

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2016 GRANT APPLICATION COVER SHEET**

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 1	ODOT Region (1-5):	Region 2
Primary Applicant Jurisdiction:	City of Lincoln City		
Project Title:	Tourist Transit Plan		
Mailing Address:	801 SW Hwy 101		
City/Zip:	Lincoln City, Oregon	97367	
Contact Person:	Debra Nicholson		
Telephone/Email:	541-364-1033	dnicholson@lincolncity.org	

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project:	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

This project will result in a plan for establishing and operating a transit system within Lincoln City that offers tourists and tourist workers a safe, attractive, and sustainable alternative method of travel to tourist accommodations and destinations throughout the city. Expected outcomes will be 1) a plan that gives the city the confidence and knowledge it needs to invest in, establish, and oversee operation of a successful tourist transit service; 2) a seasonal transit service that encourages visitors to enjoy businesses and attractions in Lincoln City; and 3) a reduction in the time tourists spend driving their cars on congested Highway 101 and hunting for parking.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Lincoln City

Project Title: Tourist Transit Plan

Budget Breakdown (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Posting RFP and hiring consultants, establishing TAC	\$0.00	\$0.00
Kick off meeting with consultants and tour of city	\$0.00	\$10,000.00
Individual interviews, TAC meeting #1, and summary memo re: Vision and Goals	\$0.00	\$10,000.00
Memos re: background info, existing conditions, report on services in similar settings	\$0.00	\$10,000.00
City council workshop with interested partners	\$0.00	\$10,000.00
Plan alternatives, memo, TAC meeting #2 to review and evaluate	\$0.00	\$30,000.00
Implementation measures - memo and TAC meeting #3 to review and evaluate	\$0.00	\$20,000.00
Preparation of draft plan	\$0.00	\$10,000.00
Joint TAC/Council meeting #4 to review and recommend	\$0.00	\$10,000.00
Final draft and City Council adoption	\$0.00	\$10,000.00
Total TGM Funds Requested:	\$0.00	\$120,000.00
		\$120,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$16,363.64
Match to be Provided:	\$17,000.00

Type of Match to be Provided:

Labor and Supplies & Services during Project

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Lincoln City

Project Title: Tourist Transit Plan

Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

Lincoln City proposes to produce a transit plan for moving tourists and tourist industry workers to tourist accommodations and destinations within the city. The planning process will engage city officials, partners, an advisory committee, and the general public in setting a vision, measurable goals and objectives; analyzing need for the service and capacity to provide it; reviewing alternatives and selecting a service that is financially viable and best meets objectives; examining implementation measures for start up, phasing, budgeting, and operations; and setting a schedule for periodic evaluation of the benefits of the service. The plan will demonstrate how the city can provide safe, convenient, and attractive transportation options to offset impacts of increasing congestion on the city's ability to attract and entertain tourists and other guests.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The resulting transit tourist plan will be adoption-ready. The tourist transit plan is among the financially constrained priorities in the 2015 Transportation System Plan and once adopted will be an addendum to the TSP.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

City Council Resolution 2016-16, approved May 23, 2016 in a 4-1 vote, describes this project and states the council's support for the application, committing staff time and \$12,000 cash match. Council discussion of the proposal (available in video on the city's website) expressed a vision of tourist transit as recreation and attraction, as well as alternative transportation. The dissenting councilor recalled a trolley that failed 30 years ago and cited issues with the Chinook Winds limo service.

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Lincoln City

Project Title: Tourist Transit Plan

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

This application was prepared by the following compensated consultant:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

Applicant Title:

Printed Name:

Authorized Signature*:

*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

I have mailed in a hard copy of my application with authorized signature.



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

Instructions: See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Lincoln City		PHONE 541-364-1033
CONTACT PERSON NAME AND TITLE Debra Nicholson, Senior Planner	CONTACT PERSON E-MAIL dnicholson@lincolncity.org	
PROJECT TITLE Tourist transit plan		

Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

- 1. Proposed Project Addresses a Need and Supports TGM Objectives Up to 40 points**
 The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives (as listed on pages 3-4 of the Application Packet).

On the central Oregon coast, Lincoln City has 8,400 permanent residents, who are joined on summer days and holiday weekends by 30,000 tourists. Having developed as six villages along Highway 101, the city is over seven miles long and only a mile wide. The highway is the only continuous north-south route through the city and at pinch points where the city narrows, it is the only north-south street. The city's 2015 Transportation System Plan verifies that we cannot build solutions to address our Highway 101 congestion especially during peak tourist times. We are challenged, consequently, to provide attractive and pleasurable alternative transportation to move our tourists around the city while they are here.

Currently, bus service within Lincoln City is limited to a bus loop operated by Lincoln Country Transit that has headway of over an hour. Its route is primarily on Highway 101, with side loops to the schools, the outlet mall and the hospital. It does not provide direct service to tourist accommodations or destinations. The bus service runs Monday through Saturday from 8 a.m. to 6 p.m., which leaves riders without service on Sundays and evenings.

As a high priority project, the 2015 TSP proposes a seasonal trolley feasibility study/implementation plan. This project meets TGM Objective 1.1, as it will demonstrate how a seasonal transit system can offer an alternative choice for safe travel, connecting tourists with destinations throughout the city.

Distance, topography, gaps in sidewalks, lack of bike lanes and connectivity, and weather limit who can bicycle and walk to destinations. A tourist transit system can be an alternative transportation choice or a fall back option for tourists (and workers in tourist businesses) who venture off without their cars, meeting TGM Objectives 1.3 and 1.4.

The tourist transit system will add vitality to existing and new neighborhoods it serves. It will give riders a sense of freedom from their cars, and convenience and assurance for those who choose not to battle the highway traffic. Feel good transportation is critical for our tourism-based economy, and meets Objectives 3.1 and 3.2.

Transit will be a more environmentally friendly way to move tourists and workers in tourist businesses to accommodations and destinations, which addresses TGM Objective 5.1. It will reduce emissions from individual cars stalled in heavily congested traffic and reduce parking demand, which is especially important when many persons are driving to the same destination at the same time (i.e., kite festivals, July 4 fireworks, cook-offs).

2. Proposed Project is Timely and Urgent

Up to 25 points

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding;

- build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor’s Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

This project addresses a need for expanded traffic expressed repeatedly in public meetings and recorded in the 2015 TSP. It specifically focuses on appropriate service for tourists and other visitors, who make up the vast majority of persons in the city during summers and holiday weekends. The 2015 TSP confirms that traffic congestion during peak tourist times is already intense and will become increasingly worse in the next 20 years. The TSP demonstrates that 13 highway intersections will not meet target (will be heavily congested) on summer afternoons in 2035. This project builds on the completion of the 2015 TSP by addressing a main concern of project advisory committee members and the public – that traffic congestion will discourage tourists from taking trips to the coast, and those who do come will curtail travel throughout the city to restaurants, shops, and other destinations. Given the linear nature of the city and the fluctuating volume of travelers, a seasonal transit system seems to be the logical solution for safe, fun, and attractive travel within the city.

3. Proposed Project Approach is Reasonable

Up to 20 points

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

This TSP priority project is simple and straight-forward, describing an “implementation plan for a seasonal trolley bus/double deck bus service, including expected costs, expected revenue, and potential funding sources.” Discussions about adding transit options for tourists always end in anecdotes about a private trolley system in Lincoln City’s past that failed financially or about systems that failed elsewhere. The city will hire an expert consultant to assist in defining a transit service(s) that will be attractive to tourists, efficient in operation, and financially viable. The consultant will work with a local technical advisory committee consisting of representatives of the tourist industry, city officials and likely partners (e.g., The Confederated Tribes of the Siletz and Lincoln County Transit) to:

- set vision, goals, and objectives,
- evaluate existing conditions, evaluate transit services in similar settings,
- consult with city council, partners, interested parties, and the public
- assess options for financing and operation,
- propose alternatives, including types and numbers of vehicles, stops and routes, headway and hours of operation, management and operators
- provide budget for startup and operation
- prepare draft plan for review
- Finalize draft plan for council adoption.

With an informed plan, the city can proceed with assurance that it is investing wisely in a transit

service with the best possible chance of success.

4. Proposed Project has Community Support

Up to 5 points

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

The city approved the 2015 TSP, which gives top priority to this project. The city council passed the attached resolution to apply for this grant and to commit \$12,000 cash match and staff time towards its completion. Following are letters of support from organizations whose representatives served on our TSP project advisory committee and/or who are interested in addressing the need for tourist transit service.

LIST ATTACHED LETTERS OF SUPPORT
1. Lincoln City Sustainability Committee
2. Small Business Development Center
3. Lincoln City Chamber of Commerce
4. Nelscott Neighborhood Association
5. Lincoln City Visitors and Convention Bureau
6. Lincoln County Transit
7. Confederated Tribes of the Siletz Indians
8. Bay Area Merchants Association (BAMA)

5. Proposed Project Sponsor Readiness and Capacity

10 Points

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

This is good timing for the City of Lincoln City, as we will have completed several long-range planning initiatives now underway and be able to turn full attention to planning for seasonal transit. We successfully completed our Walking and Biking Plan (a TGM project) in 2012. It was valuable in completing our TSP in 2015. Lincoln City will complete its other TGM project, the Nelscott Gap Refinement Plan, by early fall 2016. (Our contract manager at TGM will attest to our robust citizen involvement and creative and collaborative efforts to produce practical, yet innovative plans).

City staff persons from several departments have worked well with ODOT, TGM, and our consultants to ensure completion and useful outcomes for our previous TGM projects. Public works, planning, urban renewal, and the city's visitors and convention bureau will take the lead in the transit planning effort. We will work together with Lincoln County, the Confederated Tribes of the Siletz, and other

interested private and non-profit groups to complete and implement the seasonal trolley plan successfully. We anticipate selecting a consultant that has expertise in transit planning and financing, and the creativity to find a perfect solution to address Lincoln City's needs.

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RESOLUTION NO. 2016-16

**A RESOLUTION SUPPORTING APPLICATION FOR OREGON TRANSPORTATION
AND GROWTH MANAGEMENT FUNDS TO
PREPARE A TOURIST-ORIENTED TRANSIT PLAN**

WHEREAS, Lincoln City recently adopted the 2015 Transportation System Plan after years of meetings and analysis; and

WHEREAS, the scope of the Transportation System Plan did not allow consultants to address comprehensively a central theme of public input received during the planning process, which was how to move tourists within the community in an enjoyable manner and with minimum impact on residents and traffic; and

WHEREAS, the 2015 Transportation System Plan, consequently, identifies among its top priority projects a seasonal trolley feasibility study to “prepare an implementation plan for a seasonal trolley bus/double deck bus service, including expected costs, expected revenue, and potential funding sources” at an estimated cost of \$100,000; and

WHEREAS, the Transportation and Growth Management Program offers grants for transportation and land use planning that would pay for consultants with the expertise and experience to assist the city in preparing the implementation plan;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LINCOLN CITY to support Lincoln City’s application for a TGM transportation and land use planning grant to assist in preparation of an implementation plan for seasonal tourist-oriented transit, and to commit staff time and \$12,000 in cash as local match for the project.

Dated this 23rd day of May, 2016.


DON WILLIAMS, MAYOR

ATTEST:


CATHY STEERE, CITY RECORDER



June 10, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use Planning Grants:

Lincoln City's Sustainability Committee is tasked with implementing the 2012 Walking and Biking Plan, a successful product of a TGM grant. Two of our five members served on the project advisory committee for the city's 2015 Transportation System Plan, which includes as a top priority a study and implementation plan for tourist-related transit service. The Sustainability Committee enthusiastically supports the city's application for a TGM grant to assist us in development of this plan.

Our committee recognizes that our thousands of tourists both cause vehicular traffic congestion and suffer from it. Nearly all car trips include the highway, and it is chronically congested. Our goal is for tourists to travel to and from their accommodations and destinations without needing to drive their cars. For a variety of reasons and despite our continuing efforts to improve our walking and biking facilities, many tourists and residents are not able to walk or bike safely as an alternative. We must find attractive and pleasurable alternative transportation to move our tourists around the city. Having convenient and timely transit available will encourage tourists to walk or bike to the transit stops or to their destination, knowing they can catch transit as a back up, if needed.

Thank you for considering the city's TGM grant request. The grant will allow the city to hire transportation and financial consultants to produce a plan for transit options that are fun for tourists, economically sustainable, and a benefit to our environment.

Sincerely,

Lincoln City Sustainability Committee


Soren Klingsporn


MARGE HURL


PAUL ROBERTSON



OREGON COAST
COMMUNITY COLLEGE

June 10, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use Planning Grants:

The Small Business Development Center at the Oregon Coast Community College enthusiastically supports development of a plan for seasonal tourist transportation. Having grown up along seven miles of Highway 101, our city is linear, which means most traffic is going either north or south on the same few streets. The great fluctuations in the volume of traffic (inundated on summer days and holiday weekends and relatively quiet the rest of the year) are challenging for the city's transportation system. Transit service may well be an effective means to address congestion.

As a business advisor and advocate, I understand the importance of keeping this vacation spot and retirement community safe and relaxing. We cannot allow traffic congestion to discourage exploration or enjoyment of our city. We must find attractive and pleasurable ways for our tourists and residents to travel between and around our distinct neighborhoods.

Thank you for considering the city's TGM grant request. The grant will allow the city to hire transportation and financial consultants to produce a plan for transit options that are fun for tourists, economically sustainable, and a benefit to our environment.

Sincerely,

Dave Price, Director
Small Business Development and Community Education

SOUTH COUNTY CENTER
3120 Crestline Drive
Waldport, Oregon 97394
541-563-4502

CENTRAL COUNTY CAMPUS
400 SE College Way
Newport, Oregon 97366
541-265-2283

NORTH COUNTY CENTER
3788 SE High School Drive
Lincoln City, Oregon 97367
541-994-4166



June 10, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use Planning Grants:

The Lincoln City Chamber of Commerce enthusiastically supports development of a plan for tourist transportation. Our city is inundated on summer days and holiday weekends by 30,000 or more tourists. As business owners, Chamber members welcome tourists and rely on them to support our local economy. We want to ensure that they enjoy their experiences on the coast, that they come again, and recommend us to their friends. Once in Lincoln City, we want them to travel to and from their accommodations and destinations, including our businesses. Nearly all car trips include the highway, which is congested during the summer and on holiday weekends throughout the year. This presents safety issues as well. We must find attractive and pleasurable alternative transportation to move our tourists around the city.

Thank you for considering the city's TGM grant request. The grant will allow the city to hire transportation and financial consultants to produce a plan for transit options that are fun for tourists, economically sustainable, and a benefit to our environment.

Sincerely,

Nonni Augustine, Executive Director
Lincoln City Chamber of Commerce

www.lcchamber.com

4039 NW Logan Road
Lincoln City, OR 97367



2582 SW Anchor Ave.
Lincoln City, OR 97367
June 8, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use Planning Grants:

Lincoln City is inundated on summer days and holiday weekends by 30,000 or more tourists. Within the city, Nelscott area businesses attract many of these tourists and rely on them to be successful. It is crucial that tourists to enjoy their experiences on the coast, so they will want to come again and recommend us to their friends.

The Nelscott Neighborhood Association, established in 1989, is composed of local residents and homeowners for the preservation and maintenance of our historical area. As a member of that association, I personally and enthusiastically support development of a plan for tourist-oriented transit that would serve all the neighborhoods in Lincoln City.

The association president Judy Casper served on project advisory committees for the TGM-sponsored 2012 Walking and Biking Plan. I represented the Nelscott Association on the city's 2015 Transportation Plan project advisory committee. From the very first meeting, the committee advocated for improving and expanding transit to serve our resident population and tourists. I voted to recommend the list of financially constrained projects in the TSP that includes this tourist transit study as a top priority.

Thank you for considering the city's TGM grant request. The grant will allow the city to hire transportation and financial consultants to produce a plan for transit options that are fun for tourists, economically sustainable, and a benefit to our environment.

Sincerely,



Jim Taylor, Member
Nelscott Neighborhood Association



June 10, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use Planning Grants:

The Lincoln City Visitors and Convention Bureau strongly supports development of a tourist transportation plan.

Focus group research conducted this past summer showed a surprising number of regular guests who have never explored our seven miles of city and beach. Based on this finding we are working hard to increase awareness of Lincoln City's diverse offerings and provide the means with which to see them.

The linear nature of our town demands that we provide our guests a fun, convenient way to experience it. Our revised website, upcoming promotional video and printed brochures all encourage people to experience everything we have to offer. If we couple greater awareness with an attractive transportation system, the richness of Lincoln City's offerings will turn into a marketable advantage. We will see a growing perception of more to do, longer length of stay and a stronger and more meaningful "Seven Miles of Smiles" brand.

A properly designed and executed transportation solution will also result in less traffic congestion, more available parking and a more pleasant vacation experience.

The requested grant will give us access to transportation and financial expertise resulting in transit options that are a welcomed part of the guest experience, economically sustainable and a benefit to our environment.

Thank you for making this grant available. We appreciate your time and consideration.

Sincerely,

Ed Dreistadt, Director
Lincoln City Visitors and Convention Bureau



Lincoln County Transportation Service District

Cynda Bruce, Program Director
410 NE Harney Street
Newport, OR 97365-2898
Phone: (541) 265-4900
Fax: (541) 574-1296
cbruce@co.lincoln.or.us

June 10, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use Planning Grants:

Lincoln County Transit, based in Newport, provides many types of transit services to the general population, area tribes, students, seniors and tourists in Lincoln County. As the director of Lincoln County Transit, I support efforts to develop a plan for tourist-oriented transit in Lincoln City.

Lincoln City and other cities on the Oregon Coast share Highway 101, which is congested and often unpleasant at peak tourist times. Lincoln County Transit provides bus loop service within Lincoln City that has headway of over an hour. Its route is primarily on Highway 101, with side loops to the schools, the outlet mall and the hospital. Consequently, it does not have the capacity to provide direct service to many of our tourist accommodations or destinations. The bus service runs Monday through Saturday, from approximately 8 a.m. to 6 p.m., which does not cover all the days and times that tourists could use it.

As the director of Lincoln County Transit, I served on project advisory committees for the TGM-sponsored 2012 Walking and Biking Plan and the city's 2015 Transportation Plan. Both groups were very supportive of improving and expanding transit to serve our resident population and tourists. The list of financially constrained projects in the TSP includes this tourist transit study as a top priority.

Thank you for considering the city's TGM grant request. The grant will allow the city to hire transportation and financial consultants to produce a plan for transit options that are fun for tourists, economically sustainable, and a benefit to our environment.

Sincerely,

Cynda Bruce
Cynda Bruce, Director
Lincoln County Transit



Confederated Tribes of Siletz Indians

P.O. Box 549

(541) 444-2532

• 1-800-922-1399

Siletz, Oregon 97380

• FAX: (541) 444-2307

June 9, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use (TGM) Planning Grants:

The Confederated Tribes of Siletz Indians strongly supports development of a plan for tourist-oriented transit for Lincoln City and the vicinity.

Currently, Lincoln City is awash on summer days and holiday weekends with 30,000 or more tourists. Tribal businesses attract many of these tourists and rely on them to keep our Tribal economy working. Additionally, the Tribe is the top employer in Lincoln County. Great transportation options on the coast will enhance the experience of visitors to the coast and encourage people return.

The Tribe is committed to transportation enhancements in Lincoln City. Our Tribal Planner has served on project advisory committees for the TGM-sponsored 2012 Walking and Biking Plan and the city's 2015 Transportation Plan. Both city planning groups were very supportive of improving and expanding transit to serve our resident population and tourists. The list of financially constrained projects in the Transportation System Plan (TSP) includes this tourist transit study as a top priority.

Thank you for considering the City of Lincoln City's TGM grant request. The grant will allow the City to hire transportation and financial consultants to produce a plan for transit options that are fun for tourists, economically sustainable, and a benefit to our environment.

Sincerely,

Brenda G. Bremner
General Manager

June 9, 2016

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

To the Reviewers of Transportation and Land Use Planning Grants:

Hello,

I am the President of the Bay Area Merchants Association.

The purpose statement of the Association is "To support business and individual members in South Lincoln City by means of promotion, advocacy and education. The Bay Area Merchants Association is committed to being a strong voice for the area and the business community." Therefore, we believe the development of a plan for tourist transportation fully supports our statement of purpose and vision.

Lincoln City is inundated on summer days and holiday weekends by 30,000 or more tourists. As business owners, BAMA members rely on these tourists to support our local economy. We want to ensure that their experiences on the coast are favorable, so they will come again and recommend us to their friends. Once in Lincoln City, we want them to enjoy traveling between their accommodations and destinations, including our businesses. Nearly all car trips include the highway, which is chronically congested. We, consequently, must find attractive alternative transportation to move our tourists around the city.

Thank you for considering the city's TGM grant request. The grant will allow the city to hire transportation and financial consultants to produce a plan for transit options that are fun for tourists, good for local businesses, economically sustainable, and a benefit to our environment.

Sincerely,


Jeri Knudson, President
Bay Area Merchants Association



540 NE Hwy. 101/PO Box 752
Lincoln City, OR 97367 * 541-994-9994
www.lincolncity-culturalcenter.org

Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Oregon 97301

June 10, 2016

To the Reviewers of Transportation and Land Use Planning Grants:

The Lincoln City Cultural Center entertains residents and tourists year round at our centrally-located facility, inside the historic Delake School building. We have been offering programs here for the past 10 years, with visitor and patron counts that have increased each year.

We are home to the official Lincoln City Visitor Information Center, where our volunteers serve on the front line of our hospitality effort. In addition, our nonprofit offers daytime arts events, evening concerts and a variety of classes with regulars and drop-ins. The most popular event is the Sunday farmers market, which has become so popular that parking has become an issue. We worry that congestion and lack of parking at our site will deter return customers, on Sunday as well as throughout the week.

As the executive director of the center, I enthusiastically support development of a plan for tourist transportation. I want to ensure that our patrons can get to the Cultural Center and have a good time in the process.

Thank you for considering the city's TGM grant request. The grant will allow the city to hire transportation and financial consultants to produce a plan that makes getting around in Lincoln City safe, reliable, convenient, and enjoyable.

Sincerely,

A handwritten signature in black ink, appearing to read "Niki Price". The signature is written in a cursive, flowing style.

Niki Price, Executive Director
Lincoln City Cultural Center

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

- 1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 9th day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

Debra Nicholson
Signature
Printed Name: Debra Nicholson
Title: Senior Planner

¹ "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.

Racial and Ethnic impact statement

American Indians The Confederated Tribes of the Siletz Indians own several tourist businesses in Lincoln City (i.e., hotels, restaurants, the Chinook Winds Casino, and the Chinook Winds Golf Course) and operates a free limo service for its patrons. A new tourist transit service would offer another alternative to the Tribe's guests and provide transportation to employees of its businesses. The proposed plan could find ways for the city and the Tribe to collaborate on providing transit service. The Tribe has provided a letter of support for this project.

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