Linn County Coordinated Plan

September 2023 FINAL

ACKNOWLEDGMENTS

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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 are updated every five years. Linn County is the primary administrator of said grants and projects in Linn County.

The Oregon Cascades West Council of Governments (OCWCOG) is working with Linn 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.

Linn County and public transportation providers operating within the County will use the Coordinated Plan to select the highest-priority strategies that match available resources and related timeframes. The Coordinated Plan 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.

PLAN DEVELOPMENT

The development of the Coordinated Plan for Linn 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.

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

- **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 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 Linn 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, Linn County, 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

Linn County is in Mid-Willamette Valley, east of Benton County. There are 15 incorporated areas, three of which are partially located in other counties. There are also 15 unincorporated communities, nine of which are Census-designated places. The Willamette National Forest encompasses most of the eastern half of the county. Figure 1 shows Linn County's population centers in relation to public transportation services within the county.

Figure 1   Linn County Population Centers and Transit Service

Linn County - Population Center and Transit Services
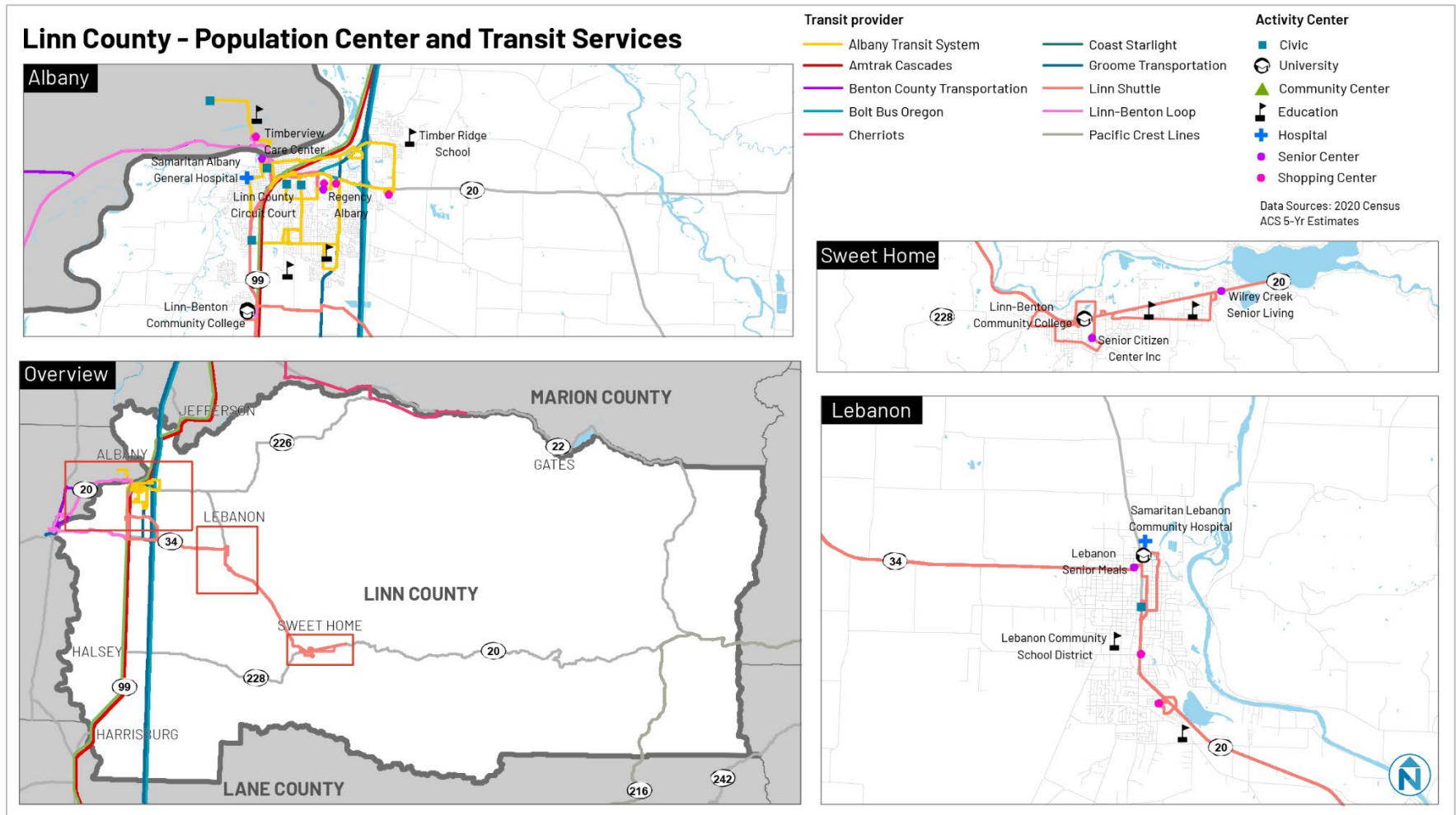
Area Profile

Linn County is the 8th most populus county in the State of Oregon out of 36. In 2020, Linn County had a total population of 127,216, an increase of approximately 8% from 2014. Figure 2 highlights the changes in Lincoln County's population centers from 2014 to 2020. The largest cities in the county include Albany, with a 2020 population of 54,442; Lebanon, 17,144; and Sweet Home, 9,763. The populations of the three largest cities represent approximately 64% of the total county population, with almost a quarter (about 23%) of the population residing in more rural, unincorporated areas.

Figure 2   Linn County Population Centers, 2014-2020

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Albany (includes Benton County portion)	51,210	54,442	43%	6%
Brownsville	1,474	2,139	2%	45%
Gates	580	611	<1%	5%
Halsey	1,114	1,139	1%	2%
Harrisburg	3,618	3,852	3%	6%
Idanha (includes Marion County portion)	145	122	<1%	-16%
Lebanon	15,761	17,144	13%	9%
Lyons	1,083	1,182	1%	9%
Mill City (includes Benton County portion)	1,665	1,885	1%	13%
Millersburg	1,771	2,234	2%	26%
Scio	901	1,012	1%	12%
Sodaville	452	406	<1%	-10%
Sweet Home	9,042	9,763	8%	8%
Tangent	1,097	1,394	1%	27%
Waterloo	272	306	<1%	13%
Unincorporated	28,085	29,585	23%	5%
Linn County	**118,270**	**127,216**	**100%**	**8%**
Oregon	**3,900,343**	**4,176,346**	**-**	**7%**

Figure 3 illustrates the population density of Linn County, showing that the greatest concentration is in Albany (which includes the Benton County portion), and with some concentrations in Lebanon and Sweet Home.

Figure 3   Linn County Population Density
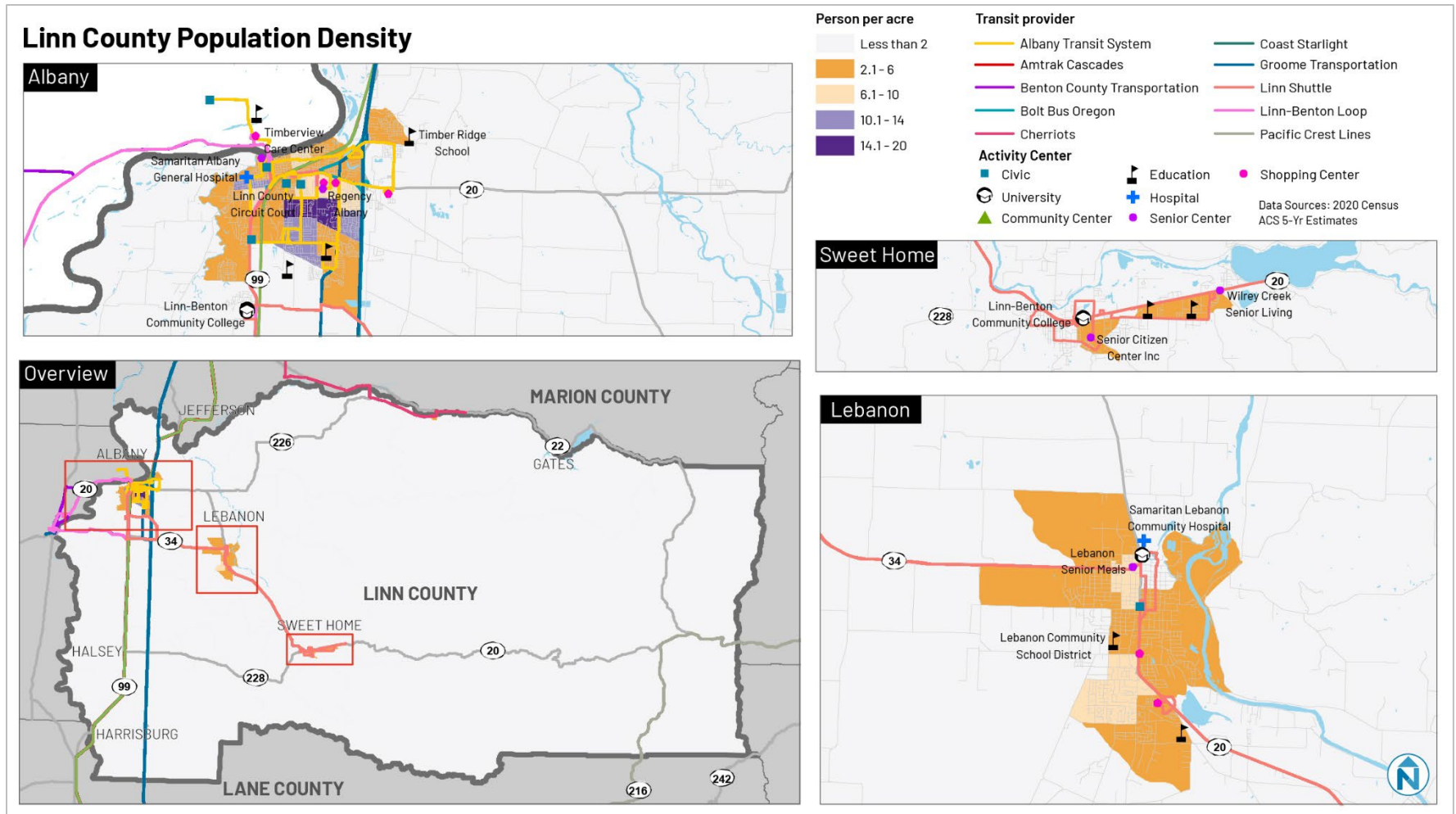
Population by Race and Hispanic and Latino Origin

Population characteristics by race are compared in Figure 4. Most populations in Linn County are white (around 84%) but other racial groups continue to grow, thus increasing the racial diversity within the county. Individuals with two or more races and Native Hawaiian and Other Pacific Islander both experienced significant growth (around 110% and 97%, respectively) from 2014 to 2020. While most racial groups experienced growth during this same timeframe, the American Indian and Alaska Native alone population decreased by approximately 54% or 1,111.

Figure 4   Population by Race, 2014-2020

Race	2014	2020	% Of County (2020)	% Change (2014-2020)
White Alone	102,446	107,303	84%	5%
Black or African American Alone	506	627	<1%	24%
Asian Alone	1,339	1,387	1%	4%
Native Hawaiian and Other Pacific Islander Alone	74	146	<1%	97%
American Indian and Alaska Native Alone	2,046	935	1%	-54%
Two or more races	2,230	4,693	4%	110%

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 Linn County population identified as Hispanic or Latino. The county experienced a 24% 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	9,590	11,899	9%	24%
Not Hispanic or Latino	108,680	115,317	91%	6%

Zero-Vehicle Households

Almost 5% of Linn County households (or around 2,266) 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 often face barriers to independently access essential services and goods.

Persons with Limited English Proficiency

In areas with a high number of people with LEP, transit providers should offer extra assistance riders in a competent and effective manner to ensure services are safe, reliable, convenient, and accessible to those persons. 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% of the Linn County individuals (or around 1,595) do not speak English "very well" and are considered persons with LEP.

Employment Characteristics

Figure 6 illustrates employment densities in the county, showing concentrations of jobs in the eastern portion of Albany. There are some pockets of concentration in other cities in the county, such as Sweet Home and Lebanon.

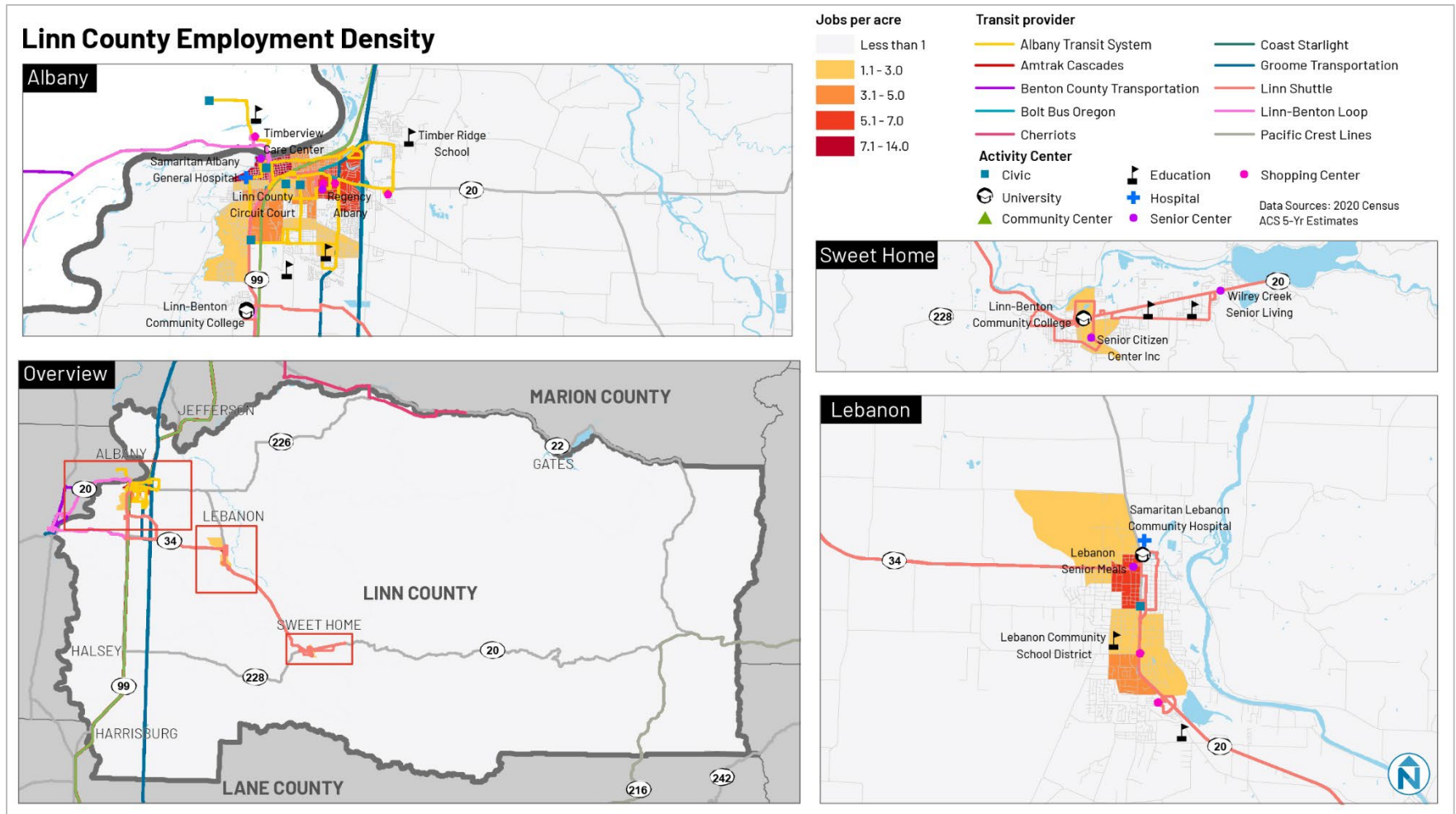**Figure 6   Employment Density in Linn County**

Figure 7 and Figure 8 highlight the transportation flow of people entering and leaving Linn County for employment. In 2019, 36,269 people were employed in Linn County, with around 7,616 people (or 21%) living and working in the county. Albany has the largest number of employees residing outside the county (about 31%), followed by Corvallis (16%), Salem (14%), and Lebanon (8%). Albany is the primary employment location outside of the county (around 44%), followed by Lebanon (16%) and Corvallis (10%).

Figure 7   Employment Flow into Linn County

City	Total Workers	% Travel Into Linn County
Albany	11,068	31%
Corvallis	5,956	16%
Salem	5,198	14%
Lebanon	4,692	13%
Eugene	2,949	8%
Portland	2,234	6%
Sweet Home	1,506	4%
Springfield	1,071	3%
Millersburg	1,070	3%
Tangent	525	1%
Grand Total	**36,269**	**100%**

Figure 8   Employment Flow out of Linn County

City	Total Workers	% Travel Out of Linn County
Albany	10,960	44%
Corvallis	4,091	16%
Salem	2,454	10%
Lebanon	2,201	9%
Eugene	1,948	8%
Portland	1,118	5%
Sweet Home	655	3%
Springfield	559	2%
Millersburg	453	2%
Tangent	394	2%
Grand Total	**24,833**	**100%**

Target Populations in Linn County

Figure 9 compares the changes in Linn County's target populations from 2014 to 2020. Since 2014, the county's older adult and persons with disabilities populations significantly grew by almost 23% and 10%, 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 Linn 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)	19,160	23,643	19%	23%	3%
Persons with Disabilities	19,751	21,807	17%	10%	4%
People with Low-Incomes *(<200% Poverty Limit)*	48,329	40,838	32%	-16%	3%
Veterans	11,263	10,086	10%	-11%	4%
Youth	27,933	28,516	22%	2%	3%
Students	29,084	26,639	21%	-8%	3%

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 drive comfortably 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. Figure 11 shows the population density of older adults living in Linn County. According to the census estimates, older adults (65 years and older) comprised of approximately 19% of the total population of the county in 2020, up 23% from 2014. Moreover, every jurisdiction in the county (except for Mill City), as well as unincorporated areas, experienced increases in their older adult population during this same six-year period.

Figure 10   Older Adults in Linn County, 2014-2020

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Albany	6,811	8,553	7%	26%
Brownsville	243	398	<1%	64%
Gates	127	163	<1%	28%
Halsey	105	109	<1%	4%
Harrisburg	221	282	<1%	28%
Idanha	43	69	<1%	60%
Lebanon	2,742	3,104	2%	13%
Lyons	179	336	<1%	88%
Mill City	320	281	<1%	-12%
Millersburg	221	372	<1%	68%
Scio	108	158	<1%	46%
Sodaville	33	69	<1%	109%
Sweet Home	1,628	2,002	2%	23%
Tangent	129	165	<1%	28%
Waterloo	43	62	<1%	44%
Unincorporated	6,207	7,520	6%	21%
Linn County	**19,160**	**23,643**	**19%**	**23%**

Older adult services are provided by senior (or Community) centers in Albany, Lebanon, Sweet Home, and Brownsville. Assisted living centers include Timberview, Regency Albany, Robb House, Mennonite Village, and LeHigh House. Additionally, multiple senior programs operate in the county. Of note is the Senior Companion Program that operates in Linn, Benton, and Lincoln Counties, linking "trained companions" with seniors and people with disabilities to provide, among other services, transportation to medical appointments, shopping, social events, and other personal errands. This volunteer program is sponsored in part by Samaritan Pacific Communities Hospital, Samaritan Health Services, Samaritan Lifeline program, and city and county agencies.

Figure 11   Population Density of Older Adults in Linn County
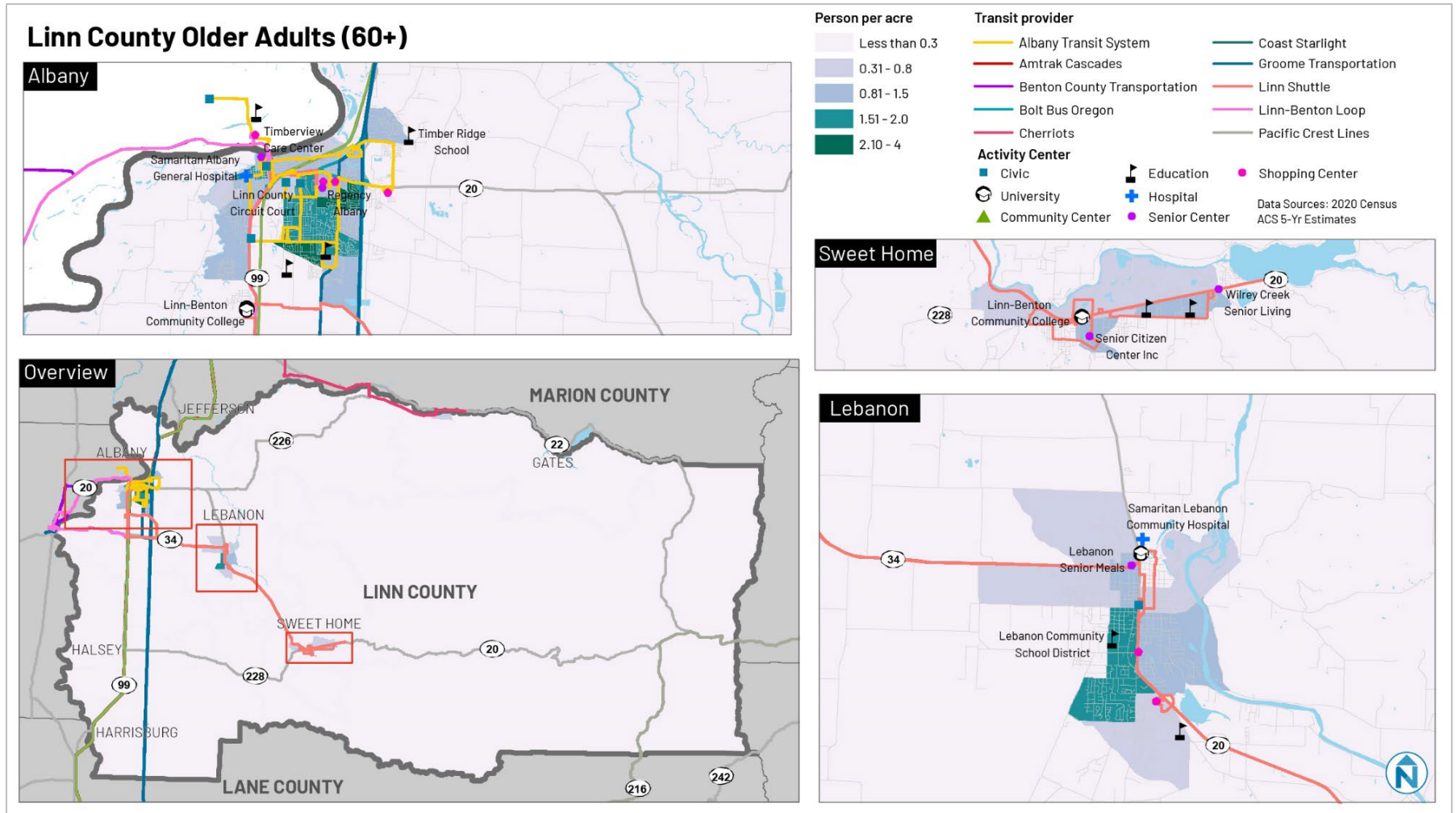
Persons with Disabilities

Together the Civil Rights Act of 1964 and the Americans with Disabilities Act legislation bans 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. According to the U.S. Census, 17% (or 21,807) of the residents in Linn County report having at least one disability, an increase of 10% since 2014. Tangent, Waterloo, and Harrisburg experienced the highest increase in the number of persons with disabilities during the 2014-2020 timeframe.

The density of persons with disabilities in Linn County is graphically represented in the TPI map (see Figure).

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

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Albany	8,216	8,344	7%	2%
Brownsville	198	311	<1%	57%
Gates	146	122	<1%	-16%
Halsey	162	129	<1%	-20%
Harrisburg	359	497	<1%	38%
Idanha	47	61	<1%	30%
Lebanon	2,885	3,607	3%	25%
Lyons	161	115	<1%	-29%
Mill City	339	356	<1%	5%
Millersburg	188	228	<1%	21%
Scio	128	127	<1%	-1%
Sodaville	77	95	<1%	23%
Sweet Home	2,026	2,679	2%	33%
Tangent	135	263	<1%	95%
Waterloo	39	70	<1%	79%
Unincorporated	4,645	1,896	1%	-59%
Linn County	**19,751**	**21,807**	**17%**	**10%**

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. As seen in Figure 13, approximately 32% of Linn County residents have incomes below 200% of the poverty income level, a significant decrease (down 16%) since 2014.
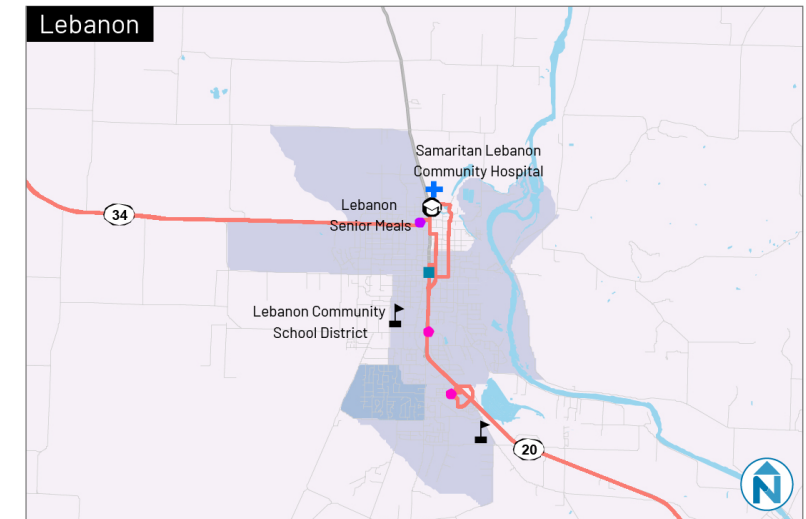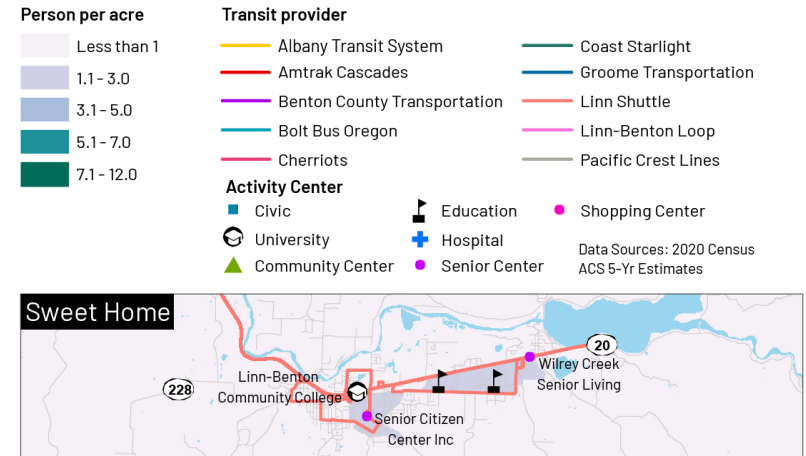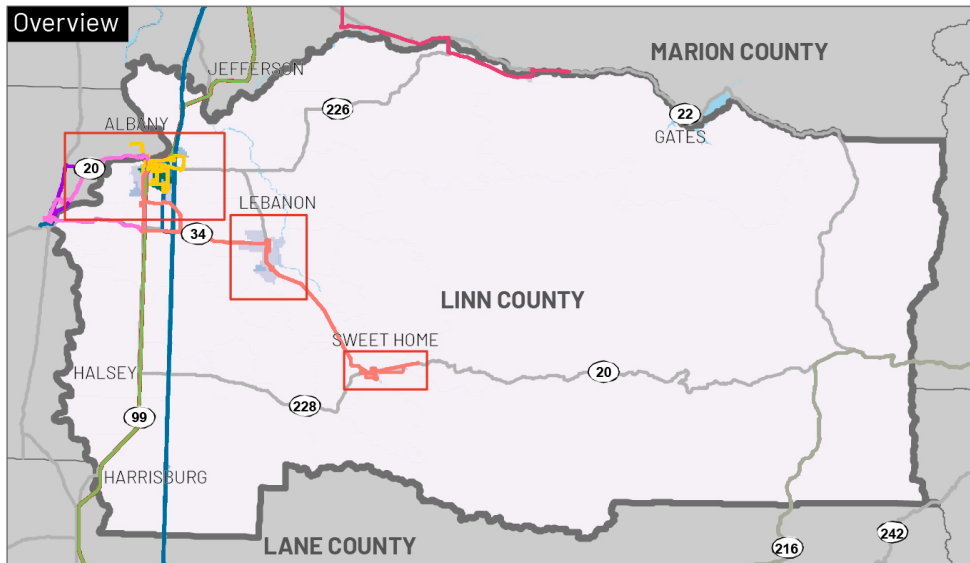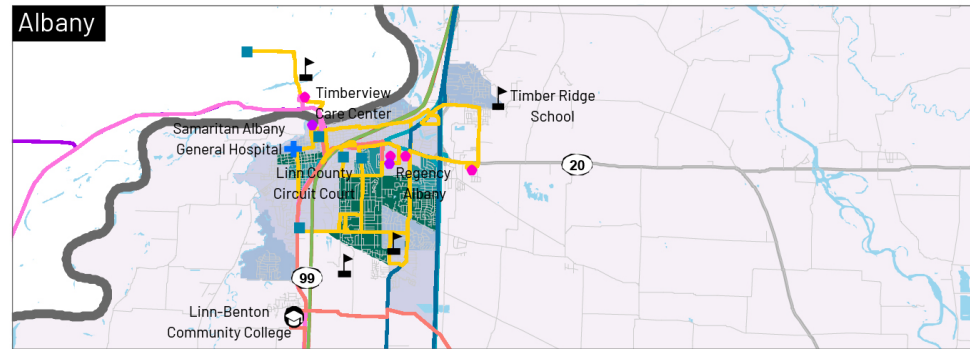
The density of people with low-incomes in Linn County is graphically represented in Figure 14, showing that the greatest concentration is in Albany (which includes the Benton County portion), and with some concentrations in Lebanon and Sweet Home. The density of people with low-incomes in Linn County is also graphically represented in the TPI map (see Figure 17).

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

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Albany	22,056	15,828	13%	-28%
Brownsville	562	713	<1%	27%
Gates	311	204	<1%	-34%
Halsey	526	203	<1%	-61%
Harrisburg	1,293	1,854	2%	43%
Idanha	86	32	<1%	-63%
Lebanon	7,440	7,294	6%	-2%
Lyons	321	250	<1%	-22%
Mill City	811	821	<1%	1%
Millersburg	596	289	<1%	-52%
Scio	305	329	<1%	-8%
Sodaville	127	150	<1%	18%
Sweet Home	4,403	3,990	3%	-9%
Tangent	549	514	<1%	-6%
Waterloo	92	81	<1%	-12%
Unincorporated	8,851	8,286	7%	-6%
Linn County	**48,329**	**40,838**	**32%**	**-16%**

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

Veterans

Like the 2017 Plan, Linn 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 trips 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 the age of 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 10,086 veterans lived in Linn County, equating to approximately 10% of all individuals over the age of 18. During the six-year period from 2014 to 2020, the veteran population in Linn County has decreased by almost 11%. As this target population continues to age, the number of individuals with veteran status is expected to decrease over time.

Figure 15   Veterans in Linn County, 2014-2020

Target Population	2014	2020	% Of County (2020)	% Change (2014-2020)
Veterans	11,263	10,086	10%	-11%

Youth and Students

The 2017 Plan did not include youth and students as a target population. However, youth and students in Linn 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 from 2014 to 2020. In 2020, over 22% of the county's population were individuals ages 17 years or younger, up 2% since 2014. During the same time, there were 26,639 students enrolled in Linn County, representing nearly 21% of the county's total population.

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

| Target Population	2014	2020	% Of County (2020)	% Change (2014-2020)
Youth	27,933	28,516	22%	2%
Students	29,084	26,639	21%	-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 Linn County illustrated in Figure 17 , which shows that the populations with a higher propensity to use transit are located near fixed-route services, with concentrations with the highest propensities found in Albany, Lebanon, and Sweet Home. Transit service coverage generally aligns with the areas of high and moderate propensity, with the exception of west of 99E in Albany and on both sides of Highway 20 in Lebanon. Geographic coverage 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 Linn County
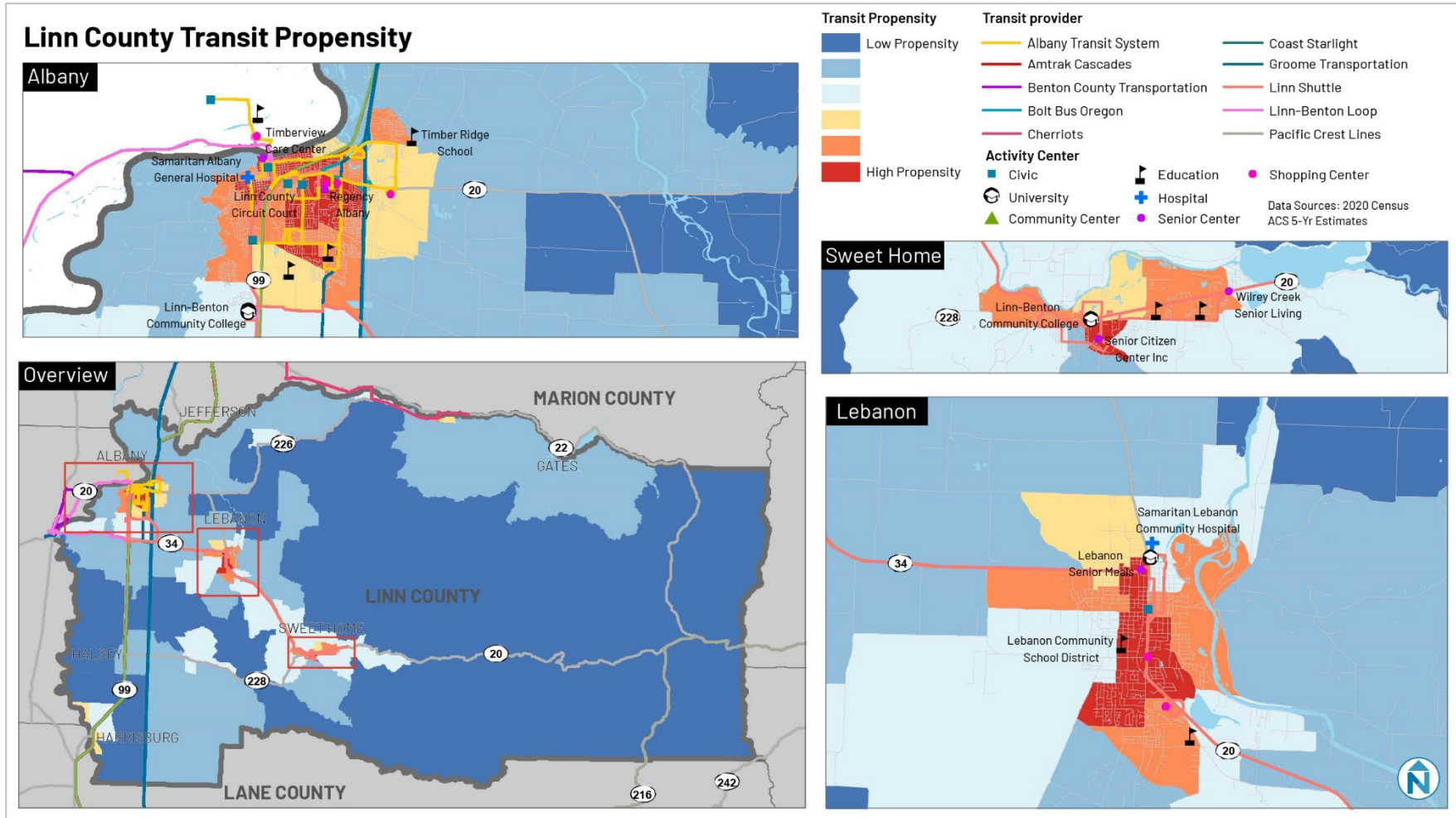
3 EXISTING TRANSIT SERVICES

Public Transportation Services

Public transportation services are concentrated in the northwest corner of Linn County. Fixed-route service is provided in the cities of Albany, Sweet Home, and Lebanon. Additionally, regional public transportation services, demand response services, Non-Emergency Medical Transportation (NEMT) services, taxis, shuttles, and other services operate within the county. A list of public transportation services within Linn County and their regional connections follows. Figure displays the available fixed-route services and ADA service areas.

Linn County Special and Rural Transportation Program

- Linn Shuttle (Sweet Home to Lebanon to Albany) and Linn Shuttle Express (Lebanon to Linn-Benton Community College)
- Sweet Home Dial-A-Bus
- Sweet Home Shopper (part of Sweet Home Dial-a-Bus program)
- Lebanon Inter-Neighborhood Express (LINX) Transit
- City of Lebanon LINX Dial-a-Bus
- City of Lebanon LINX Loop
- City of Lebanon LINX Brownsville Connector

Urbanized Area Services

- Albany Transit System (ATS) Fixed-Route Bus (Albany and North Albany)
- City of Albany Call-A-Ride (Albany city limits)
- City of Albany Linn-Benton Loop (Albany to Corvallis)

Regional Services and NEMT Services

- OCWCOG Ride Line NEMT program
- Cascades POINT (Albany to Portland and Eugene)
- Coast to Valley Express (Albany to Newport)
- Salem Transit District Cherriots Route 30X: Santiam/Salem Express (Gates, Mill City, and Lyons to cities in Marion County and the Salem Transit Mall)
- Amtrak (Albany to Salem/Portland and Eugene)

Taxi Services

- All-Star Taxi Cab
- Call-Me-A-Cab Taxi Service
- Oregon Five Dollar Taxi
- Tax-e-Cab Taxi
- Auto-Taxi
- Beaver Cab
- Rideshare: Uber, Lyft

Shuttles

- Groome Shuttle (Eugene, Albany, Corvallis, Salem, and Woodburn to Portland Airport)

Additional Services

- DAV medical transportation
- Transportation Options Programs (OCWCOG and OSU Transportation Options programs)
- Volunteer Caregivers (volunteer transportation services)
- 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 facilities
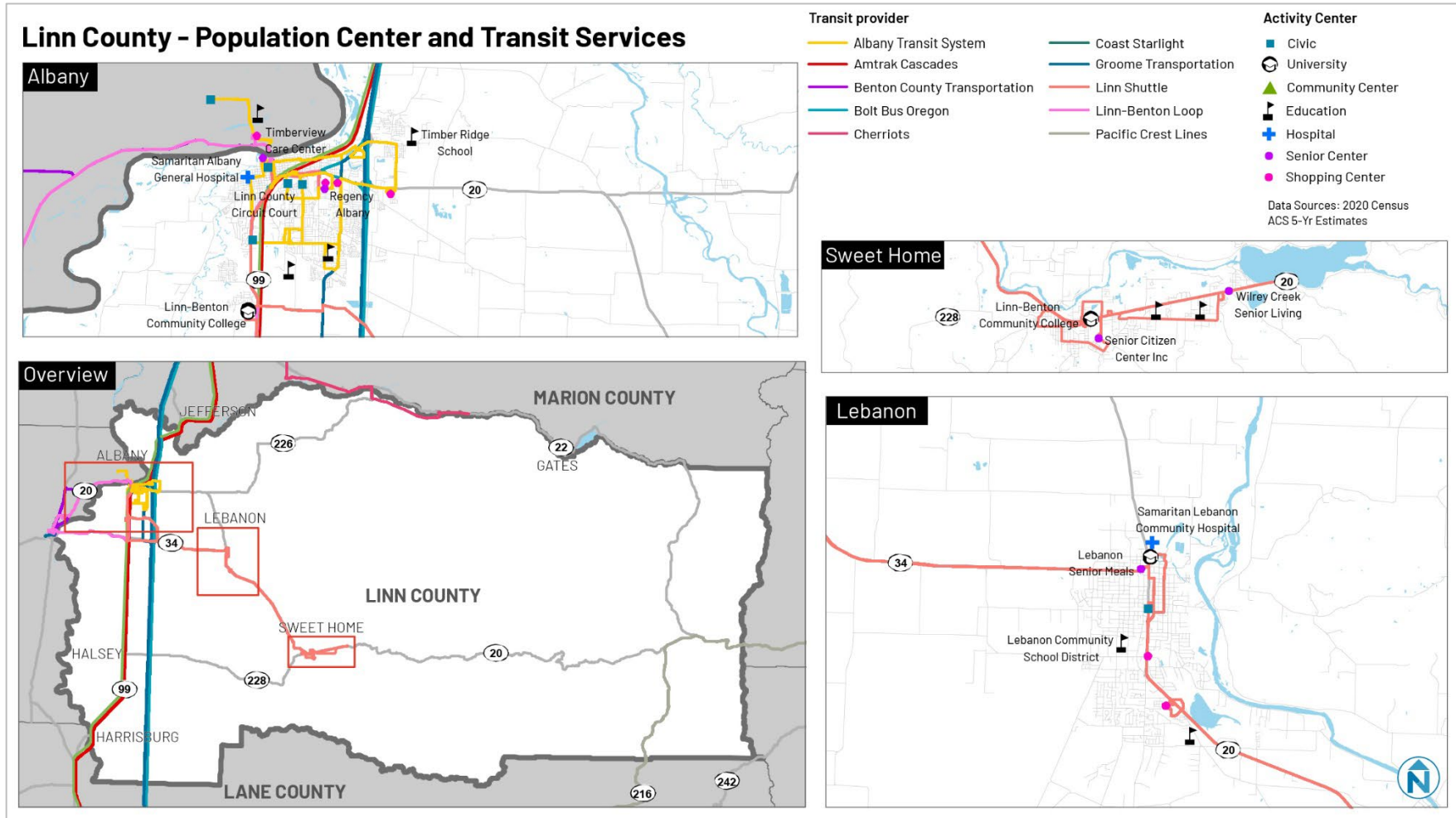
Oregon Department of Human Services (ODHS) Transportation Programs

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 DHS 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, ODHS 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 Needy Families (TANF), usually related to job searches and training.

Figure 18   Linn County Population Centers and Existing Transportation Services

Linn County – Population Center and Transit Services

Transit provider

Albany Transit System	Coast Starlight
Amtrak Cascades	Groome Transportation
Benton County Transportation	Linn Shuttle
Bolt Bus Oregon	Linn-Benton Loop
Cherriots	Pacific Crest Lines

Activity Center

- Civic
- University
- Community Center
- Education
- Hospital
- Senior Center
- Shopping Center

Data Sources: 2020 Census
ACS 5-Yr Estimates

Ridership Characteristics

This section provides an overview of transit ridership within Linn County. The Linn-Benton Loop carries a high number of Linn-Benton Community College (LBCC) and Oregon State University (OSU) students, as do the connecting ATS routes. This dependence on student ridership creates peak ridership when school is in session, with downturns in the winter and spring breaks, as well as in the summer months.

According to U.S. Census American Community Survey (ACS) 2020 data, transit (excluding taxicab) represents approximately less than 1% of the mode split for in Linn County (down 1% since 2014).[2] Additionally, more than 5% of Linn County households do not own a personal vehicle.

Major Destinations

An analysis of the origins and destinations of Albany Call-A-Ride passengers indicates that the most common destinations are Walmart, Fred Meyer, the Fresenius Dialysis Center, LBCC, and various shopping locations in and around Heritage Plaza such as the Bi-Mart, Safeway, Hobby Lobby, Grocery Outlet, and Target. The most common pick-up locations are the Fresenius Dialysis Center, North Albany Samaritan, Wal-Mart, LBCC, Fred Meyer and the Heritage Plaza locations. A concentration of pickups occurs near the Fred Meyer, Safeway, Walmart, Heritage Plaza area to the east of downtown. To the west of downtown, the Fresenius Dialysis Center and Samaritan Albany General Hospital locations have high numbers of pickups.

Special & Rural Transportation Program

The Linn County Rural and Special Transportation Program provides transportation services for seniors, persons with disabilities, low-income and rural residents in the county through fiscal allocations with local service providers. Program oversight is provided by the six-member Transportation Advisory Committee (TAC) appointed by the Board of County Commissioners.

The following services are available to Linn County residents. These are funded through federal and state special and rural transportation grants, primarily Federal Transit Administration (FTA) Sections 5310 and 5311, and Oregon STIF.

Linn Shuttle

Service Area Description	Connects Sweet Home, Lebanon, and Albany
Days and Hours of Operation	Monday-Friday, 6:10 a.m. to 9:55 p.m.; Saturday, 7:10 a.m. to 7:35 p.m. LBCC Express Route operates Monday-Friday, 6:50 a.m. to 4:45 p.m. when school is in session.
Fare	Free for LBCC staff and students, $1.00 for all other users
Connections to other services	Connections possible to Linn Shuttle and at Albany Train Station to Amtrak, Greyhound, Linn-Benton Loop, Albany Transit, Lebanon LINX, and Sweet Home Shopper.

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

Annual Ridership (2018)	55,082 trips

Operated by the non-profit Senior Citizens of Sweet Home, Inc., the Linn Shuttle provides transportation services between Sweet Home, Lebanon, and Albany, making connections to LBCC and other locations. The service is funded through federal grants, the STIF Program, LBCC, rider fares, and the Linn County general fund.

On weekdays, the Linn Shuttle operates from 6:10 a.m. to 9:55 p.m. and performs 10 round trips per day on weekdays between Sweet Home and Albany, plus five LBCC Express round trips (two in the morning and three in the afternoon/evening) from Lebanon to Albany College campuses.[3] On Saturdays, it operates from 7:10 a.m. to 7:35 p.m. and performs six round trips per day between Sweet Home, Lebanon, and Albany. It operates on a scheduled route except for pre-approved unscheduled stops.

There are no eligibility criteria for riders. Service is offered free for staff and students of LBCC; all other one-way fares are $1.00 with multi-ride tickets that offer a ten-ride punch card costing $10.00.

In Albany, transfers are available to Corvallis through Linn-Benton Loop. Transfer opportunities are also available to the Albany Transit System and to Amtrak at Albany Station. In Sweet Home, transfers are available to the Sweet Home Shopper. The Linn Shuttle also connects to the Lebanon LINX.

All Linn Shuttle vehicles are equipped with video cameras, wheelchair lifts or ramps, two on-board securement spaces and bicycle racks.

Sweet Home Dial-A-Bus

Service Area Description	Sweet Home city limits, priority given to seniors and persons with disabilities
Days and Hours of Operation	Monday-Friday, 7:00 a.m. to 4:00 p.m.
Fare	$1.00 each way
Connections to other services	Connections possible to Linn Shuttle and Sweet Home Shopper
Annual Ridership (2018)	7,192 trips

The non-profit Senior Citizens of Sweet Home, Inc. (SCOSHI) operates the Sweet Home Dial-A-Bus program. This is a curb-to-curb wheelchair-accessible transportation service operating within the boundaries of the Sweet Home School District.

The Sweet Home Dial-A-Bus service operates Monday through Friday from 7:00 a.m. to 4:00 p.m. The service is open to all residents within Sweet Home city limits, but preference is given to older adults and persons with disabilities. Fares are $1.00 one-way. Dial-A-Bus passengers may use the service to connect to the Linn Shuttle and connections throughout the community.

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[3] LBCC Express operates when LBCC is in session during the school year.

Sweet Home vehicles are equipped with video cameras, wheelchair lifts or ramps, and one on-board securement space. Dial-A-Bus drivers are trained to assist persons with disabilities.

Sweet Home Shopper

Service Area Description	Destinations throughout Sweet Home and to Cascadia County Park (three times a week)
Days and Hours of Operation	Monday-Saturday, four trips from 9:00 a.m. to 4:20 p.m. Cascadia Shopper Route runs Monday, Wednesday, Friday, three trips from 9:00 a.m. to 5:40 p.m.
Fare	$1.00 round trip
Connections to other services	Connections possible to Linn Shuttle, designed for local access
Annual Ridership (FY 2020)	6,110 trips

The Sweet Home Shopper, a service provided by SCOSHI, connects people to shopping trips, medical appointments, and other downtown Sweet Home destinations. Transfers to the Linn Shuttle at the Senior Center may require a layover of up to an hour.

The Sweet Home Shopper normally operates Monday through Friday, with four trips from 9:00 a.m. to 4:00 p.m. Since the COVID-19 pandemic began, however, the Shopper has been running Monday through Saturday, with four trips from 9:00 a.m. to 4:20 p.m. It is also running additional service to Cascadia County Park, three trips a day on Mondays, Wednesdays, and Fridays from 9:00 a.m. to 5:40 p.m. The service costs $1.00 each way.

All Sweet Home Shopper vehicles are equipped with video cameras, wheelchair lifts or ramps, on-board securement spaces, and bicycle racks.

The City of Lebanon Inter-Neighborhood Express (LINX) Transit Dial-a-Bus

Service Area Description	LINX Dial-A-Bus operates demand response service up to five miles outside city limits, for seniors, persons with disabilities, and the general public
Days and Hours of Operation	LINX Dial-A-Bus operates Monday-Saturday • **Monday-Friday**: from 7:00 a.m. to 6:00 p.m. • **Saturday**: from 8:00 a.m. to 6:00 p.m. (no Sunday service)
Fare	Currently free
Connections to other services	Connections possible to LINX Loop and Linn Shuttle
Annual Ridership (2021)	20,646 trips

The City of Lebanon Inter-Neighborhood Express (LINX) Transit provides curb-to-curb, wheelchair accessible demand response transportation service for older adults, persons with disabilities, and the general public. The Dial-a-Bus provides service up to 5 miles outside the city limits, which includes the communities of Waterloo, Sodaville, and Crabtree. The LINX Transit can also be used to access the Linn Shuttle, making further connections to Albany and beyond. LINX Transit provides service to those with

developmental disabilities, currently providing service to get riders to employment and to the Willamette Valley Rehabilitation Center. Rides are provided for a variety of purposes, including employment, shopping, doctor appointments, and access to social services and recreation.

LINX Transit Dial-a-Bus operates Monday through Friday from 7:00 a.m. to 6:00 p.m., and Saturday from 8:00 a.m. to 6:00 p.m. Service is currently free due to the COVID-19 pandemic. All LINX vehicles have multiple wheelchair stations, with lifts and are ADA accessible. All vehicles are equipped with video cameras and newer vehicles have bicycle racks.

The City of Lebanon Inter-Neighborhood Express (LINX) Loop

Service Area Description	LINX Loop operates within Lebanon city limits
Days and Hours of Operation	Monday-Saturday, from 8:00 a.m. to 5:49 p.m.
Fare	**Fares are currently free**
Connections to other services	Direct connections to LINX Dial-A-Bus and Linn Shuttle
Annual Ridership (2021)	9,339 trips

The City of Lebanon's LINX Loop provides fixed-route service at seven locations within the City of Lebanon, while allowing deviations of up to ¾-mile when the schedule permits. The LINX Loop has three shared stops in Lebanon with the Linn Shuttle. The LINX Loop provides nine daily loops from Monday to Saturday, running north to south from 8:00 a.m. to 5:49 p.m.

Service is currently free due the COVID-19 pandemic. All LINX vehicles have multiple wheelchair stations, with lifts and are ADA accessible. All vehicles are equipped with video cameras and newer vehicles have bicycle racks.

The City of Lebanon's LINX Loop has plans to expand its deviated fixed route. They also plan to implement an East Loop and West Loop to address the growth and provide regular service to high density, low-income residential areas.

The City of Lebanon Inter-Neighborhood Express (LINX) Brownsville Connector

Service Area Description	Loop service connecting the communities of Brownsville to Lebanon
Days and Hours of Operation	Every Tuesday and Friday, from 7:00 a.m. to 5:50 p.m.
Fare	Currently free
Connections to other services	Connections possible to LINX Dial-A-Bus, LINX Loop, and Linn Shuttle

Annual Ridership (2020)	N/A

In June 2022, the cities of Lebanon and Brownsville announced a partnership to expand LINX Transit and connect the two cities with the Brownsville Connector. The Brownsville Connector offers five round trips between the cities on Tuesday and Friday, from 7:00 a.m. to 5:50 p.m. The Connector stops at the Lebanon Senior Center and at two stops in Brownsville: the Senior Center/American Legion and the Assembly of God Church. The bus can provide alternative drop-off and pick-up locations in Brownsville and Lebanon as the schedule allows.

Service is currently free. All LINX vehicles have multiple wheelchair stations, with lifts and are ADA accessible. All vehicles are equipped with video cameras and newer vehicles have bicycle racks.

Urbanized Area Services

The following public transportation services are provided to urban areas in Linn County. These are primarily funded through FTA urbanized area grants and local funds.

Albany Transit System (ATS) Fixed-Route Bus

Service Area Description	City of Albany
Days and Hours of Operation	ATS fixed-route service is available on weekdays, generally from 6:30 a.m. to 6:20 p.m. ▪ **Early Morning Route**: 6:30 a.m. to 8:45 a.m. ▪ **Regular Service (East):** 9:00 a.m. to 6:20 p.m. ▪ **Regular Service (West):** 9:00 a.m. to 6:20 p.m.
Fare	Service is currently free
Connections to other services	Direct connections to Linn-Benton Loop, BAT, Linn Shuttle, Coast to Valley Express, Valley Van Pool, Amtrak
Annual Ridership (2020)	119,105 trips

ATS operates three fixed-route bus services (early morning and regular service west and east routes) throughout the City of Albany. Early Morning Route operates on weekdays from 6:30 a.m. to 8:45 a.m., while both Regular Service East and West Routes operate on weekdays from 9:00 a.m. to 6:20 p.m. ATS service is currently free.

ATS provides direct connections to the Linn-Benton Loop, BAT (Benton Area Transit) service, Linn Shuttle, Coast to Valley Express, Valley Van Pool, and Amtrak.

The ATS fixed-route system is funded by a mix of FTA Section 5307 grant funding, the City of Albany General Fund, farebox revenue, advertising, and miscellaneous sources.

City of Albany Call-A-Ride

Service Area Description	Albany City limits
Days and Hours of Operation	Monday-Friday 6:30 a.m. to 6:30 p.m.; Saturdays 8:00 a.m. to 6:00 p.m.
Fare	Currently free
Connections to other services	Can schedule trip to meet Linn Shuttle, Linn-Benton Loop, intercity bus and rail service
Annual Ridership (2020)	15,071 trips

The City of Albany provides citywide curb-to-curb ADA paratransit and demand-response service called Call-A-Ride. This service is for Albany residents who are at least 60 years old or have a disability that makes them unable to access fixed-route services. Residents must submit an application to ATS demonstrating that they are residents of the City of Albany and are 60 years old or older or have a documented disability. Three different services are provided: complimentary paratransit/ADA service for ATS, senior transportation for individuals 60 years and older, and a senior medical/shopper shuttle. The Call-A-Ride program is staffed primarily by volunteer drivers and dispatchers.

The Call-A-Ride service operates Monday through Friday, from 6:30 a.m. to 6:30 p.m., and on Saturdays from 8:00 a.m. to 6:00 p.m. Dispatch is available Monday to Friday from 9:00 a.m. to 4:00 p.m. The service provides trips within Albany city limits and ¾-mile outside Albany city limits. Through an agreement between Albany Call-A-Ride and the City of Millersburg, rides are also available to Millersburg residents who are 65 years and older or individuals with disabilities. Service is currently free due to the COVID-19 pandemic. All non-sedan vehicles have two wheelchair stations on-board and are ADA accessible. The sedans are not accessible vehicles.

Connections are possible through proper scheduling. The Call-A-Ride service can connect riders to the Linn-Benton Loop and the Linn Shuttle, providing east-west access, and to Amtrak and intercity bus service at the Albany Amtrak station.

Call-A-Ride funding comes from a mix of federal grants include FTA Section 5310 and 5307 grants, Oregon STIF funds, fare revenue, and the Albany General Fund. Benton County's STIF program contributes a small amount of funding for this service.

City of Albany Linn-Benton Loop

Service Area Description	The City of Albany operates the intercity Linn-Benton Loop service connecting the cities of Albany and Corvallis
Days and Hours of Operation	Loop service is generally available Monday-Friday with some weekend service available (Saturdays only) ▪ **Campus Connector:** Monday-Friday 6:55 a.m. to 7:45 p.m. during school year ▪ **Heart-to-Hub Uniter:** Monday-Friday 6:55 a.m. to 9:40 p.m. ▪ **US20 Commuter:** Monday-Friday 6:05 a.m. to 9:20 a.m. and 4:30 to 9:10 p.m. ▪ **Saturday Shopper:** Saturdays (and the Friday after Thanksgiving) 8:00 a.m. to 6:00 p.m.

Fare	Currently free
Connections to other services	Connections to the ATS, CTS, BAT, Linn Shuttle, Coat to Valley Express, Valley Van Pool and Amtrak
Annual Ridership (2020)	119,105 trips [4]

The Linn-Benton Loop operates an intercity transit service connecting the cities of Corvallis and Albany. The Loop is a strategic partnership among public agencies and private sector businesses, including the City of Albany (designated operator), Benton and Linn counties, LBCC, OSU, and HP. The Loop coordinates its services with Benton County Dail-A-Ride, Corvallis Transit Service, and Linn County public transportation programs.

All trips for this service operate between Corvallis and LBCC, but additional service is provided during weekday peak periods and on Saturday to connect directly to Albany Station. Most routes for this service (Campus Connector, Heart-to-Hub Uniter, and US20 Commuter) generally operate Monday through Friday with service starting as early as 6:55 a.m. and ending as late as 9:10 p.m. Saturday service (Saturday Shopper) is also available from 8:00 a.m. to 6:00 p.m. Trips on the Loop are currently free for all riders due to the COVID-19 pandemic.

Morning service operates in a counter-clockwise direction; in the evening, the Loop operates in a clockwise direction connecting Albany Station, Downtown Albany, North Albany Park-and-Ride, HP, OSU, the Corvallis DTC, and LBCC. During morning and afternoon peak times, supplemental bi-directional non-stop express trips are provided between LBCC and the Corvallis DTC. Mid-day service operates only between LBCC and OSU along Highway 34. On Saturday, service operates in the counter-clockwise direction. Unlike weekday service, Saturday service does not serve HP or OSU, but does serve the Heritage Mall.

All vehicles for this service are equipped with wheelchair lifts, on-board securement spaces, and a bicycle rack.

Regional Services and NEMT Services

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

OCWCOG Ride Line NEMT Service

Ride Line, the regional broker of Non-Emergency Medical Transportation 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

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[4] Reported by the National Transit Database for City of Albany's general-fixed route service.

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.

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

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.

Linn County had a monthly average of 45,862 eligible members (35% of the County's population) in FY 2021-2022. A total of 92,971 rides or gas reimbursements were provided, a monthly average of 5,711 rides for 4,385 individual clients. Of those eligible for the service, more than 8% used Ride Line service in FY 2021-2022 (compared to 4% in 2016).

Ride Line's service is particularly important to residents in the county's small cities and rural areas where there are currently no public transportation services and distances to medical facilities can be 15 to 30 miles. Additionally, even though residents of Lebanon and Sweet Home have dial-a-bus service and access to the Linn Shuttle, door-to-door service for medical appointments in Albany and Corvallis is not available. Ride Line provides an important resource for these residents.

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. Outreach and coordination are the purview of the CCO, and Ride Line does not advertise by directly contacting eligible clients or advertise commercially.

Cascades POINT

Service Area Description	Cascades POINT provides service from Portland to Eugene via Tualatin, Woodburn, Salem, and Albany
Days and Hours of Operation	Cascades POINT operates Monday-Sunday from 8:40 a.m. to 11:40 p.m.

Fare	Fares vary based on origin and destination
	▪ Adult fares range from $4 to $25
Connections to other services	In Albany, connections to Amtrak (Cascades and Coast Starlight trains), Linn Benton Loop, ATS, BAT
Annual Ridership (2021)	34,985 trips

Cascades POINT, funded by Oregon Department of Transportation and operated by MTRWestern, provides transportation between Portland and Eugene, with four trips per day in each direction. The service operates as part of Amtrak's Cascades train system, and tickets can be purchased through Amtrak. Fares vary depending on the origin, destination, and age of the rider. All vehicles used for this service are wheelchair accessible.

Coast to Valley Express

Service Area Description	Coast to Valley Express provides service from Albany to Newport via North Albany, Corvallis, Philomath, Blodgett, Eddyville, and Toledo along State Highway 20
Days and Hours of Operation	Coast to Valley Express operates Monday-Sunday from 6:15 a.m. to 6:55 p.m.
Fare	Zone-based fare system, with fares costing $1.00 to $6.00, depending on the number of zones traveled
Connections to other services	Direct connections to Amtrak and to CTS and Linn-Benton Loop at the Corvallis DTC
Annual Ridership (2020)	2002 trips

Benton and Lincoln counties co-operate the Coast to Valley Express Route, connecting Albany and Corvallis to Newport seven days a week. Each agency provides two round trips per day. The service travels along U.S. Highway 20, making connections in Albany, North Albany, Corvallis, Philomath, Blodgett, Eddyville, Toledo, and Newport. The Coast to Valley Express serves passengers accessing medical facilities, job training, shopping, recreation, and educational opportunities. The Coast to Valley Express connects to public transportation services in Albany, Corvallis, and Newport, as well as Amtrak in Albany. The service is also marketed as the southernmost leg of the NW Connector through the Northwest Oregon Transit Alliance (NWOTA).

The service operates seven days a week from 6:15 a.m. to 6:55 p.m. with five trips each going eastbound and westbound. Albany Amtrak Station is the scheduled stop in Linn County; however, passengers can call ahead to schedule a pick-up at the North Albany Park & Ride or flag the driver for drop-off at that location.

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.

Benton County Dial-a-Bus has a dedicated vehicle fleet for the Coast to Valley Express. All buses are ADA accessible and include a wheelchair lift, two on-board wheelchair securement spaces, and capacity for two bicycles.

Salem Transit District Cherriots Route 30X: Santiam/Salem Express

Service Area Description	Service from Salem to Gates via Lyons and Mill City
Days and Hours of Operation	Monday-Saturday, two trips each way that pass through Linn County. Monday-Friday, NB service from Gates at 5:47 a.m. and 12:45 p.m., SB service returning to Gates at 12:03 p.m. and 7:11 p.m. Saturday, SB service returning to Gates at 9:33 a.m. and 5:41 p.m., NB service from Gates at 9:50 a.m. and 6:00 p.m.
Fare	▪ General: $2.25 ▪ Older Adults/Persons with Disabilities/Medicare card holders: $1.50 ▪ Youth: $1.00 ▪ Day pass: $4.50 ($3.00 reduced fare, $2.00 youth) ▪ Monthly pass: $60.00 ($30.00 reduced fare, $20.00 youth)
Connections to other services	Connects to other Cherriots (formerly Salem Area Mass Transit District) routes in Salem
Annual Ridership (2020)	Data unavailable at the time of this study

Cherriots, the transportation service of Salem Transit District, provides this fixed-route service to Lyons in Linn County and to Gates and Mill City which are partially located in Linn County. The service connects these cities with cities in Marion County and with the Salem Transit Mall with two trips passing through Linn County cities daily from Monday to Saturday.

Amtrak

Service Area Description	Amtrak Cascades routes connect Albany to Eugene. Corvallis is not directly served by Amtrak trains but can connect to Amtrak train by thruway bus from Corvallis to Albany.
Days and Hours of Operation	▪ **From Albany**: Northbound trains at 6:11 a.m., 1:23 p.m., 5:11 p.m. ▪ **Northbound thruway buses**: 9:10 a.m., 12:35 p.m., 2:05 p.m., 7:00 p.m. ▪ **Southbound trains**: 12:53 p.m., 4:14 p.m., 7:53 p.m. ▪ **Southbound thruway buses**: 8:40 a.m., 1:55 p.m., 7:05 p.m., 11:40 p.m.
Fare	Fares to ride on Amtrak services varies based on route and mode. ▪ Albany to Eugene: approximately $12 ▪ Corvallis to Albany (thruway bus): $2
Connections to other services	Connections to local transit service in Albany and Corvallis

Amtrak provides service to and from Albany (at the Albany Station) along the Amtrak Cascades and the Coast Starlight routes. Amtrak Cascades Thruway bus service provides supplemental service along the I-5 corridor and the Amtrak train lines. Fares to ride on Amtrak services vary based on route and mode.

Traveling on Cascades and the Coast Starlight routes service from Albany to Eugene costs approximately $12, while traveling from Corvallis to Albany using Cascades Thruway bus service costs $2.

Taxi Services

A variety of taxi services are available to county residents, the majority of which are Albany or Corvallis-based. Albany-based companies include All-Star Taxi Cab, Call-Me-A-Cab Taxi Service, Oregon Five Dollar Taxi, and Tax-e-Cab Taxi. Auto-Taxi primarily serves Benton County as well as Linn, Lincoln, and Lane counties. Beaver Cab in Corvallis provides service primarily throughout Benton and Linn counties. Most vehicles can accommodate folding wheelchairs. Fares are either metered or flat rates based on the length of trip and destination. Additional taxi services based in Albany provide services in Linn County. Ride-sharing services like Uber and Lyft are available in Albany.

Shuttle Services

Groome Shuttle

The Groome Shuttle, operated by Groome Transportation, provides intercity airport transportation connecting regional cities, such as Eugene, Albany, Corvallis, Salem, and Woodburn to major hub airports. Shuttle service is available from Albany to Portland Airport from 1:20 a.m. to 8:50 p.m., and from the Portland Airport to Albany from 5:25 a.m. to 12:40 a.m. Fares vary by pick-up location—to and from Portland Airport cost approximately $47 (Albany and Corvallis), $41 (Salem), $36 (Woodburn).

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 U.S. DOT 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 was 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 level.

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. Regional level 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 has been challenging for some public transit service providers.

- **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.**

  - Stakeholders said that when drivers are out due to sickness, Ride Line trips (and other public transportation service provider 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**

  - Rising gas prices have created a challenge for all transit service providers

  - 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.

  - Some stakeholders would like to explore scheduling and other software to create efficiencies for public transportation service providers

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 giving 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

- It is of the highest priority of Linn County to continue to fund the success of existing services. All other strategies, including expansion, are secondary. Expansion should occur as additional funding is available.

- 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).	▪ 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.	▪ 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.	▪ ODOT ▪ OCWCOG ▪ Transit providers ▪ ODHS ▪ ODDS	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.	▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers	Medium	$-$$ Staff time Coordination Technology
3.3 Coordinate with Ride Line to improve utilization of brokered rides for critical services (e.g., access to medical and human service offices) and increased coordination with transportation providers to provide brokered rides.	▪ OCWCOG ▪ IHN CCO ▪ County special and rural transportation program ▪ Transit providers ▪ ODDS	Medium	$-$$ Staff time Coordination Technology Fare support
3.4 Investigate shifting non-NEMT rides at/near fixed route service to alleviate Ride Line service constraints.	▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers	Medium	$-$$ Staff time Coordination Technology Fare support
3.5 Improve and expand transportation assistance for veterans, including coordinating trips to VA medical facilities in Portland and Eugene with Ride Line and existing providers.	▪ OCWCOG ▪ County special and rural transportation program ▪ County veteran's coordinators ▪ Veteran's Association ▪ Transit providers	High	$-$$

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.	- 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 implement action
4.2 Identify and share best practices for the training and retention of volunteers. Schedule courses for drivers on a routine basis.	- 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.	▪ 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.	▪ 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.	▪ 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.	▪ 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.	▪ 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.	▪ OCWCOG ▪ County special and rural transportation program ▪ Transit providers	High	$-$$ Staff time

7.2 Actively engage the Linn County Transportation Advisory Committee in regular monitoring of Coordinated Plan implementation.	▪ 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.	▪ 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 Linn County and proposes seven strategies and related actions to help meet those needs. Like the regional needs, strategies, and actions, Linn 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 target populations, such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students**
  - Providing rides for people with disabilities to events like workshops and day programs continues to be a challenge for agencies. Additionally, riders with high assistance needs who are also not eligible for Medicaid are often dependent on the limited volunteer programs/drivers available.
  - Reliable, door-to-door transportation services are critical for many older adults in the county to reach their medical appointments (e.g., chemotherapy, radiation, dialysis, etc.), pick up their medications, and to shop at the grocery store.
  - The City of Albany's Call-A-Ride fleet needs more vehicles to support the increasing demand for paratransit and ADA services (e.g., vehicles that provide ADA ramps/lifts)
  - LINX has plans to expand the LOOP to implement an East Loop and West Loop to address the growth in the area and provide regular service to high-density, low-income residential areas and apartment complexes.
  - Sweet Home Dial-A-Bus needs to expand service with the increase in demand response service from seniors and people with disabilities.

- **Improve intercity connections, within each county, between counties and outside of the OCWCOG region**
  - Transfers between City of Albany and North Albany are challenging for customers and transit agencies. Even at peak usage, ridership was relatively low, but people who rely on it on consistent basis are not able to access other transportation services.
  - Intercity transportation is a challenge for their clients who are often in need of extra assistance to reach their destinations. Working with these types of clients typically requires specialized training since many need to use a mobility assistance device. One stakeholder also mentioned that many of their clients experience dementia.

- **Serving a larger geographic area, while balancing transportation needs of denser cities and less dense regions**
  - BAT fixed-route services have done "incredibly well" after rebranding and restructuring.
  - LINX staff shared that their agency has added a deviated fixed-route service with plans to expand the deviated fixed route LOOP.
  - Linn County Transportation Advisory Committee and local providers have successfully collaborated to close transportation gaps and address needs in Linn County and the OCWCOG region including Brownsville, Waterloo and Crabtree.
  - In the last few years, LINX has added Saturday service, extended hours, and expanded reach up to five miles outside of city limits.
  - BAT is looking to expand to more rural parts of the county, as well as to provide service between Corvallis and Albany/North Albany.
  - Linn Shuttle has maintained its 10-route M-F & 6-route Saturday STIF funded expansion throughout the COVID-19 pandemic and is looking to increase service as funding becomes available.

- **Balancing appeal of free or reduced fare programs with the limitations they may bring**
  - According to City of Albany Transit staff, fare-free transit has been crucial for low-income riders. They mentioned that approximately 90 percent of riders self-reported having incomes under the federal poverty rate, particularly student riders.
  - Since City of Albany Transit is now fareless, their Call-A-Ride service also became fareless. However, this has put a strain on their ability to provide paratransit services.

– LINX Transit has been fareless since the COVID-19 pandemic and feels it is important to continue, as costs of goods, household expenses and inflation rise. Fare structure will be revisited in FY 2023.

– Linn Shuttle and Sweet Home Transportation are looking into grant options to assist low-income and unhoused with fare assistance.

Marketing, Customer Service, and Outreach Needs

▪ **Reduce language/cultural barriers in reach and available transit agency information for ESL, minority populations, etc.**

– While BAT has been able to bring its service into compliance with ODOT/FTA standards to expand services to more people, the agency continues to struggle to communicate to riders what options they have.

– Some people have trouble navigating mixed status/eligibility requirements for OHP services.

▪ Communication channels are needed for folks to provide feedback/submit complaint in multiple languages.

▪ Education and awareness of services is needed particularly for older adults of different cultural backgrounds.

Human Resources Needs

▪ **Find transit vehicle operators / volunteer drivers**

– Call-A-Ride service is facing issues with being short-staffed. Moreover, it has been difficult recruiting and retaining their driver workforce since the COVID-19 pandemic.

– LINX has seen increased ridership and demand have produced a need for greater administrative and operational support, including front office staff, dispatchers, and a mid-level staff person to oversee operations.

– One human service agency shared that they lost many of their drivers during the COVID-19 pandemic.

– Hiring and retention of enough drivers to keep up with increased ridership has been challenging.

Infrastructure, Capital, and Technology Needs

▪ Funding

– LINX Transit has recently been able to replace some older vehicles and grow a more robust and reliable fleet to help address the increased demand for

transportation. LINX has been outgrowing the secured parking space for years and is in need of funding to make site improvements for paving and secured parking to city owned property to accommodate the growing fleet.

- LINX has plans to explore, purchase and implement scheduling and dispatching software to help address the increase in calls and riders using the LINX Transit system. The software will help to gain some efficiencies with the scheduling process and assigning rides to drivers, which will allow us to provide more service and will shorten wait times for return rides.

- LINX is looking to make improvements and add bus shelters to new stops once plans for the LOOP expansion are finalized.

- Albany and Linn-Benton Loop needs a new Operation facility, the current facility is out of room for any additional buses.

- SCOSHI/Linn Shuttle/Sweet Home Transportation has a variety of classes of buses and vans, half being past their useful life. SCOSHI is in need of replacement vehicles.

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

- Serving a larger geographic area while balancing transportation needs of denser cities and less dense regions

- Balancing appeal of free or reduced fare programs with the limitations they may bring

Needs Addressed: Infrastructure, Capital, and Technology Needs

- Funding/costs for operating and maintaining transportation services

Linn County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
1.1 Continue to investigate options to ensure more sustainable funding for demand response services, the Linn Shuttle and the Linn-Benton Loop.	▪ ODOT ▪ Linn County ▪ Area transit agencies	High	$ Staff time
1.2 Continue to allocate STIF, Section 5310 and 5311 funds to high priority programs and projects identified in the Coordinated Plan.	▪ ODOT ▪ Linn County	High	$ Staff time
1.3 Pursue available Federal and State transit funding and advocate for equitable, effective, sufficient and sustainable Federal and State programs and policies.	▪ ODOT ▪ OCWCOG ▪ ODOT ▪ Area transit agencies	High	$ Staff time
1.4 Explore public and private funding sources to support transportation needs (e.g., areas related to social determinants of health).	▪ ODOT ▪ OCWCOG ▪ ODHS ▪ County agencies ▪ Area transit agencies	High	$ Staff time
1.5 Continue to pursue funding for vehicle replacement, capital improvements and preventive maintenance needed to ensure the desirability, safety and convenience of public transportation services.	▪ ODOT ▪ OCWCOG ▪ Linn 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
- Serving a larger geographic area while balancing transportation needs of denser cities and less dense regions
- Balancing appeal of free or reduced fare programs with the limitations they may bring

Needs Addressed: Infrastructure, Capital, and Technology Needs

- Funding/costs for operating and maintaining transportation services

Linn County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
2.1 Expand frequency of service of fixed-route, deviated fixed-route, and demand response services.	▪ ODOT ▪ County providers	High	$$ Staff time Service planning & operations
2.2 Extend public transportation services to underserved communities and rural areas of the County through options such as shuttle routes, feeder services, shopping or medical shuttles, volunteer-based demand response programs, or privately provided services (taxis, ride share companies).	▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ Non-profits	High	$$ 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.	▪ ODOT ▪ OCWCOG ▪ County transit providers ▪ County Planning/ Public Works	Medium	$$$-$$$$ Staff time Infrastructure planning, design, construction
2.4 Develop/improve maintenance and storage facilities for general transit operations	▪ ODOT ▪ County transit providers ▪ County Planning/Public Works	Medium	$$$$-$$$$$ 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 and youth

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
- Serving a larger geographic area while balancing transportation needs of denser cities and less dense regions
- Balancing appeal of free or reduced fare programs with the limitations they may bring

Needs Addressed: Infrastructure, Capital, and Technology Needs

- Funding/costs for operating and maintaining transportation services

Linn County Specific Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
3.1 Coordinate with regional partners to address the gap for Medicare and private insurance patients that need transportation assistance, including but not limited to low-income residents.	▪ OCWCOG Ride Line ▪ County special and rural transportation program ▪ ODHS ▪ Transit providers ▪ Non-profits	High	$ Staff time
3.2 Examine opportunities to improve transportation access to employment sites through vanpools, shuttles or other means.	▪ ODOT ▪ 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

Services Addressed: Human Resource Needs

- Find transit vehicle operators / volunteer drivers

Linn County Actions	Partner Organizations	Rating of Importance	Order of magnitude costs
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.	▪ OCWCOG ▪ County special and rural transportation program ▪ Transportation providers ▪ Local community non-profits	High	$-$$ Staff time Non-profit support
4.2 Review and support opportunities to better coordinate the recruitment of volunteers.	▪ OCWCOG ▪ County special and rural transportation program ▪ Local community non-profits	High	$ Staff time Technology Non-profit support

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

Services 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 Needs

- Funding/costs for operating and maintaining transportation services

Linn County Actions	Partner Organizations	Rating of Importance	Order of magnitude costs
5.1 Continue to participate in the efforts of the governing body and technical advisory committees for the management and operation of the Linn-Benton Loop.	▪ ODOT ▪ OCWCOG ▪ Linn-Benton Loop TAC ▪ County transit providers	High	$ Staff time
5.2 Regularly convene meetings with human and health service providers to identify mutual transportation needs and opportunities to coordinate services.	▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ County health and human service non-profits/agencies	High	$ Staff time
5.3 Pursue partnerships with health care providers to assure that non-Medicaid patients can get to services and treatment and have transportation home when discharged.	▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ County health care providers	High	$ Staff time
5.4 Encourage appointment to the TAC of eligible representatives with human and health services experience. Explore opportunities to expand the breadth of interests and experience through ex-officio positions or other means.	▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ County health and human service non-profits/agencies	High	$ Staff time
5.5 Encourage human and health service agencies and organizations to appoint transportation representatives to serve on advisory committees, task forces, and work groups.	▪ OCWCOG ▪ County special and rural transportation program ▪ County health and human service non-profits/agencies ▪	High	$ Staff time
5.6 Continue to participate on countywide and regional human and health services advisory committees that link public transportation to human and health services.	▪ OCWCOG ▪ County transit providers	High	$ Staff time

Linn County Actions	Partner Organizations	Rating of Importance	Order of magnitude costs
5.7 In coordination with regional partners, continue to pursue establishment of a universal fare structure and transfer program throughout the region.	▪ OCWCOG ▪ County transit providers (Linn and Benton) ▪ County special and rural transportation program	Medium	$-$$ Staff and consultant time Technology
5.8 Pursue opportunities to share vehicles and/or rides between public agencies, non-profits, churches, schools, vocational facilities, group homes for developmentally disabled residents, and senior care facilities.	▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ County health and human service agencies ▪ Non-profits ▪ Education institutions	High	$-$$ 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

Services Addressed: Marketing, Customer Service, and Outreach Needs

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

Linn County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
6.1 Identify information gaps about fixed-route and deviated fixed-route services for more effective promotion and reduction of demand for demand-responsive service.	▪ OCWCOG ▪ County transit providers	Medium	$-$$

Linn County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
6.2 Continue to actively participate in regional planning and public education/outreach efforts to improve the coordination of public transportation and health and human services, e.g., co-sponsoring forums such as Connecting the Dots Between Health and Transportation.	▪ OCWCOG ▪ County special and rural transportation program ▪ County transit providers ▪ Local and regional non-profits	High	$ Staff time Materials

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

Services 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

Linn County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
7.1 Request County, city planning, and community development departments to notify public transportation providers of land use proposals that potentially affect the demand for and provision of public transportation services.	▪ OCWCOG ▪ County transit providers ▪ Local municipalities ▪ County land use planning	High	$ Staff time
7.2 Encourage transportation providers to regularly assess customer and driver needs through surveys and other mechanisms.	▪ OCWCOG ▪ Transit providers ▪ County special and rural transportation program	Medium	$ Staff time
7.3 Consult with educational facilities to ensure that public transportation schedules are coordinated to the extent feasible with classroom	▪ OCWCOG ▪ School districts ▪ Transit providers ▪ County mobility management	Medium	$

Linn County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
schedules.			
7.4 Support training for public transportation providers on emergency preparedness plans and implementation. Linn County is susceptible to both natural and manmade disasters. In case of an emergency, transportation may be needed to evacuate residents, particularly for persons with disabilities and seniors. LCSO is the lead agency for emergency response. The Emergency Operations Plan designates Local Emergency Management responsible for the coordination and facilitation of movement for the public in coordination with other transportation agencies.	▪ OCWCOG ▪ Transit providers ▪ County special and rural transportation program ▪ City and County public safety ▪ School Districts ▪ ODOT	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 Linn County and the OCWCOG region.

In the 2007 and the 2009 Update, the Transportation Advisory committee articulated the following Vision for public transportation in Linn County: *In the future, an improved and more coordinated and integrated transportation program will provide most Linn County seniors, persons with disabilities and low-income residents with safe, efficient, affordable and sustainable transportation options, expanding services as additional funding becomes available. Building on the foundation of existing local public transit programs and volunteer-based programs, residents will have access to realistic and sustainable transportation options.*