currently no or limited public transportation services. A Transportation Brokerage Advisory Committee (TBAC) comprised of stakeholders and agency representatives from the three participating counties provide program and policy guidance and feedback to the OCWCOG Governing Board. The Ride Line service is provided by OCWCOG through contract to the IHN-CCO, the designated CCO in the region. Outreach and coordination are under the purview of the CCO, and Ride Line does not advertise by directly contacting eligible clients or advertise commercially.

Northwest Connector (NW Connector)

LCT is part of the NW Connector, a coordinated regional transit system that connects five individual transit agencies in northwest Oregon – BAT, Columbia County Rider, LCT, Sunset Empire Transportation District, and TCTD – to make public transit easier and more convenient. A three-day pass on the Connector system costs \$25, and a seven-day pass costs \$30.

The NW Connector began in 2011 to streamline transit service between counties – particularly between the Mid- to North Willamette Valley and the Oregon coast - and to promote the use of alternative modes, such as transit and bicycling, throughout Columbia, Clatsop, Tillamook, Lincoln and Benton counties. Its formation was facilitated through a Department of Energy grant. Since then, the NW Connector network has formed more partnerships with other transit providers, including the Siletz Tribe, Confederated Tribes of Grand Ronde, Salem-Keizer Transit, Yamhill County Transit, Amtrak (including the Amtrak Throughway "Point" Bus System), and Tri-Met.

In Lincoln County, the Intercity Bus and Coast to Valley Express are part of the NW Connector network. TCTD's Route 4 serves Lincoln City, providing network connections to cities on the northern coast of Oregon.

Coast to Valley Express

Service Area Description	Coast to Valley Express services the central valley to Newport and back
Days and Hours of Operation	Coast to Valley Express service is available Monday-Saturday <ul style="list-style-type: none"> ▪ Westbound: 6:15 a.m. to 6:55 p.m. ▪ Eastbound: 6:15 a.m. 6:47 p.m.
Fare	Zone-based fares: \$1.00 to \$6.00, depending on the number of zones traveled
Connections to other services	In Newport connections to Newport Loop and Intercity bus; in Philomath connections to Philomath Connection; in Corvallis connection to CTS, Linn-Benton Loop and 99 Express; in Albany connection to ATS, Linn Shuttle, Linn-Benton Loop, Pacific Crest Bus Lines, Cascades POINT and Amtrak
Annual Ridership (2020)	2002 trips

LCT and BAT co-operate the Coast to Valley Express route, connecting Newport to Albany/Corvallis seven days per week. Each agency provides two round trips per day. The service travels along U.S. Highway 20, making connections in Albany, Corvallis, Philomath, Eddyville, Toledo, and Newport. The Coast to Valley Express serves passengers accessing medical facilities, job training, shopping, recreation, and educational opportunities. The service is also marketed to visitors through the NW Connector.

The service operates Monday to Sunday generally from 6:15 a.m. to 6:55 p.m., with eight total trips per day (four eastbound and four westbound).

Fares range from \$1.00 to \$6.00 depending on the number of zones traveled; each zone traveled is \$1.00. Children ages 5 and under accompanied by an adult ride free.

All buses are ADA accessible and include a wheelchair lift, two on-board wheelchair securement spaces, and capacity for two bicycles.

The Coast to Valley Express connects to public transportation services in Albany and Corvallis, including Amtrak in Albany. This service is part of the NW Connector, a program developed to improve transit connections among communities in neighboring counties.

Tillamook County Transportation District (TCTD) Route 60X

Service Area Description	TCTD intercity bus service connects communities between Lincoln City and Salem.
Days and Hours of Operation	Route 60X service is available Monday-Sunday <ul style="list-style-type: none"> ▪ Eastbound: 6:20 a.m. to 7:12 p.m. ▪ Westbound: 8:30 a.m. to 9:02 p.m.

Fare	\$3.00 weekdays and \$6.00 weekends, one-way
Connections to other services	Connections to Cherriots, TCTD Route 4, Yamhill County Transit Area, and LCT
Annual Ridership (2020)	Data unavailable at the time of this study

TCTD Route 60X is an intercity bus service that connects communities between Lincoln City and Salem. Route 60X makes six runs daily (three eastbound and three westbound), with service starting as early as 6:20 a.m. and ending as late as 9:02 p.m. This service uses a zone-based fare system, starting at \$1.50 per one-way trip. Agreements with the Tribes enable Grand Ronde and Siletz Tribal members to ride for free when showing their Tribal IDs.

Tillamook County Transportation District (TCTD) Route 4

Service Area Description	Intercity bus service connecting Tillamook and Lincoln City.
Days and Hours of Operation	Route 4 service is available Monday-Sunday <ul style="list-style-type: none"> ▪ Southbound: 4:55 a.m. and 7:25 p.m. ▪ Northbound: 6:30 a.m. and 8:57 p.m.
Fare	Zone-based fares: \$1.50 to \$4.50, depending on the number of zones traveled (up to three zones)
Connections to other services	Connections to LCT, TCTD Routes 3, 5, and 60X.
Annual Ridership (2020)	Data unavailable at the time of this study

TCTD Route 4 is an intercity bus service that operates between Tillamook and Lincoln City.¹⁰ Route 4 is available Monday to Sunday, with service starting as early as 4:55 a.m. and ending as late as 8:57 p.m. The service makes eight total trips per day (four southbound and four northbound). Fares for Route 4 are \$1.50 per zone (traveling from Lincoln City to Tillamook costs \$4.50).

As a member of the NW Connector, TCTD Route 4 connects to other member providers, such as LCT. The service also connects to other TCTD Routes 3, 5, and 60X. All vehicles used for this service are wheelchair accessible.

¹⁰ Tillamook Route 4 allows deviated service pickups that are scheduled at least 2 hours in advance and do not deviate more than 3/4 mile from the scheduled route.

Salem Transit District Cherriots

Salem Transit District's Cherriots service offers eight daily round trips from Salem to the Spirit Mountain Casino in Grande Ronde, where connections are available to the TCTD's Route 60X service to Lincoln City.

Taxi Services

A variety of Corvallis-based taxi services are available in Lincoln County, including Newport Yaquina Cab, Pacific Coast Cab, Lincoln City Cab, and Orange Taxi. Most of these companies serve all of Lincoln County, as well as Benton and Linn counties, seven days a week, 24 hours a day. Most vehicles can accommodate folding wheelchairs. Fares are either metered or flat rates based on length of trip and destination. Additionally, ride-sharing services, such as Uber and Lyft, are available in Lincoln City.

Shuttle Services

Caravan Shuttle

The Caravan Shuttle operates between the central Oregon Coast and the Portland Airport, Portland Amtrak, and OHSU Hospital. Fares range from \$41 to \$82, depending on pick-up location. Although it is primarily used as transportation to the airport, it also advertises as an NEMT service.

4 FUNDING SUMMARY

This chapter summarizes the funding sources available for transportation at the federal and state level. The strategies and actions recommended in the Coordinated Plan will be paired with potential funding sources to support implementation.

Federal Sources

Federal funding for public transit primarily stems from the U.S. Department of Transportation (USDOT). Funding for the USDOT is authorized by the Infrastructure Investment and Jobs Act of 2021 (IIJA) that was passed on November 15, 2021.

The following summary is a simplified overview of funding for public transit based on the expected provisions of the IIJA effective through Fiscal Year (FY) 2026.

Infrastructure Investment and Jobs Act (IIJA)

The IIJA provides approximately \$1.2 trillion over 5 years from fiscal year (FY) 2022 through FY 2026, including \$91.2 billion in transit investments for the USDOT and its subsidiary agencies, including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). These investments will address improvements to all modes of transportation, including important new investments that will better support the needs of the target populations of the Lincoln, Benton, and Linn County (LBL) Coordinated Plan.

FTA Formula Funds

The FTA allocates funding for transit systems in urbanized and rural areas and for programs for older adults and individuals with disabilities. The FTA allocates funds based on formulas or discretionary awards.

Nine FTA funding programs apportion funds to urbanized areas (UZAs) or states by specific formula.

All areas are defined as either urbanized or non-urbanized based on population and population density. The Census Bureau designates urbanized areas based on the most recent decennial census. Under current definitions (2010 Decennial Census), the Census Bureau

delineates UZAs according to population densities of census blocks and block groups and their proximity to an urban core—with the sum of the population for these geographic units equaling 50,000 people or more. Similarly, urban areas of less than 50,000 people are designated as urban clusters (UCs). For the purposes of transit funding, all UZAs are considered “urbanized” while all areas outside of UZAs (including UCs) are considered “non-urbanized.” Changes to the criteria for defining urban areas were proposed in February 2021 based on the 2020 Decennial Census and will be adopted in December 2022.

While the USDOT has no direct role in the designation of these areas, they are critical to the administration of FTA and FHWA transportation programs. Urbanized Areas (UZAs) are important to the designation of a metropolitan planning organization and application of metropolitan planning requirements, designation of transportation management areas, application of air quality conformity requirements, and allocation of funding.

For FTA funding allocations, FTA designates UZAs further in three groups according to population: small urban areas with population 50,000 to 199,999; large urban areas with population 200,000 to 999,999; and very large urban areas with a population one million and over. Formula funding allocation and restrictions on the use of funds differ by the size of the UZA according to these three groups.

As of the Census (2020), Benton and Linn Counties each have one small urbanized area: Corvallis and Albany respectively. Lincoln County consists of all non-urbanized areas because populations are less than 50,000 people.

State Sources

The Oregon Department of Transportation (ODOT) Public Transit Division (PTD) administers Statewide Transportation Improvement Funds (STIF) funds for the State. The STIF program was consolidated with the Special Transportation Fund (STF) through Senate Bill 1601 in 2020. The original STIF program was established in 2017 to fund public transportation through a state payroll tax of 0.1%. The STF was created in 1985 by the Oregon Legislature and originally funded with a \$.01 per pack cigarette tax. In 1989, this tax was raised to \$.02.

Today, the consolidated STIF is comprised of the payroll tax, cigarette tax revenue, excess revenue earned from sales of photo ID Cards, non-highway gas tax, and other funds from Oregon Department of Transportation.

The STIF Program is governed by:

- Oregon Revised Statutes (ORS) 391.800 through 391.830 and
- Oregon Administrative Rules (OAR) Chapter 732.

Appendix B summarizes the funding sources available for transportation at the federal and state levels.

5 REGIONAL CHAPTER

OCWCOG manages local, state, and federal programs in the tri-county region located in the Willamette Valley and the Central Oregon Coast. The OCWCOG region has a population of approximately 270,000. The largest cities in the region are Corvallis, home to Oregon State University, at less than 60,000 residents, Albany at approximately 55,000 residents, and Lebanon with a population of over 17,000.

SUMMARY OF REGIONAL NEEDS

This chapter summarizes the regional transportation needs of Linn, Benton, and Lincoln counties and proposes seven strategies with accompanying actions to help meet the identified needs. Needs were revealed through an analysis of demographic and existing transportation conditions and through the stakeholder engagement process and are seen as occurring across the region or having a regional impact.

The strategies and actions from this Coordinated Plan were informed by the needs assessment and build on an evaluation of strategies and actions from the 2017 Coordinated Plan. These strategies are subject to change based on community needs, population changes, staff capacity, and available funding.

Transportation Service Needs

- **Provide more comprehensive transportation services to target populations, such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students.**
 - OCWCOG staff mentioned that there are limitations with their Ride Line program. Moreover, they currently only provide medical transportation to facilities that take IHN/OHP.
 - OCWCOG Ride Line service is not available to most veterans in the county because they do not have OHP insurance.

- Gap services fill an important need to transport older adults to non-medical destinations, such as social activities and events.
- Accommodating last-minute ride requests is challenging can be challenging for some agencies.
- **Improve intercity connections, within each county, between counties and outside of the OCWCOG region.**
 - Veterans need transportation to the VA clinics and medical facilities in Portland, Salem, and Eugene.
 - There is a need for increased regional trips. Stakeholders mentioned that there are more resources available in Benton County than Linn County.
 - Intercity travel is especially important for residents living in Linn County. Stakeholders in the focus group meetings and stakeholder interviews mentioned that there is high demand in rural communities to travel to Corvallis for legal and medical appointments.

Human Resource Needs

- **Find transit vehicle operators / volunteer drivers.**
 - OCWCOG staff said that when drivers are out due to sickness, Ride Line trips often need to be cancelled because there are not enough remaining drivers to handle the volume of rides.

Marketing, Customer Service, and Outreach Needs

- **Reduce language/cultural barriers of available transit agency information for ESL, minority populations, etc.**
 - Some people have trouble navigating mixed status/eligibility requirements for OHP services.

Infrastructure, Capital, and Technology Needs

- **Funding**
 - According to OCWCOG staff, rising gas prices have created a challenge for Ride Line service.
 - Obtaining sufficient funding to operate services is a challenge for many organizations.
 - Many stakeholders shared that cost and affordability of transit, as well as the increasing costs of gas, is a mobility barrier for many of their clients.

REGIONAL STRATEGIES AND ACTIONS

Regional strategies are strategies that are seen as important to consider and/or facilitate at the regional level (as opposed to the county level) due to factors such as impact, cost efficiency or coordination.

In this regional chapter and in the county chapter that follows, each action within a strategy is given a rating of importance on a scale of 1-5, as determined by the Advisory Committee at the August 30, 2022 meeting and stakeholder respondents to a survey distributed in September 2022. These numerical ratings are reflected in the tables as high, medium or low, with a higher number signifying a higher rating of importance to Advisory Committee members and stakeholders:

- High: rating between 4 and 5
- Medium: rating between 3-4
- Low: rating below 3

Additionally, an order of magnitude cost estimate is given for each action using a rating scale of one (\$) to five (\$\$\$\$\$) dollar signs, equating to the amounts below. Factors influencing the cost estimate are noted in the table:

- \$: < \$50,000
- \$\$: \$50,000 - \$100,000
- \$\$\$: \$100,001 - \$250,000
- \$\$\$\$: \$250,001 - \$500,000
- \$\$\$\$: > \$500,000

As shown in the recommended prioritization, not all strategies may be implemented immediately, and implementation of certain strategies will depend on available funding. While facilitator organizations will be responsible for championing the implementation of these strategies and actions, support from partner organizations and community members will be essential for the continued success of this planning effort.

Strategy #1: Seek funding to sustain existing levels of public transit services within the County

Regional Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and

students Improve intercity connections, within each county, between counties and outside of the OCWCOG region

Regional Needs Addressed: Infrastructure, Capital, and Technology

- Overall funding

Regional Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
1.1 Collaboratively seek funding for solutions that identify the most efficient and cost-effective provision of services (e.g., data management, technology, coordinated trip planning).	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Transit providers ▪ County agencies 	Medium	\$-\$\$ Staff time Technology

Strategy #2: Expand access to and convenience of public transportation through expansion of and/or improvements to existing services.

Regional Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students Improve intercity connections, within each county, between counties and outside of the OCWCOG region

Regional Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
2.1 Continue to pursue opportunities to partner and improve connections with regional public transportation providers to expand existing services.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Transit providers 	Medium	\$\$-\$\$\$ Staff time Materials Fleet

Strategy #3: Improve access to jobs, health care, education and other basic needs for older adults, people with disabilities, low-income households, veterans, youth, and students

Regional Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students Improve intercity connections, within each county, between counties and outside of the OCWCOG region

Regional Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
3.1 Pursue partnerships with DHS state human service agencies to ensure efficient and cost-effective transportation services that leverage state and local resources.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Transit providers ▪ ODHS 	Medium	\$ Staff time
3.2 Establish a baseline and start to track/monitor success of programs and actions related to improving access to jobs, health care, education, and other basic needs for target populations in the region.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers 	Medium	\$-\$\$ Staff time Coordination Technology
3.3 Coordinate with Ride Line to improve utilization of brokered rides for critical services (e.g., access to medical and human service offices) and increased coordination with transportation providers to provide brokered rides.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ IHN CCO ▪ County special and rural transportation program ▪ Transit providers 	Medium	\$-\$\$ Staff time Coordination Technology Fare support
3.4 Investigate shifting non-NEMT rides at/near fixed route service to alleviate Ride Line service constraints.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers 	Medium	\$-\$\$ Staff time Coordination Technology Fare support
3.5 Improve and expand transportation assistance for veterans, including coordinating trips to VA medical facilities in Portland and Eugene with Ride Line and existing providers.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ County veteran's coordinators ▪ Veteran's Association ▪ Transit providers 	High	\$-\$\$

Strategy #4: Support and increase pool of paid and volunteer drivers

Regional Needs Addressed: Human Resource Needs

- Find transit vehicle operators / volunteer drivers

Regional Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
4.1 Work with ODOT and regional partners such as Local Workforce Development Boards and community colleges to fund, develop and/or update driver recruitment and training programs.	<ul style="list-style-type: none"> ODOT OCWCOG Northwest Oregon Works (Lincoln & Benton Local Area Workforce Development Board) Willamette Workforce Partnership (Linn Local Area Workforce Development Board) Community Colleges Transit providers 	High	\$\$-\$\$\$ Staff time Program development and implementation
4.2 Identify and share best practices for the training and retention of volunteers. Schedule courses for drivers on a routine basis.	<ul style="list-style-type: none"> ODOT OCWCOG Transit providers RTAP 	High	\$ Staff time Trainings

Strategy #5: Pursue opportunities for collaboration and coordination for public transportation and health/human services at the local and regional levels

Regional Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students
- Improve intercity connections, within each county, between counties and outside of the OCWCOG region

Regional Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
5.1 Coordinate with regional partners such as transit providers, volunteer and non-profit organizations, human service agencies, health care providers, and major employers, to ensure the delivery of timely, safe, and cost-effective local and regional public transportation services.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Transit providers ▪ County special and rural transportation programs 	High	\$ Staff time
5.2 Improve collaboration and coordination between DHS and other state and local agencies and transportation providers on client public transportation needs within each county and the region.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ ODHS ▪ County special and rural transportation programs 	High	\$ Staff time
5.3 Assist ODOT or other appropriate parties to biennially update the database of transportation providers/ resources in the region.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ County special and rural transportation programs ▪ Transit providers 	High	\$ Staff time

Strategy #6: Expand efforts to inform seniors, people with disabilities, low-income households, veterans, youth, students, limited-English speaking populations, and the general public of available public transportation services

Regional Needs Addressed: Marketing, Customer Service, and Outreach

- Reduce language/cultural barriers of available transit agency information for ESL, minority populations, etc.

Regional Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
6.1 Develop print and digital tri-County information on public transportation, with regular distribution to transportation providers, social agencies, employment training programs, employment agencies, major employers, senior groups, volunteer groups, low-income residents, and others.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers ▪ Transportation Options/ Department of Motor Vehicles (DMV) 	Medium	\$ Planning Technology Marketing materials Staff time
6.2 Continue to coordinate with regional partners on information sharing, training, public education and outreach, and other joint endeavors.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers 	High	\$ Staff time

Strategy #7: Establish mechanisms for routine monitoring of Plan implementation and for coordination with land use and transportation planning occurring in the County and region

Regional Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students Improve intercity connections within each county, between counties, and outside of the OCWCOG region

Regional Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
7.1 Provide technical assistance in implementing Coordinated Plan priorities and actions and other public transportation-related activities.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers 	High	\$-\$\$ Staff time
7.2 Actively engage the STIF Advisory Committee in regular monitoring of Coordinated Plan implementation.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers 	Medium	\$ Staff time
7.3 Collaborate and stay informed on transportation and land use planning in the state, region, and local jurisdictions in the County.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers 	Medium	\$ Staff time

SILETZ TRIBE COORDINATED PLAN

In January 2021, the Confederated Tribes of Siletz Indians (CTSI) updated its Coordinated Human Services – Public Transportation Plan. The Coordinated Plan focuses Tribal and regional resources on ensuring that public transportation efficiently and effectively gets people to important destinations, such as jobs and medical appointments. A summary of strategies from this planning effort are listed below. The entire 2021 Coordinated Plan can be referenced in Appendix C.

Summary of Strategies

1. As the highest priority, seek funding to sustain existing levels of Tribal transportation service. As funding becomes available and where feasible, expand existing Tribal transportation services to ensure that effective and cost-efficient public transportation services are available to all Tribal members both within and outside of the Tribe's service area.
2. Evaluate the long-term effectiveness of Tribal STF vehicles for continued use and/or potential replacement.
3. Ensure convenient access to services for Tribal Elders, Veterans, disabled persons, and low-income persons as the highest priority for Tribal public transportation services.
4. Expand efforts to inform Tribal members of available Tribal and public transportation services and develop and utilize technology tools to identify the transportation needs of Tribal members.
5. Develop and implement a volunteer driver program.
6. Ensure that Tribal transportation services are prepared to assist in emergency management.
7. Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system.

6 COUNTY NEEDS, STRATEGIES, AND ACTIONS

This chapter summarizes transportation needs in Lincoln County and proposes seven strategies and related actions to help meet those needs. Like the regional needs, strategies, and actions, Lincoln County needs were revealed through analysis of demographic and transportation existing conditions and through the public and stakeholder engagement process. Stakeholder engagement was a critical element of the Coordinated Plan process. The engagement process included interviews and focus group meetings with transit agencies and health and human service providers, as well as an online provider survey.

The strategies and actions from this Coordinated Plan are informed by the identified needs and an evaluation of strategies and actions from the 2017 Coordinated Plan. These strategies are subject to change based on community needs, population changes, staff capacity, and available funding.

SUMMARY OF TRANSPORTATION NEEDS

Transportation Service Needs

- **Provide more comprehensive transportation services to unique populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students**
 - One human service provider expressed that keeping up with ridership demand has been difficult post-COVID 19.
 - Stakeholders shared during a focus group meeting that there is a need to expand DAR service coverage to more rural areas and coastal towns in the county.
 - Transit service should allow people to quickly access clean, healthy, and affordable food options.
- **Improve intercity connections, within each county, between counties and outside of the OCWCOG region**
 - Lincoln County Public Health staff said that there are limited medical care facilities in the county, often forcing residents to travel out-of-county to get proper treatment.
 - Lincoln County Transit (LCT) staff shared that there is a need to expand their services in areas where services are requested. However, many times these areas are difficult and unsafe for buses to access.

Marketing, Customer Service, and Outreach Needs

- **Reduce language/cultural barriers of available transit agency information for ESL, minority populations, etc.**
 - Stakeholders noted that there is a need for increased communication channels for people to provide feedback and submit complaints. This resource should also be available in multiple languages.
 - Education and general awareness of transportation services is needed, particularly for older adults with different cultural backgrounds.

Human Resources Needs

- **Find transit vehicle operators / volunteer drivers**
 - One human services agency shared that they have had challenges with recruiting and retaining both paid and volunteer drivers. They also said that there is a shortage of drivers available to drive in North Lincoln County.
 - LCT staff mentioned in the provider survey that they currently have enough funding to enhance and expand their transportation services. However, expanding their services is currently difficult due to the shortage of Commercial Driver's License (CDL) drivers.

Infrastructure, Capital, and Technology Needs

- **Funding/costs for operating and maintaining transportation services**
 - Getting sufficient funding to operate services is a challenge for many organizations.
 - Many stakeholders shared that cost and affordability of transit, as well as the increasing costs of gas, is a mobility barrier for many of their clients.
- **Internet unreliability**
 - Lincoln County Public Health staff shared during a stakeholder interview that many residents face challenges with accessing reliable, stable internet connection since the county is in a rural area. This brings up issues when riders need to access important transportation service information and resources.
- **Riders face technology barriers**
 - Stakeholders in the focus group meetings stated that some clients are not computer savvy, creating challenges in accessing important transportation service information and resources.

STRATEGIES, ACTIONS, AND PRIORITIES

Strategy #1: Seek funding to sustain existing levels of public transit services within the County

Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations, such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students
- Improve intercity connections, within each county, between counties and outside of the OCWCOG region
- Better local and regional connections that serve rural communities

Needs Addressed: Infrastructure, Capital, and Technology

- Funding/costs for operating and maintaining transportation services

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
1.1 Pursue available Federal and State transit funding and advocate for equitable, effective, sufficient, and sustainable Federal and State programs and policies.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Transit providers 	High	\$ Staff time
1.2 Explore public and private funding sources to support transportation needs (e.g., areas related to social determinants of health).	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ ODHS ▪ County agencies ▪ Confederated Tribes of Siletz ▪ Samaritan Foundation 	High	\$ Staff time
1.3 Continue to pursue funding for vehicle replacement, capital improvements, and preventive maintenance needed to ensure the desirability, safety, and convenience of public transportation services.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Lincoln County 	High	\$\$\$ Staff time Fleet

Strategy #2: Expand access to and convenience of public transportation through expansion of and/or improvements to existing services

Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations, such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students
- Improve intercity connections, within each county, between counties and outside of the OCWCOG region
- Better local and regional connections that serve rural communities

Needs Addressed: Infrastructure, Capital, and Technology

- Funding/costs for operating and maintaining transportation services

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
2.1 Expand frequency of service of fixed-route and demand response services based.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ County transit providers 	High	\$\$ Staff time Service planning & operations
2.2 Extend public transportation services to underserved communities and rural areas of the County through options such as shuttle routes, feeder services, shopping or medical shuttles, volunteer-based demand response programs, or privately provided services (taxis, ride share companies).	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Non-profits 	High	\$\$ Staff time Coordination Technology Fare support
2.3 Develop/improve facilities needed to ensure convenient and safe access to transit by foot and bicycle, including curb cuts, bus stops, shelters, and more and better signage.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Transit providers ▪ County Planning/Public Works 	Medium	\$\$\$-\$\$\$\$ Staff time Infrastructure planning, design, construction
2.4 Develop/improve maintenance and storage facilities for general transit operations and oversee the construction of a new transit center.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Transit providers ▪ County Planning/Public Works 	Medium	\$\$\$\$-\$\$\$\$\$ Staff time Facility planning, design, construction

Strategy #3: Improve access to jobs, health care, education and other basic needs for older adults, people with disabilities, low-income households, veterans, youth, and students

Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations, such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students Improve intercity connections, within each county, between counties and outside of the OCWCOG region
- Better local and regional connections that serve rural communities

Needs Addressed: Infrastructure, Capital, and Technology

- Funding/costs for operating and maintaining transportation services

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
3.1 Improve the existing demand response services available to older adults and persons with disabilities to include evening and weekend service and services to Waldport and Toledo/Siletz, based on demand.	<ul style="list-style-type: none"> ▪ OCWCOG Ride Line ▪ County special and rural transportation program ▪ Transit providers 	High	\$\$ Staff time Service planning & operations
3.2 Continue to support efforts to provide transportation services to homeless persons, while coordinating with law enforcement and social services agencies on strategies to ensure general public safety at bus stops and other transit facilities.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County agencies ▪ Law enforcement 	High	\$

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
3.3 Examine opportunities to improve transportation access to employment sites through vanpools, shuttles or other means.	<ul style="list-style-type: none"> OCWCOG Transportation Options County agencies (special and rural transportation program, transportation, workforce development) Transit providers Public and private employers Non-profits 	High	\$\$\$-\$\$\$ Staff time Fleet Service planning & operations Infrastructure planning, design, construction

Strategy #4: Support and increase pool of paid and volunteer drivers

Needs Addressed: Human Resources

- Find transit vehicle operators / volunteer drivers

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
4.1 Continue to promote and fund volunteer-based programs, focusing on those that provide curb-to-curb service between communities and service to rural portions of the County.	<ul style="list-style-type: none"> OCWCOG County special and rural transportation program Local community non-profits Transportation providers 	High	\$\$\$ Staff time Non-profit support

Strategy #5: Pursue opportunities for collaboration and coordination for public transportation and health/human services at the local and regional levels

Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students Improve intercity connections, within each county, between counties and outside of the OCWCOG region

Needs Addressed: Infrastructure, Capital, and Technology

- Funding/costs for operating and maintaining transportation services

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
5.1 Improve collaboration and coordination between DHS and other state and local agencies and transportation providers on client public transportation needs within each county and the region as a whole.	<ul style="list-style-type: none"> OCWCOG ODHS County special and rural transportation program 	High	\$ Staff time
5.2 Continue to coordinate with volunteer and non-profit organizations, human service agencies, health care providers, major employers, and other programs to improve the delivery of timely, safe, and cost-effective transportation services.	<ul style="list-style-type: none"> ODOT OCWCOG Regional transit providers County transit providers County special and rural transportation programs 	High	\$ Staff time
5.3 Pursue opportunities to share vehicles and/or rides between public agencies, non-profits, churches, schools, vocational facilities, group homes for developmentally disabled residents and senior care facilities.	<ul style="list-style-type: none"> OCWCOG County special and rural transportation program Non-profits 	High	\$\$ Staff time Coordinated planning

Strategy #6: Expand efforts to inform seniors, people with disabilities, low-income households, veterans, youth, students, limited-English speaking populations and the general public of available public transportation services

Needs Addressed: Marketing, Customer Service, and Outreach

- Reduce language/cultural barriers of available transit agency information for ESL, minority populations, etc.

Needs Addressed: Human Resources

- Find transit vehicle operators / volunteer drivers

Needs Addressed: Infrastructure, Capital, and Technology

- Internet unreliability

- Riders face technology barriers

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
6.1 Improve website information and sharing of website information among providers about the various services available within the County and region.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ County/regional visitor/tourism board 	High	\$\$\$ Staff time Website hosting, plug-ins, management
6.2 Periodically provide free transit days as a public education tool.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers 	High	\$\$\$ Staff time Fare subsidy
6.3 Periodically consult with Latina/o advocacy organizations and leaders on options to best address the transportation needs of the Latina/o population.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ Local and regional non-profits 	High	\$ Staff time
6.4 Engage with civic and cultural organizations and conduct outreach at tabling events.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ Local and regional non-profits 	High	\$ Staff time Materials
6.5 Provide cultural awareness training to transportation service providers.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County human resources ▪ Northwest Oregon Works (Lincoln & Benton Local Area Workforce Development Board) ▪ Willamette Workforce Partnership (Linn 	Medium	\$ Staff time

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
	Local Area Workforce Development Board)		

Strategy #7: Establish mechanisms for routine monitoring of Plan implementation and for coordination with land use and transportation planning occurring in the County and region

Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students Improve intercity connections, within each county, between counties and outside of the OCWCOG region

Lincoln County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
7.1 Request the County, city planning, and community departments to notify Lincoln County Transit Special District of land use proposals that potentially affect the demand for or provision of transit services.	<ul style="list-style-type: none"> OCWCOG LCT Special District Local municipalities County land use planning 	High	\$ Staff time
7.2 Consult with educational facilities to ensure that public transportation schedules are coordinated to the extent feasible with classroom schedules.	<ul style="list-style-type: none"> OCWCOG School districts Transit providers County mobility management 	Medium	\$
7.3 Encourage transportation providers to regularly assess customer and driver needs through surveys and other mechanisms.	<ul style="list-style-type: none"> OCWCOG Transit providers County special and rural transportation program 	Medium	\$ Staff time
7.4 Support training for public transportation providers on emergency preparedness plans and implementation.	<ul style="list-style-type: none"> OCWCOG Transit providers County special and rural transportation program City and County Public Safety 	High	\$ Staff time

7 CONCLUSION

This Coordinated Plan is designed to guide transportation investments and policy recommendations for the next five years. The strategies and actions discussed in this plan will improve transportation options, enhance local and regional connectivity, and foster coordination between transportation providers and health and human service agencies within Lincoln County and the OCWCOG region.

Lincoln County Coordinated Plan Appendix A Stakeholder Engagement

March 2023 FINAL



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A STAKEHOLDER ENGAGEMENT

STAKEHOLDER INTERVIEW QUESTIONS

Stakeholder Questions

Note: Due to time constraints, the position/role of the stakeholder, and the particulars of what is already answered in conversation, not all questions were asked.

Existing Conditions

1. Please tell us about your role and the organization you represent.
2. How well is/are the transportation system(s) working in the [county name] for marginalized populations (i.e., low income, individuals with disabilities, older adults, others?)?
3. What are the greatest barriers, or most important things to address, to improve the transportation system?
4. What kinds of stories or experiences do you typically hear from clients/riders/customers about using transportation, both positive and negative?

Gaps

5. Are there markets that are not well served by the county's(ies) existing transportation system that are particularly important to serve? (Prompts: geographic or by population, ask specific to constituent group where appropriate)
6. Please list out the most important locations serving the community's/county's population which have inadequate transit service but need it.
Follow-up: What are the gaps (e.g., lack of weekend service, limited service span, etc.)
7. What kinds of inefficiencies do you see in the existing transportation system operating today in the county(ies)?
8. Are there systems which are known for slow response time?
9. What about the software being used by systems?

10. Any thoughts on customer service, particularly their access to information?

Recommendations/Opportunities/Priorities

11. What is your vision for transportation in your community? (this may need some prompting, i.e. In an ideal world, what would transportation look like in the What should the top priority for transportation be?) county?
12. Who are the key players (organizations, individuals) that you see as integral to realizing this vision? What are the opportunities to improve access and connections to transit, specifically? (Prompts: first/last mile, bike/ped, bike share connections, car share, shuttles, TNC availability)
13. What are the opportunities to make it easier and safer to walk and bike in your community, specifically? (Prompts: sidewalks, bike paths, safe crossings, lighting, signals, assistance, and information/education)
14. What could be done differently for regional (transfer) trips?
15. What specific service improvements would you like to see funded?
16. How would you suggest those improvements best get funded?
17. Can you think of any other good examples of programs, policies, or improvement that you'd like [county name] to consider?
18. Other than funding, what's holding the county(ies) back from improving s transportation and mobility? What are the barriers? (Prompts: cultural acceptance, political support, land use, liabilities, perception of fear walking/biking/waiting for transit, etc.)

FOCUS GROUP DISCUSSION GUIDE

Project Purpose

The Oregon Cascades West Council of Governments (OCWCOG) is the lead agency for updating the Coordinated Public Transit Human Services Transportation Plans for Linn, Benton, and Lincoln Counties. Multiple partner agencies are involved by way of the Coordinated Plan Advisory Committee, transit providers and health and human service providers.

The purpose of the plan is to outline goals and strategies for the regional partners (within each county) to tackle over the next 5-year plan horizon. The plan is targeted to focus on older adults and individuals with disabilities; however, the regional partners are examining transportation needs for all marginalized populations, including Black, Indigenous, People of Color (BIPOC), Veterans, low-income families, youth/ students, and the agencies that serve the target populations. You (or your agency) were asked to participate in the affinity group today to provide much needed feedback on the coordinated planning process.

Technical Purpose/Federal Requirements (in case someone wants to know):

Federal transit law requires that projects selected to receive funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program are to be included in a coordinated public transit human services plan that is locally developed and approved through a process that includes participation by older adults, individuals with disabilities, and stakeholders, including representatives of public, private, and nonprofit service providers. Coordinated plans are to be updated every 5 years, and every 4 years for those areas (or regions) that are in a nonattainment area.

Introductions

Before we begin:

- Your name
- County you live in
- Organization you work for or affiliated with (if application)

Experience Questions

- On a regular basis, how do you (or the clients your agency represents) navigate your life and community? [mix of public transportation, paratransit, personal vehicles, ridesharing, walking/rolling or other?

- What factors (cost, convenience, availability, familiarity) influence your travel method(s)?]
- What has been your experience using public transportation as a person with a disability/Veteran/older adult?
- What barriers have you encountered in accessing appropriate transportation?
- What effect do those barriers have on your experience?
- Do you have stories or incidents to describe your travel experience, both positive and negative? In your conversations with others, are there any aspects of the transportation system that seem especially positive or negative?

Suggested Improvements

- What works well for you (or your clients) with the current transportation system?
- What are the greatest barriers, or most important things to address, in order to improve the transportation system?
- What recommendations can you offer to improve transportation services for yourself/the clients you represent/and/or others?
- What could be done differently for regional (transfer) paratransit/fixed route/other mode trips?
- Are there things that other passengers could do or not do that would make a positive difference for you?

Other Comments?

*Note that questions can be modified to be suitable for various focus and affinity groups.

ONLINE PROVIDER SURVEY QUESTIONS

Introduction

The Oregon Cascades West Council of Governments (OCWCOG) is the lead agency for updating the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for Linn, Benton, and Lincoln counties. The purpose of this plan is to identify and prioritize coordination strategies that will improve the efficiency of public transit, paratransit services, and human services transportation programs in these three counties.

Your participation in this survey will help identify transportation service gaps and needs within the counties. The information you provide will be used to develop an inventory of existing services and identify strategies that encourage more efficient use of available service providers, bringing enhanced mobility to the seniors, individuals with disabilities, and low-income populations in the region.

In order to meet the overall project schedule, we ask that you complete the survey by **Friday, July 8, 2022**. Please provide one response for your organization.

This survey should take no more than 15 minutes of your time. If you have additional questions regarding this survey, please contact Katie Trebes.

Katie Trebes, Assistant Transportation Planner

ktrebes@ocwcog.org

541-812-2004

General Information

Agency and Contact Information

1. Please provide your contact information for future follow-up. [FILL-IN]

Point of Contact Name:

Organization Name:

Job Title:

E-mail Address:

2. Which of the following populations does your organization serve? Please select all that apply.

General public

People with disabilities Seniors (65 or older)

Low-income populations Youth (ages 10-17)

Students

Veterans

Siletz Tribes

Other (please specify) – [FILL-IN]

3. In which county are your services located?

Linn

Benton

Lincoln

4. Please select the option that best describes your organization. Select all that apply.

Public transit agency

Public human services agency

Nonprofit human services agency

Healthcare provider

Volunteer driver program

Private for-profit transportation provider

Youth transportation provider (e.g., school transportation, Head Start)

Nonprofit transportation provider

Advocacy organization

Faith-based organization

Other: - [FILL-IN]

5. Does your organization directly provide the transportation services?

Yes, we directly provide rides.

No, we fund or contract transportation services and other programs.

No, I am a private citizen

6. In which county do you reside?
Linn
Benton
Lincoln
7. What type of transportation services do you provide? Please check all that apply.
Fixed-route service
Demand-response service (commonly referred to as same-day or Dial-A-Ride service)
ADA paratransit service
Non-emergency medical transportation
Other: - [FILL-IN]
8. Of the total number of vehicles in your fleet, how many of them are ADA-accessible?
9. What days each week does your agency/organization typically provide transportation services? Select all that apply.
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
10. What type(s) of transportation services does your organization support? Select all that apply.
Provide transit tickets/passes to clientele
Provide taxi vouchers to clientele
Volunteer driver program
Broker transportation services through third party transportation providers
Provide Lyft or Uber credits
Provide trip planning assistance
Provide travel training guidance
Other – [FILL IN]

11. Does your organization contract or coordinate any transportation services with another organization/agency? If so, describe the service(s):

Contract Organization Name(s): [FILL-IN ORGANIZATION NAME]

Description of the service(s): [TEXT-BOX FOR SERVICE DESCRIPTION]

Funding

12. How are your transportation services funded? Select all that apply.

Federal funds

State funds

City funds

County funds

Charging clients a fare

Grants/Private donations/fundraising/volunteers

Other [FILL-IN]

13. Please specify the specific funding source(s) that fund your transportation services (e.g., Section 5310, STIF Formula Funds, etc.)

Service Information

14. Does your agency/organization require an advanced notice for ride reservations?

Yes

No

15. Does your agency/organization require a certification or perform a screening process for ride eligibility?

Yes

No

16. Please provide the estimated annual ridership for your transportation service(s) in 2021:

Transportation Successes and Challenges as a Provider

17. Please share successes you have experienced as a transportation provider or someone who contracts transportation services. What specific services or programs work well?
18. What challenges have you faced as a service provider or as someone who services?

Transportation Success and Challenges as a User

19. What transportation challenges do you or your customers/clients face? Select all that apply.
- Public transit service does not operate late enough in the evening.
 - Public transit service does not operate on weekends.
 - An accessible vehicle is not always available.
 - Intercity travel is not possible.
 - Path to bus stops or stations is not accessible for those with mobility devices.
 - Bus stops are not close enough to residences and/or destinations.
 - Important destinations are not serviced by public transit.
 - Transit trips to some destinations are too time consuming.
 - Eligible trip purposes are limited (e.g., for medical, senior nutrition, day program, or work trips only).
 - Transportation options are too expensive.
 - Customers need assistance when traveling (door-to-door or curb-to-curb).
 - Information on local transit services is not always available or easy to understand.
20. Please use this space to describe any additional comments regarding transportation needs, gaps, successes, or challenges that you, your customers, or your clients experience.

[END SURVEY]

THANK YOU! Your response will help us understand important questions about transportation services and needs in Benton, Lincoln, and Linn counties.

For additional information, questions, or comments, please contact:

Katie Trebes, Assistant Transportation Planner

ktrebes@ocwcog.org

541-812-2004

LIST OF STAKEHOLDERS

Coordinated Plan Advisory Committee

Name	Title	Organization
Cynda Bruce	Transit Program Director	Lincoln County
Brad Dillingham	Special and Rural Transportation Coordinator	Benton County
Ken Bronson	Special and Rural Transportation Coordinator	Linn County
Reagan Maudlin	Special and Rural Transportation Coordinator	Linn County
Lisa Scherf	Transportation Services Supervisor	City of Corvallis
Pam Barlow-Lind	Tribal Planner	Confederated Tribes of Siletz Indians
Catherine Rohan	Associate Transportation Planner	City of Eugene
Kindra Oliver	Transit & Senior Services Director	LINX Transit
Mark Bernard	Regional Transit Coordinator	ODOT
Arla Miller	Regional Transit Coordinator	ODOT
Nick Meltzer	Transportation Programs Manager	OCWCOG
Kayla Armstrong	Program Supervisor	OCWCOG
Alicia Lucke	Program Supervisor	OCWCOG
Katie Trebes	Assistant Transportation Planner	OCWCOG
Emma Chavez	Operations Supervisor	OCWCOG

Stakeholder and Focus Group Participants

Name	Title	Organization
Rocio Badger	Maternity Care Coordinator	Samaritan Health Services
Valentina Soares	Multicultural Liaison	Linn County Cultural Coalition
Nancy Vargas	Research Coordinator	Casa Latinos Unidos
Jesse Noble	COVID-19 Vaccination Coordinator	Lincoln County Health Services
Jan Molnar-Fitzgerald	Executive Director	North End Senior Solutions

Name	Title	Organization
Brad Dillingham	Special and Rural Transportation Coordinator	Benton County
Barry Hoffman	Transit Manager	City of Albany
Candy Bliss	Transit Supervisor	City of Albany
Keith Barnes	Veterans Service Officer	Lincoln County Veteran Resource Center
Deanna Baley-Hyder	Veterans Services Manager	Linn County Veterans Service Office
Cynthia DeLaTorre	Community Outreach & Engagement Coordinator	Benton County Health Services
Molly Murphy	Benton County Veterans Service Officer	OCWCOG
Jenny Glass	Community and Economic Development Director	OCWCOG
Danny Magana	Rideline Coordinator	OCWCOG

Lincoln County Coordinated Plan Appendix B Funding Sources

March 2023 FINAL



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B FUNDING OVERVIEW

As described in chapter 4, Figure 1 summarizes the funding sources available for transportation at the federal and state levels for Linn County.

Figure 1 Public Transportation Funding Options

Federal - Program Name	Description	Eligible Agencies	Eligible Activities	Changes with IIJA
FTA 5307 Urbanized Area Formula Grants	<ul style="list-style-type: none"> Capital and operating assistance in urbanized areas and for transportation-related planning 	<ul style="list-style-type: none"> Transit Districts in urbanized areas 	<ul style="list-style-type: none"> Capital Operations Planning 	<ul style="list-style-type: none"> The Bipartisan Infrastructure Law requires recipients of Urbanized Area Formula Program (Section 5307) funds that serve urbanized areas with populations of 200,000 or more to allocate not less than 0.75 percent of their Urbanized Area Formula Program funds to safety related projects Year over year increase in funding for this program
FTA 5309 Capital Investment Grants Program	<ul style="list-style-type: none"> Replacement, rehabilitation, and purchasing of transit vehicles and related equipment. Construction of new or expansion of fixed guideways for rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries, and corridor-based bus 	<ul style="list-style-type: none"> State Local government agencies Transit agencies 	<ul style="list-style-type: none"> Capital 	<ul style="list-style-type: none"> Small Starts are projects with an estimated cost of less than \$400 million and are seeking funding of less than \$150 million New Starts are projects with an estimated cost of \$400 million or more and are seeking funding of \$150 million or more

	rapid transit that have similar features of rail Local match varies			<ul style="list-style-type: none"> ▪ Expands Core Capacity project eligibility to include corridors that are at capacity today or will be in 10 years ▪ Bundles projects to move multiple projects through the CIG pipeline ▪ The Secretary must determine if a project sponsor made progress toward meeting the transit asset management performance target ▪ Removes the requirement that New Starts and Core Capacity projects need to be less than \$100 million ▪ Projects that seek an updated rating after a period of inactivity following an earlier rating and evaluation can be considered for funding ▪ Elimination of before and after studies. Differences between the predicted and actual outcomes of projects will be reported instead ▪ New Starts and Core Capacity projects can be awarded within 15 days instead of 30 days
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	<ul style="list-style-type: none"> ▪ Funds transportation services planned, designed, and carried out to meet special transportation needs of seniors and people with disabilities in all areas 	<ul style="list-style-type: none"> ▪ State ▪ Local government authorities ▪ Private nonprofit organizations ▪ Operators of public transit 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations ▪ Planning 	<ul style="list-style-type: none"> ▪ Year over year increase in funding for this program
FTA 5311 Formula Grants for Rural Areas	<ul style="list-style-type: none"> ▪ Capital, planning, and operating assistance to states and federally recognized tribes to support public 	<ul style="list-style-type: none"> ▪ State ▪ Federally recognized tribes 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations ▪ Planning 	<ul style="list-style-type: none"> ▪ Established fixed funding percentages for the Public Transportation on Indian Reservations program (5% of 5311) and

	<p>transportation in rural areas with populations less than 50,000</p> <ul style="list-style-type: none"> Funds state and national training and technical assistance through the Rural Transportation Assistance Program 	<ul style="list-style-type: none"> Local government authorities Subrecipients: nonprofit organizations and operators of public transit or intercity bus service 	<ul style="list-style-type: none"> Job access and reverse commute projects Acquisition of public transportation services 	<p>the Appalachian Development Public Transportation Assistance Program (3% of 5311).</p> <ul style="list-style-type: none"> Year over year increase in funding for this program
FTA 5337 State of Good Repair and Rail Vehicle Replacement Program	<ul style="list-style-type: none"> Maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock that operate on fixed-guideway and high intensity motorbus systems Development and implementation of transit asset management plans 	<ul style="list-style-type: none"> Formula funds: State and local government authorities in UZAs with fixed guideway and high intensity motorbus systems that have been in operation for at least 7 years Competitive funds: State and local government authorities 	<ul style="list-style-type: none"> Capital Planning 	<ul style="list-style-type: none"> Year over year increase in funding for this program
FTA 5339 Buses and Bus Facilities Grants Program	<ul style="list-style-type: none"> Replacement, rehabilitation, and purchase of transit vehicles and related equipment Construction of transit-related facilities ODOT awards funds through a statewide discretionary program every 1 to 3 years. Local match is 20% capital. 	<ul style="list-style-type: none"> State Local government authorities Public transportation operators of fixed route buses Tribes that are eligible to receive 5307 or 5311 Subrecipients: public agencies or 	<ul style="list-style-type: none"> Capital 	<ul style="list-style-type: none"> National distribution increased to \$4 million for each state and \$1 million for each territory. Applicants must use innovative procurement tools authorized under Section 3019 of the FAST Act as much as possible. Applicants who are also applying for the Low or No Emission Grants program can partner with other entities to satisfy the competitive procurement requirements.

		private nonprofit organizations engaged in public transportation, but nonprofits are not eligible for Low or No Emissions grants		<ul style="list-style-type: none"> ▪ Applicants must submit a zero-emission fleet transition plan for projects related to zero emission buses. ▪ At least 25% of Low or No Emissions Grants funding must be used for low-emission vehicles and related facilities (excluding zero emission vehicles and facilities). ▪ 5% of all Grants for Buses and Bus Facilities or Low or No Emissions competitive grants related to zero emission vehicles or related infrastructure must be used for workforce development activities. Year over year increase in funding for this program
USDOT RAISE Grants Program	<ul style="list-style-type: none"> ▪ Competitive grant program for capital surface transportation projects that will have a significant impact on a region, metropolitan area, or the nation ▪ The grant is available every 2-5 years ▪ Applicants propose projects directly to USDOT ▪ Applications are scored by new (post 2015), non-federal revenue for the project ▪ Federal share costs may not exceed 80% unless the project is located in a rural area, a historically community, or an area of persistent poverty 	<ul style="list-style-type: none"> ▪ States and District of Columbia ▪ US Territories ▪ Local government authorities ▪ Public transportation operators ▪ Tribal governments ▪ Metropolitan planning organizations ▪ Multi-jurisdictional 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning 	<ul style="list-style-type: none"> ▪ Projects to replace or rehabilitate a culvert to protect habitat for aquatic species are new eligible projects ▪ The safety, environmental sustainability, mobility and community connectivity, and quality of life merit criteria have greater priority in the selection process ▪ At least \$113.75 million of available funding will be awarded to planning projects ▪ At least \$35 million of funding will be for projects located in historically disadvantaged communities or areas of persistent poverty ▪ Year over year increase in funding for this program
USDOT TIFIA Program	<ul style="list-style-type: none"> ▪ (Financing) Federal credit assistance program through secured loans, loan 	<ul style="list-style-type: none"> ▪ States ▪ US Territories 	<ul style="list-style-type: none"> ▪ Capital 	<ul style="list-style-type: none"> ▪ N/A

	<p>guarantees, and lines of credit for surface transportation projects such as highway, transit, railroad, intermodal freight, and port access</p> <ul style="list-style-type: none"> ▪ Applicants propose directly to the USDOT 	<ul style="list-style-type: none"> ▪ Local government authorities ▪ Public transportation operators ▪ Private entities undertaking projects sponsored by public authorities 		
FAST Act 3006(b) Innovative Coordinated Access & Mobility Pilot	<ul style="list-style-type: none"> ▪ Capital projects to improve coordination and enhance access and mobility to community services for older adults, people with disabilities, and people with low incomes 	<ul style="list-style-type: none"> ▪ State departments of transportation ▪ Designated 5310 recipients ▪ Local government authorities that operate public transportation service ▪ Subrecipients have authority and technical capacity to implement regional or statewide cost allocation pilot 	<ul style="list-style-type: none"> ▪ Capital 	<ul style="list-style-type: none"> ▪ No changes
Flexible Funding for Transit and Highway Improvements	<ul style="list-style-type: none"> ▪ Funds from FHWA can be transferred to FTA to increase funding for projects that increase safety or improve access because many State DOTs, cities, and tribes have found that many of their smaller-scale projects are not eligible for programs that fund for larger-scale projects. ▪ Funds transferred can only be used for purposes eligible under both the original program that the funds are transferred from and the program to which the funds are transferred. ▪ A State DOT must request the transfer in concurrence with the MPO if the project is within a metropolitan planning area in a letter to the FHWA State Division Office. ▪ Funding transfers are only for projects in an approved metropolitan transportation improvement program (TIP) and/or statewide transportation improvement program (STIP). 			

	<ul style="list-style-type: none"> Listed below are programs that allow for transferring of funds. 			
FAST Act 11115 Congestion Mitigation and Air Quality (CMAQ) Improvement Program	<ul style="list-style-type: none"> Provides flexible funding for transportation projects and programs that reduce congestion and improve air quality to meet the requirements of the Clean Air Act 2% of funding is for state planning and research 25% of funding awarded to a State is set aside for nonattainment or maintenance areas for fine particulate matter (PM_{2.5}) 50% of CMAQ program funding may be transferred to the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, and National Highway Freight Program each fiscal year 	<ul style="list-style-type: none"> States Local governments 	<ul style="list-style-type: none"> Planning Operations 	<ul style="list-style-type: none"> Four new eligible activities: shared micromobility including bikeshares and shared scooter systems; purchase of diesel replacements, or medium-duty or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock or dam, or a marine highway corridor, connector, or crossing; and alternative fuel projects, vehicle refueling infrastructure used in construction projects or port-related freight operations CMAQ funding can be transferred to the Carbon Reduction Program and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program Year over year increase in funding for this program
FAST Act 11109 Surface Transportation Block Grant (STBG) Program	<ul style="list-style-type: none"> Provides flexible funding for projects that address state and local transportation needs 2% of funding is for state planning and research At least 20% of the State's FY 2009 Highway Bridge Program apportionment is used for projects related to bridges and low water crossings on public roads other than federal-aid highways 50% of STBG program funding may be transferred to the National Highway 	<ul style="list-style-type: none"> States Local governments 	<ul style="list-style-type: none"> Capital Planning Operations 	<ul style="list-style-type: none"> New regions that can receive allocations: urbanized areas with population of at least 50,000 but no more than 200,000 and urbanized areas with population of at least 5,000 but no more than 49,999 STBG funding can be transferred to the Carbon Reduction Program and PROTECT Formula Program New eligible activities include: Privately-owned, or majority-privately owned, ferry boats and terminal facilities

	Performance Program, Highway Safety Improvement Program Congestion Mitigation Air Quality Improvement Program, and National Highway Freight Program each fiscal year			<p>that provide a substantial public transportation benefit</p> <ul style="list-style-type: none"> ▪ Addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife ▪ Installation of safety barriers and nets on bridges ▪ Maintenance and restoration of existing recreational trails ▪ Installation of electric vehicle charging infrastructure ▪ Installation and development of current and emerging intelligent transportation technologies ▪ Planning and construction of projects that facilitate intermodal connections between new transportation technologies ▪ Protective features to increase resilience of transportation facilities ▪ Procedures to protect transportation facilities from cybersecurity threats ▪ Conducting analyses for public-private partnerships ▪ Projects to increase travel and tourism ▪ Replacement of low-water crossing with a bridge not on a federal-aid highway ▪ Construction of a bus rapid transit corridor or dedicated bus lane ▪ Year over year increase in funding for this program
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Transportation Alternatives (TA)	<ul style="list-style-type: none"> ▪ The TA is a set-aside from the STBG Program ▪ Funds a variety of smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements, and environmental mitigation ▪ A state may transfer up to 50% of TA funds to the Surface Transportation Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and National Highway Freight Program 	<ul style="list-style-type: none"> ▪ States ▪ MPOs ▪ Nonprofits 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning ▪ Operations 	<ul style="list-style-type: none"> ▪ TA funds can be transferred to the Carbon Reduction Program and the PROTECT Program ▪ Year over year increase in funding for this program
Tribal Transportation Program (TPP)	<ul style="list-style-type: none"> ▪ Funds for safe and adequate transportation and public roads for access to and within Indian reservations, Indian lands, and Alaska Native Village communities ▪ Contribute to the economic development, self-determination, and employment of Indians and Native Americans 	<ul style="list-style-type: none"> ▪ Tribal governments 	<ul style="list-style-type: none"> ▪ Planning ▪ Capital ▪ Operations 	<ul style="list-style-type: none"> ▪ Eliminates the current TPP set-aside of 3% for the Tribal Transportation Bridge Program and receive fundings for Tribal bridges from the Bridge Investment Program and Bridge Formula Program ▪ \$9 million is set aside every year from the TTP for the Tribal High Priority Projects Program ▪ Increases TTPP Safety Fund from 2% to 4% ▪ Updates bridge terminology by replacing “structurally deficient” or “functionally obsolete” bridges with “in poor condition” ▪ Year over year increase in funding for this program
National Highway Performance	<ul style="list-style-type: none"> ▪ Funds projects that support the condition and performance of the national highway system, ensure that federal-aid funds are achieving the 	<ul style="list-style-type: none"> ▪ States 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations 	<ul style="list-style-type: none"> ▪ NHPP funds can be transferred to the Carbon Reduction Program and the PROTECT Program

Program (NHPP)	<p>performance targets set in a state's asset management plan, and increases the resiliency of the highway system to mitigate sea level rise, extreme weather events, flooding, wildfires, or other natural disasters</p> <ul style="list-style-type: none"> ▪ 2% of funds is set aside for planning and research ▪ A state may transfer up to 50% of NHPP funds to the Surface Transportation Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and National Highway Freight Program 			<ul style="list-style-type: none"> ▪ Year over year increase in funding for this program
Highway Safety Improvement Program (HSIP)	<ul style="list-style-type: none"> ▪ Significantly reduce traffic fatalities and serious injuries on all public roads by promoting public awareness, enforcing traffic safety laws, provide infrastructure for emergency services, conduct safety related research, or support safe routes to school projects ▪ A state can transfer up to 50% of HSIP funds to the National Highway Performance Program, Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, and the National Highway Freight Program 	<ul style="list-style-type: none"> ▪ States 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning ▪ Operations 	<ul style="list-style-type: none"> ▪ HSIP funds can be transferred to the Carbon Reduction Program and the PROTECT Program ▪ Year over year increase in funding for this program
Carbon Reduction Program (CRP)	<ul style="list-style-type: none"> ▪ Provide funds for projects that reduce transportation emissions from on-road highway sources ▪ A state may transfer up to 50% of CRP funds to the National Highway 	<ul style="list-style-type: none"> ▪ States 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning ▪ Operations 	<ul style="list-style-type: none"> ▪ CRP funds can be transferred to the PROTECT Program ▪ Year over year increase in funding for this program

	Performance Program, Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, and the National Highway Freight Program			
Ferry Boat Program	<ul style="list-style-type: none"> Construction of ferry boats and ferry terminal facilities 	<ul style="list-style-type: none"> States US territories 	<ul style="list-style-type: none"> Capital Operations 	<ul style="list-style-type: none"> Up to 85% of federal share can be contributed to projects that replace/retrofit diesel fuel ferry vessels to significantly reduce emissions New eligible activities include paying for operating costs of facilities, constructing ferry maintenance facilities, and procuring transit vehicles used exclusively for intermodal ferry trips Year over year increase in funding for this program
State and Planning Research (SPR)	<ul style="list-style-type: none"> 2% of funding is allocated for engineering and economic surveys; planning of future highway programs and local transportation systems; studies of the economy, safety, and convenience of surface transportation systems; and research and evaluation of new technologies 	<ul style="list-style-type: none"> States 	<ul style="list-style-type: none"> Planning Technical and evaluations studies 	<ul style="list-style-type: none"> N/A
State – Program Name	Description	Eligible Agencies	Eligible Activities	Changes since last plan
Statewide Transportation Improvement Fund (STIF) - Formula	<ul style="list-style-type: none"> Dedicated funding source to improve, maintain, and expand public transportation for all users Funded by payroll tax of one-tenth of one percent on wages paid to employees 	<ul style="list-style-type: none"> Public transportation service providers such as cities, counties, special districts, intergovernmental entities, and other 	<ul style="list-style-type: none"> Capital Planning Marketing Operations 	<ul style="list-style-type: none"> STF was combined with STIF

	<ul style="list-style-type: none"> Formula program accounts for 90% of total STIF funding, distributed to/through Qualified Entities 	<p>agencies that provide public transportation services</p> <ul style="list-style-type: none"> Local agencies may receive funds through agreements with Linn or Benton Counties. Must have an eligible Local Plan 		
Statewide Transportation Improvement Fund (STIF) – Discretionary and Intercommunity	<ul style="list-style-type: none"> Discretionary fund accounts for 5% of total STIF funding and support various projects but cannot be used for ongoing operations. Discretionary fund focus areas are described in program rules Intercommunity fund accounts for 4% of total STIF funding to maintain, expand, and improve public transportation services between two or more communities. ODOT may combine this fund with other related fund sources, changing eligibility by solicitation year Required local match will range from 10% to 20% depending on project type and eligibility 	<ul style="list-style-type: none"> Public transportation service providers such as cities, counties, special districts, intergovernmental entities, and other agencies that provide public transportation services Local agencies apply directly to ODOT 	<ul style="list-style-type: none"> Capital Planning Operations (vary by solicitation) Marketing Pilot projects 	<ul style="list-style-type: none"> STF was combined with STIF
State Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> Enhance, expand, or improve the transportation system, including through public transportation capital needs. Preserve and improve the safety of roads, bridges and expand bike paths and sidewalks 	<ul style="list-style-type: none"> Local governments 	<ul style="list-style-type: none"> Capital Planning 	<ul style="list-style-type: none"> N/A

	<ul style="list-style-type: none"> ▪ Programs funding for projects every 3 years ▪ The Fix-It program maintains the roadway system statewide including bridges, pavement, culverts, traffic signals, and many others ▪ The Enhance Highway Discretionary Program funds projects that address congestion and freight mobility on state highways ▪ The Safety Program funds projects that reduce deaths and injuries on roads ▪ Non-Highway programs fund pedestrian and other public transportation projects that help people who do not have a car or bicycle make their trips ▪ The Local Government programs provide direct funding to cities and counties for their priority projects ▪ Other funds are used for planning, data collection, workforce development, and administrative programs 			
Planning Grant Program (from ODOT via FTA 5303, 5304, and 5305)	<ul style="list-style-type: none"> ▪ Discretionary ODOT grant program for planning projects that leads to improved accessibility to public transportation systems and increased economic vitality in communities. 	<ul style="list-style-type: none"> ▪ Cities ▪ Counties ▪ Council of governments ▪ Transit districts in rural areas ▪ Tribal governments ▪ Small urban MPOs 	<ul style="list-style-type: none"> ▪ Planning ▪ Technical and evaluation studies 	<ul style="list-style-type: none"> ▪ Consideration of state and local housing patterns must be included in the metropolitan planning process ▪ MPOs must ensure the consistency of data used in the planning process if more than one MPO is designated within an urbanized area ▪ Allows the use of social media and other web-based tools to engage the public in the planning process

				<ul style="list-style-type: none"> Requires MPOs to consider representation of the population when designating officials Allows more than 80% of federal shares for local match for lower-density or lower-income portions of metropolitan or adjoining rural areas
Oregon Transportation Infrastructure Bank (OTIB)	<ul style="list-style-type: none"> Financing Statewide revolving loan fund designed to promote innovative financing solutions for transportation needs by: Leveraging federal and non-federal transportation funds, Accelerating the development of projects, Encouraging development of revenue generating projects, Facilitating projects such as public-private partnerships Cities as well as transit districts are eligible to borrow from the bank. Funding pool set-aside for public transportation projects. Rates are typically very low and more favorable to local agencies than other loan programs 	<ul style="list-style-type: none"> Cities Counties Transit districts Special service districts Tribal governments State agencies Private for-profit and not-for-profit entities 	<ul style="list-style-type: none"> Capital Planning 	<ul style="list-style-type: none"> N/A
ODOT Transportation Growth Management (TGM) Program	<ul style="list-style-type: none"> For local communities to plan for streets and land use to foster more livable, economically vital, and sustainable communities and increase opportunities for transit, walking and bicycling. Awarded annually 	<ul style="list-style-type: none"> Counties Cities Council governments Tribal governments Transportation districts 	<ul style="list-style-type: none"> Planning 	<ul style="list-style-type: none"> N/A

	<ul style="list-style-type: none">▪ Local match is 12%	<ul style="list-style-type: none">▪ MPOs▪ Mass transit districts▪ Parks and recreation districts▪ Metropolitan service districts▪ School districts and public colleges and universities as a joint applicant with a local government		
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Regional Strategies and Actions

The following tables list regional actions and their potential funding sources as described in Chapter 5 of the Linn County Coordinated Plan.

Strategy #1: Seek funding to sustain existing levels of public transit services within the County

Regional Actions	Potential Funding Sources
1.1 Collaboratively seek funding for solutions that identify the most efficient and cost-effective provision of services (e.g., data management, technology, coordinated trip planning).	<ul style="list-style-type: none"> ▪ STIF funds ▪ FAST Act 3006(b)

Strategy #2: Expand access to and convenience of public transportation through expansion of and/or improvements to existing services.

Regional Actions	Potential Funding Sources
2.1 Continue to pursue opportunities to partner and improve connections with regional public transportation providers to expand existing services.	<ul style="list-style-type: none"> ▪ 5311 ▪ 5339

Strategy #3: Improve access to jobs, health care, education and other basic needs for older adults, people with disabilities, low-income households, veterans, and youth, and students

Regional Actions	Potential Funding sources
3.1 Pursue partnerships with DHS state human service agencies to ensure efficient and cost-effective transportation services that leverage state and local resources.	<ul style="list-style-type: none"> ▪ 5310 ▪ 5311 ▪ STIF funds

3.2 Establish a baseline and start to track/monitor success of programs and actions related to improving access to jobs, health care, education, and other basic needs for target populations in the region.	<ul style="list-style-type: none"> STIF funds
3.3 Coordinate with Ride Line to improve utilization of brokered rides for critical services (e.g., access to medical and human service offices) and increased coordination with transportation providers to provide brokered rides.	<ul style="list-style-type: none"> STIF funds
3.4 Investigate shifting non-NEMT rides at/near fixed route service to alleviate Ride Line service constraints.	<ul style="list-style-type: none"> STIF funds
3.5 Improve and expand transportation assistance for veterans, including coordinating trips to VA medical facilities in Portland and Eugene with Ride Line and existing providers.	<ul style="list-style-type: none"> STIF formula and discretionary funds Oregon Department of Veterans Affairs

Strategy #4: Support and increase pool of paid and volunteer drivers

Regional Actions	Potential Funding Sources
4.1 Work with ODOT and regional partners such as Local Workforce Development Boards and community colleges to fund, develop and/or update driver recruitment and training programs.	<ul style="list-style-type: none"> STIF funds Local Workforce Development Board support RTAP
4.2 Identify and share best practices for the training and retention of volunteers. Schedule courses for drivers on a routine basis.	<ul style="list-style-type: none"> STIF funds RTAP

Strategy #5: Pursue opportunities for collaboration and coordination for public transportation and health/human services at the local and regional levels

Regional Actions	Potential Funding Sources
5.1 Coordinate with regional partners such as transit providers, volunteer and non-profit organizations, human service agencies, health care providers, and major employers, to ensure the delivery of timely, safe and cost-effective local and regional public transportation services.	<ul style="list-style-type: none"> N/A

5.2 Improve collaboration and coordination between DHS and other state and local agencies and transportation providers on client public transportation needs within each county and the region.	▪ N/A
5.3 Assist ODOT or other appropriate parties to biennially update the database of transportation providers/ resources in the region.	▪ N/A

Strategy #6: Expand efforts to inform seniors, people with disabilities, low-income households, veterans, youth, students, limited-English speaking populations and the general public of available public transportation services

Regional Actions	Potential Funding Sources
6.1 Develop print and digital tri-County information on public transportation, with regular distribution to transportation providers, social agencies, employment training programs, employment agencies, major employers, senior groups, volunteer groups, low-income residents, and others.	<ul style="list-style-type: none"> ▪ 5304 ▪ 5310 ▪ 5311 ▪ STIF funds ▪ Local
6.2 Continue to coordinate with regional partners on information sharing, training, public education and outreach, and other joint endeavors.	▪ N/A

Strategy #7: Establish mechanisms for routine monitoring of Plan implementation and for coordination with land use and transportation planning occurring in the County and region

Regional Actions	Potential Funding Sources
7.1 Provide technical assistance in implementing Coordinated Plan priorities and actions and other public transportation-related activities.	▪ STIF funds
7.2 Actively engage the STIF Advisory Committee in regular monitoring of Coordinated Plan implementation.	▪ N/A

7.3 Collaborate and stay informed on transportation and land use planning in the state, region, and local jurisdictions in the County.	▪ N/A
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Countywide Strategies and Actions

The following tables list strategies for Linn County and their potential funding sources as described in chapter 5 of the coordinated plan.

Strategy #1: Seek funding to sustain existing levels of public transit services within the County

Lincoln County Actions	Potential Funding Sources
1.1 Pursue available Federal and State transit funding and advocate for equitable, effective, sufficient and sustainable Federal and State programs and policies.	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5310 ▪ 5311 ▪ 5339
1.2 Explore public and private funding sources to support transportation needs (e.g., areas related to social determinants of health).	<ul style="list-style-type: none"> ▪ Health and human service funding sources ▪ Private foundation grant programs
1.3 Continue to pursue funding for vehicle replacement, capital improvements and preventive maintenance needed to ensure the desirability, safety and convenience of public transportation services.	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5309 ▪ 5337 ▪ 5339

Strategy #2: Expand access to and convenience of public transportation through expansion of and/or improvements to existing services

Lincoln County Actions	Potential Funding Sources
2.1 Expand frequency of service of fixed-route and demand response services based.	<ul style="list-style-type: none"> ▪ STIF funds
2.2 Extend public transportation services to underserved communities and rural areas of the County through options such as shuttle routes, feeder services, shopping or medical shuttles, non-profits, volunteer-based demand response programs, or privately provided services (taxis, ride share companies).	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5310 ▪ 5311 ▪ FAST Act 3006(b)

2.3 Develop/improve facilities needed to ensure convenient and safe access to transit by foot and bicycle, including curb cuts, bus stops, shelters, safety improvements, signage, and more.	<ul style="list-style-type: none"> ▪ FHWA programs participating in Flex Funds, such as HSIP, TA ▪ Oregon Safe Routes to School grant (for improvements in ROW within 1 mile of school) ▪ Oregon Transportation Infrastructure Bank
2.4 Develop/improve maintenance and storage facilities for general transit operations and oversee the construction of a new transit center.	<ul style="list-style-type: none"> ▪ 5310 ▪ 5311 ▪ 5339 ▪ Oregon Transportation Infrastructure Bank

Strategy #3: Improve access to jobs, health care, education and other basic needs for older adults, people with disabilities, low-income households, veterans and youth, and students

Lincoln County Actions	Potential Funding Sources
3.1 Improve the existing demand response services available to older adults and persons with disabilities to include evening and weekend service and services to Waldport and Toledo/Siletz, based on demand.	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5310 ▪ 5311 ▪ FAST ACT 3006(b)
3.2 Continue to support efforts to provide transportation services to homeless persons, while coordinating with law enforcement and social services agencies on strategies to ensure general public safety at bus stops and other transit facilities.	<ul style="list-style-type: none"> ▪ STIF funds
3.3 Examine opportunities to improve transportation access to employment sites through vanpools, shuttles or other means.	<ul style="list-style-type: none"> ▪ 5311 ▪ STIF funds ▪ CMAQ Improvement Program via Flex Funds

Strategy #4: Support and increase pool of paid and volunteer drivers

Lincoln County Actions	Potential Funding Sources
4.1 Continue to promote and fund volunteer-based programs, particularly in underserved areas, focusing on those that provide curb-to-curb service between communities and rural portions of the County.	<ul style="list-style-type: none"> ▪ STIF funds ▪ Private foundation and non-profit grant programs

Strategy #5: Pursue opportunities for collaboration and coordination for public transportation and health/human services at the local and regional levels

Lincoln County Actions	Potential Funding Sources
5.1 Improve collaboration and coordination between DHS and other state and local agencies and transportation providers on client public transportation needs within each county and the region as a whole.	▪ N/A
5.2 Continue to coordinate with volunteer and non-profit organizations, human service agencies, health care providers, major employers, and other programs to improve the delivery of timely, safe and cost-effective transportation services.	▪ N/A
5.3 Pursue opportunities to share vehicles and/or rides between public agencies, non-profits, churches, schools, vocational facilities, group homes for developmentally disabled residents and senior care facilities.	▪ FAST Act 3006(b)

Strategy #6: Expand efforts to inform seniors, people with disabilities, low-income households, veterans, youth, limited-English speaking populations and the general public of available public transportation services

Lincoln County Actions	Potential Funding Sources
6.1 Improve website information and sharing of website information among providers about the various services available within the County and region.	▪ STIF funds
6.2 Periodically provide free transit days as a public education tool.	▪ STIF funds
6.3 Periodically consult with Latina/o advocacy organizations and leaders on options to best address the transportation needs of the Latina/o population.	▪ N/A
6.4 Engage with civic and cultural organizations and conduct outreach at tabling events.	▪ N/A
6.5 Provide cultural awareness training to transportation service providers.	▪ Local Workforce Development Board support

Strategy #7: Establish mechanisms for routine monitoring of Plan implementation and for coordination with land use and transportation planning occurring in the County and region

Lincoln County Actions	Potential Funding Sources
7.1 Request the County, city planning, and community departments to notify Lincoln County Transit Special District of land use proposals that potentially affect the demand for or provision of transit services.	▪ N/A
7.2 Consult with educational facilities to ensure that public transportation schedules are coordinated to the extent feasible with classroom schedules.	▪ STIF funds
7.3 Encourage transportation providers to regularly assess customer and driver needs through surveys and other mechanisms.	▪ STIF funds
7.4 Support training for public transportation providers on emergency preparedness plans and implementation.	▪ Oregon Office of Emergency Management grants