

Linn County Road Department

Title VI Annual Accomplishment Report

Year 2022/2023

Prepared by:

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Introduction

The Federal Highway Administration (FHWA) requires recipients of federal highway funds to prepare an annual report to clarify accomplishments, roles, responsibilities and procedures established to ensure compliance with Title VI of the Civil Rights Act of 1964; 23CFR 200.9 (b) (10)

It is Linn County's policy to assure that no person shall, on the grounds of race, color, national origin, age, sex, disability, income level or Limited English Proficiency as provided by Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied the benefit of, or be otherwise discriminated against under any of the programs or activities it administers.

The Linn County Road Department is a recipient of federal assistance and administers federally funded projects as a Certified Local Public Agency (LPA) through the Oregon Department of Transportation (ODOT) Local Agency Certification Program.

In August 2014, Master Certification Agreement (MCA) Number 29107, between Linn County and ODOT, was executed to allow Linn County Road Department full certification to deliver federally funded projects in roadway design; bridge design; advertising, bid and award; and construction contract administration. In April 2016, Certification Agreement Number 30919 was executed to allow Linn County full certification to deliver federally funded projects in direct appoint consultant selection procurement.

This Annual Accomplishment Report covers Linn County's fiscal year from July 1, 2021 through June 30, 2022.

The Linn County Road Department Title VI Plan, the Linn County Title VI Public Notice and the Linn County Road Department Complain Form are available on the Linn County Road Department website at <https://www.linncountyor.gov/roads>.

Organization and Staffing

The Linn County Engineering Department develops and administers federally funded projects and county capital projects. The County Engineer oversees the County's engineering and capital improvement projects. The Engineering Department is comprised of the County Engineer, two Civil Engineers and two Senior Engineering Technicians, and one Engineering Technician. The Engineering Tech position was eliminated as of June 30, 2023.

The County Engineer, Daineal Malone, PE, has been designated as the Title VI Program Coordinator by the Linn County Roadmaster.

Planning

Linn County develops and considers projects based on cooperative working relationships with cities, planning organizations (AAMPO and CWACT), road safety concerns, working with the public, and demographic data.

Projects and project need are primarily identified through the development of the current Linn County Transportation System Plan that was completed and adopted in 2018. County demographic data was applied to the development of that plan. Similarly, other Linn County Projects were also selected by identification of projects through the Albany Area Metropolitan Planning Organization (AAMPO) Transportation Improvement Program and other Cities' Plans which also considered demographic data.

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The selection of projects was based on the plans and subsequent meetings with each City which included open public meetings as appropriate.

Linn County Road Department Engineering Staff have been working with the City of Albany and AAMPO to develop improved roadways to accommodate pedestrian, bicycles and ADA. An application was prepared and submitted for Surface Transportation Block Grant (STBG) funding for improvements of Goldfish Farm Road on July 26, 2019. The project was awarded STBG funding in the amount of \$1,218,600. This project is planned for completion in 2024. A small portion of funding was authorized in September, 2021, to begin preliminary design of this project.

Linn County Road Department Engineering Staff have been working with the City of Tangent and AAMPO to develop improved roadway to accommodate pedestrian, bicycles and ADA. An application was prepared and submitted for STBG funding for improvement of Tangent Drive in July 2019. The project was awarded STBG funding in the amount of \$884,750. This project is planned for completion in 2025.

Linn County Engineer meets with the Cascade West Area Commission on Transportation (CWACT) and the AAMPO Technical Advisory Committees in regards to development of projects.

The Linn County ADA Transition Plan was completed and submitted to the ODOT Title VI/EJ/ADA Program Manager on July 1, 2020 and was approved.

Demographics

Linn County's population, based on the United States Census (July 1, 2022) is, 130,497.

The majority of the population within the County, roughly 92 percent, is Caucasian. American Indian/Alaskan Native make up 2 percent, Native Hawaiian/Pacific Islander make up less than 1 percent, Black or African American make up less than 1 percent, Asian make up 1 percent and Hispanic or Latina make up 11%.

English is the primary language spoken by about 92 percent of the County's population.

Approximately 28 percent of residents within the County are under the age of 19 and about 20 percent are 65 years and older. There are marginally more females in the region (51 percent).

The median household income, \$63,313, is slightly lower than the statewide average of \$70,084. In 2022, 12 percent of residents within the County were below the poverty line, which is equivalent to the statewide average. As shown in Figure 1, the majority of the low income population is located around Lebanon and Sweet Home and Harrisburg.

The percentage of population where language, other than English, is spoken at home is 8%, which is a little lower than the statewide average of 10%. As shown in Figure 2, the majority of the population speaking other than English is located around rural Lebanon, rural southwest Albany and northeast Albany.

The percentage of population with a disability, under the age of 65 is 13%, is lower than the statewide average of 15%. As shown in Figure 3, the highest population with a disability is located around Lebanon and Sweet Home.

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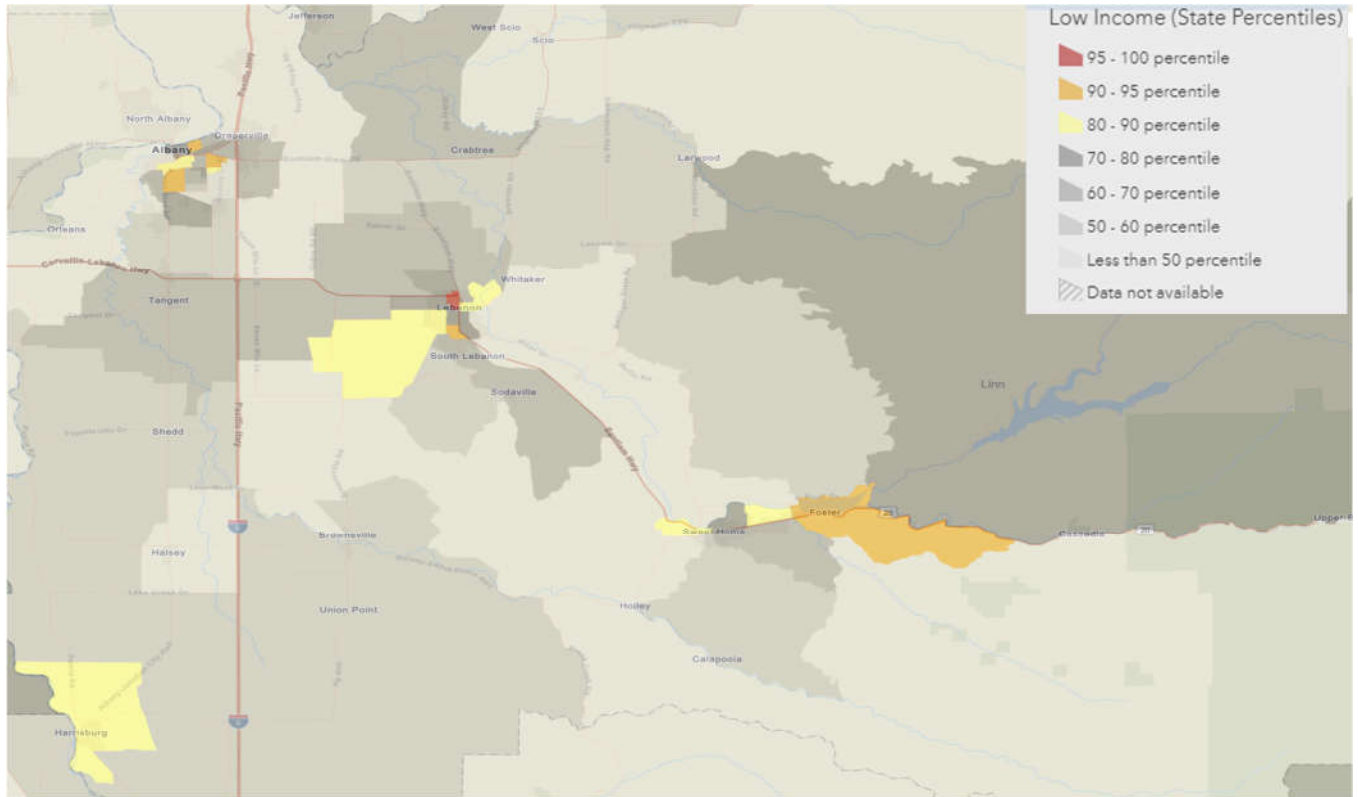


Figure 1. Low Income Percentiles

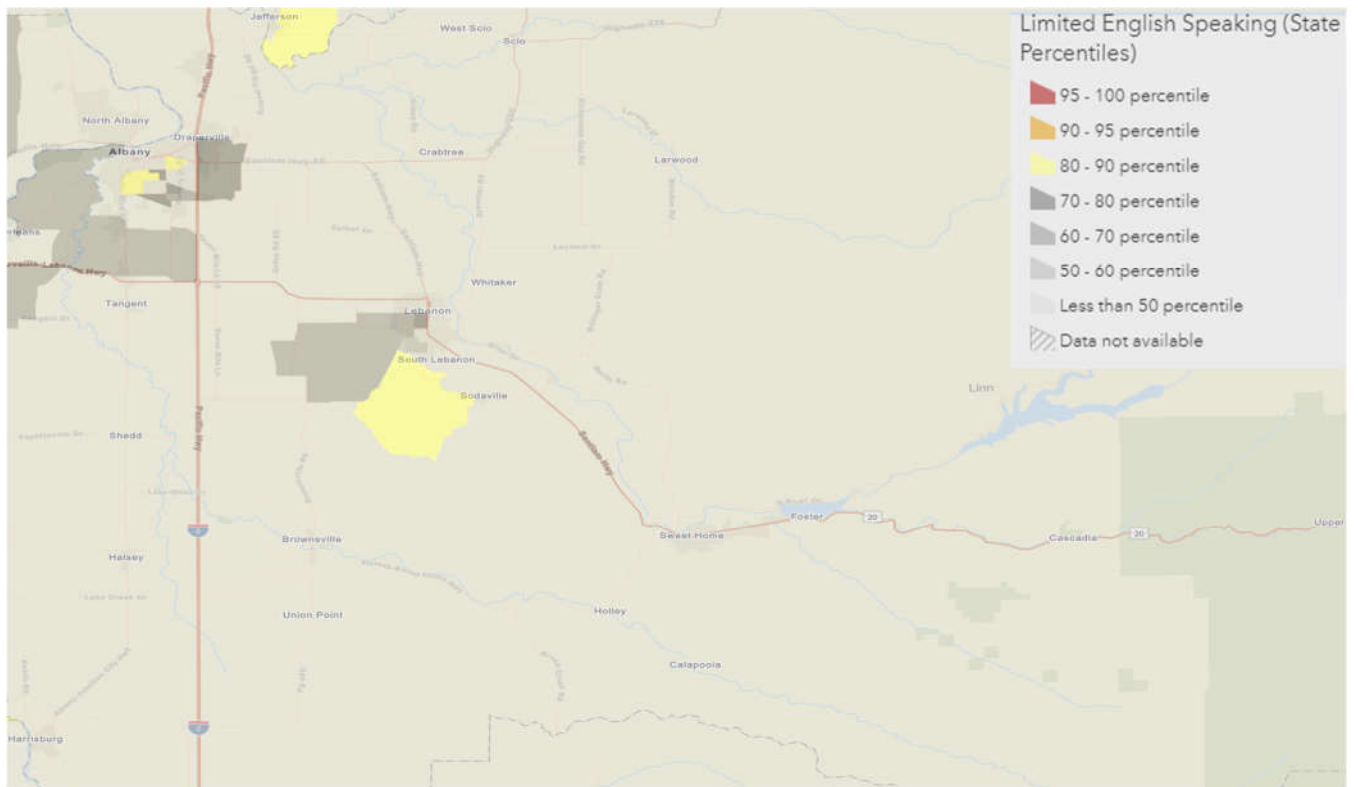


Figure 2. LEP Percentiles

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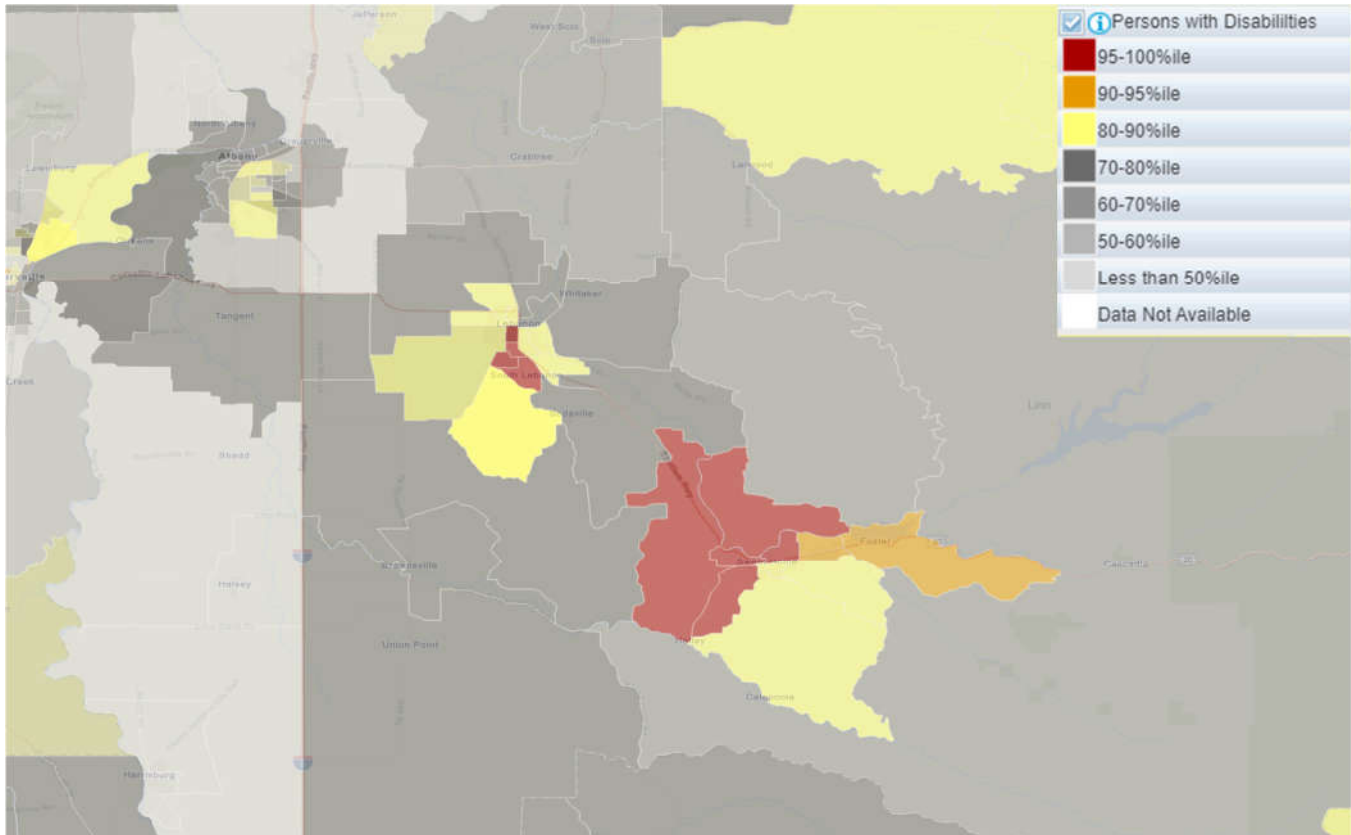


Figure 3. Persons with Disabilities Percentiles

These figures above were derived from the EPA's Environmental Justice Screening and Mapping Tool. They reflect the percentiles compared to the States' average for low income (Figure 1), limited English speaking (Figure 2) and persons with disabilities (Figure 3).

Public Outreach/Involvement

Public Outreach is included for the delivery and design of all projects. This includes written notification to local residents and businesses within, or near, the project limits. This also includes public meetings with the Linn County Commissioners for steps taken for delivery of all projects. Notification to the public and a public comment component is provided for these meetings.

During development of project lists and during the preliminary phase of a project, Linn County will hold public meetings to provide public involvement and input in order to encompass community input into the project selection and design, as appropriate.

A public outreach component is part of the meetings held by the Cascade West Area Commission on Transportation (CWACT) and CWACT Technical Advisory Committee and also the Albany Area Metropolitan Planning Organization (AAMPO) and AAMPO Technical Advisory Committee. Technical Advisory Committee meetings are held monthly. Dates and agendas are posted to AAMPO's website and sent out via email to an interested parties list one week before the meeting. Technical Advisory Committee meetings are open to the public and have time allotted for public comments.

Linn County website provides a "Latest News" page for County information and a monthly newsletters.

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The Linn County Road Department also has a website that provides information regarding projects, the Linn County ADA Transition Plan, the Linn County Transportation System Plan and the Linn County Road Department Civil Rights Program. The previous annual reports are also published on our website. The website can be found at: <https://www.linncountyor.gov/roads>

Projects

The County has \$39,474,241 programmed in the Statewide Transportation Improvement Program (STIP) through ODOT (which includes ODOT, FHWA, and Western Federal Lands (WFL) funding), \$3,135,312 programmed directly through WFL and \$2,103,350 programmed through AAMPO using STBG funding. The following table identifies programmed projects and the phases they are in for this reporting period:

Project No.	Project Name	Project Cost	Phase
STIP			
KN20306	Folsom Road: Mill Creek Bridge	\$1,256,800	Construction
KN20314	Richardson Gap Road: Thomas Cr/Shimanek Br	\$4,034,453	Construction/ Complete
KN21457	Mill City Downtown Revitalization	\$9,382,574	Construction/ Complete
KN21472	Seven Mile Lane	\$652,252	Design
KN21900	North River Drive Public Access Improvements	\$3,413,555	Preliminary
KN21999	Peoria Road: Slough Bridge	\$3,206,400	Design
KN22000	Goldfish Farm Rd: Cox Creek Bridge	\$3,256,900	Design
KN22006	Sand Ridge Road: Butte Creek Bridge (PE phase)	\$2,755,907	Preliminary
KN23134	Murder Creek (Nygren Road) Bridge	\$977,500	Programmed
KN23140	Truax Creek (Clover Ridge Road) Bridge	\$3,133,600	Programmed
KN23143	Cox Creek (Waverly) Dr Bridge (City of Millersburg)	\$4,549,600	Programmed
KN23146	Muddy Creek (Bowers Drive) Bridge	\$2,854,700	Preliminary
WFL FUNDING			
ORLINN35(1)	North River Drive Improvement	\$3,135,312	Design
STBG			
CR2102	Goldfish Farm Road Improvement	\$1,218,600	Design
CR2301	Tangent Drive Improvement	\$884,750	Programmed

Environmental studies and cultural resource (archaeological and historical) surveys are conducted and any right of way needing acquired is minimized, as much as practical, during the preliminary engineering phase of each project to ensure environmental impacts do not disproportionately affect minority and low-income populations and to ensure compliance with ADA requirements.

Accomplishments

This past reporting period the Shimanek Bridge Rehabilitation Project was under construction and completed and the Folsom Road, Mill Creek Bridge replacement was under construction.

The City of Scio obtained two Safe Routes to School grants that included installation of three ADA ramps within Linn County jurisdiction.

This past reporting period the Mill City Downtown Revitalization Project (FHWA TIGER Grant), in coordination with the City of Mill City and the Save Our Bridge Committee, completed construction of roadway, bicycle, pedestrian and ADA improvements along Broadway Street as part of this grant.

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The Linn County Road Department website has been updated to include a Civil Rights page that includes both Title VI and Title II program plans and information.

Education and Training

Linn County staff attended and participated in the following training opportunities that included Civil Rights information:

- ADA Inspector Certifications
- Civil Rights Training for Certified Local Public Agencies
- FHWA Contract Administration Core Curriculum

Complaints

The Linn County Road Department received no formal or informal Title VI complaints during this reporting period. The Linn County Title VI complaint procedures are identified in the Linn County Title VI Program Management Guidance Document located on our website. A complaint form is also available on our website.

Goals for Upcoming Year

Make updates to the Linn County Title VI Plan, the ADA Transition Plan and the Linn County Road Department Certified Agency Quality Control Manual and website as necessary.

Continue to provide internal and external Title VI training opportunities for County staff, contractors, and stakeholders.

Continue outreach with the City of Scio, City of Lebanon, City of Brownsville, City of Harrisburg, City of Albany, City of Millersburg, and City of Sweet Home and other small communities in regards to development and implementation of projects that directly, or indirectly, pertain to the Linn County Transportation System Plan, Safe Routes to School implementation plan and ADA improvements within Linn County road right of way.