

LINCOLN COUNTY COORDINATED PLAN

(COORDINATED HUMAN SERVICES – PUBLIC TRANSPORTATION PLAN)



May 2017

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A. INTRODUCTION

Lincoln County, in cooperation with the Oregon Department of Transportation (ODOT) and Association of Oregon Counties, is updating its Coordinated Human Services - Public Transportation Plan (Coordinated Plan). Last updated in 2009, the Coordinated Plan focuses County and regional resources on ensuring that public transportation efficiently and effectively gets people to important destinations, such as jobs and medical appointments.

Unlike other types of transportation plans that focus on how the transportation system functions, a Coordinated Plan engages public transportation providers, such as Lincoln County Transportation Service District (LCTSD; Lincoln County Transit), and the human and health service communities in collaboratively identifying and addressing how best to match public transportation services to human and health services, and vice-versa.

The Federal Transit Administration (FTA) and ODOT require recipients of FTA Section 5310 program funds and State Special Transportation Funds (STF) to engage in a coordinated planning process. The goal is to broaden the dialogue and support coordination among public transportation providers and human and health service providers to ensure that appropriate public transportation services support special needs populations. FTA Section 5310 and STF funds provide operating assistance to transportation providers and programs that serve these targeted populations. Projects submitted for FTA and STF funding must be included in the Coordinated Plan. Coordinated Plans are updated every five years.

Independent of this Coordinated Plan, LCTSD is developing a Transit Development Plan (TDP). A Coordinated Plan is distinct from a TDP, which focuses on transit service improvement alternatives over a 20-year period, as well as from a Transportation System Plan (TSP) that addresses all modes of transportation, including transit. Rather, Coordinated Plans are intended to engage public transportation and human health service providers in collaboratively identifying and responding to the public transportation needs of special needs populations -- older adults, persons with disabilities, low-income persons, veterans, and minority populations – over a 5 to 10-year timeframe. Coordination means the efficient and effective use of public transportation resources for getting people to important destinations, such as employment and medical appointments.

The purpose of the Coordinated Plan is to support coordination between public transportation and human and health services, focusing on older adults, people with disabilities, persons of low income, and other special needs populations.

While the Coordinated Plan focuses on transit services provided by Lincoln County Transit, it is broader than just transit. Public transportation means all forms of transportation available for public use on a regular and continuing basis, including transit, demand response services, volunteer-based programs, non-emergency medical transportation (NEMT), taxis, technology service companies such as Uber, shuttles, private bus lines such as Greyhound, Amtrak, etc. In addition to supporting the long-term needs for transportation services for all County residents and visitors, the Coordinated Plan specifically focuses on matching public transportation to the needs of special populations -- older adults, persons with disabilities, low-income persons, veterans, and minorities.

The Coordinated Plan identifies critical transportation needs, available resources, and strategies to create efficiencies, reduce redundancy, and ensure the continuation of high-quality public transportation services. It includes:

- Stakeholder input on what works well in terms of transportation services in the County, what is not working well, what are the barriers to the use of available services, how existing services can be provided more efficiently and serve more people, and how local providers of transportation can share information and collaborate in new or better ways.
- The “state of the state” in terms of updated County demographics and existing public transportation services. This component defines the service market and helps inform the identification of needs of public transportation users within that market. It highlights any gaps in transportation service and identifies the transportation needs of target populations.
- A summary of funding for public transportation in the County since the 2009 Coordinated Plan and identification of projected funding challenges and strategies.
- A description of the progress made in addressing the needs and implementing the strategies identified in the 2009 Coordinated Plan.
- Transportation needs and strategies to address those needs, including actions to maintain, expand or improve services and for coordination between transportation providers and the human and health service communities.

Coordination planning and the federal and state expectations for Coordinated Plans consistently evolve. Among Plan elements that are new or expanded from the 2009 Coordinated Plan are strategies for veterans, limited English proficiency populations, and minority populations; recognition of the role that public transportation plays in emergency preparedness; an overall vision for public transportation services in the County; inclusion of health service providers as key partners in coordination of public transportation and human services; and better linkage between strategies and transportation needs through combination of needs, strategies and actions into a single section of the Plan.

LCTSD and other public transportation providers 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.

The intent of the Coordinated Plan is to be a “living” document identifying needs and investment priorities. Lincoln County will use the plan to allocate funding and, along with local partners, will use the plan to develop and enhance public transportation services.

Public Transportation is critical for connecting workers to their jobs, people with essential services in urban and rural areas, and communities to one another. Oregonians receive many benefits from public transportation, including:

Reduced transportation costs – Those who take the bus and do not own a car save nearly \$10,000 a year.

Improved transportation safety – Nationwide, buses account for only one percent of all transportation injuries.

Relieving growing demand – Providing options for people to travel other than driving help keep more cars off our crowded roadways.

Increased access to services – Public transportation is a travel option for all people, including those with disabilities, low-income households, seniors, and children.

Reduced air pollution and greenhouse gas emissions – Transit is essential for reducing air pollution and GHG emissions.

Oregon Transportation Commission: A Strategic Investment in Transportation

B. PLAN DEVELOPMENT PROCESS

1. Overall Process

This update of the 2009 Lincoln County Coordinated Plan is part of an effort by ODOT to update all Coordinated Plans in the state. Under the umbrella of a region wide Central Willamette Valley Coordinated Human Services-Public Transportation Plan (Regional Coordinated Plan), ODOT Public Transit is assisting Lincoln County in preparing this County-specific component of the regional Coordinated Plan. To facilitate its preparation and to ensure consistency among the county “chapters” of the regional Coordinated Plan, ODOT Public Transit contracted with the Association of Oregon Counties and its subconsultants Cogan Owens Greene, LLC and Nelson Nygaard to prepare the Lincoln County Coordinated Plan and to advise and assist on the planning process.

Initiated in Fall 2015, the process has been based upon engagement of the Lincoln County Special Transportation Advisory Committee (STAC) and staff through periodic workshops to advise on process and iteratively review draft sections of the Plan. During the planning process, the TAC conducted four workshops with the consultant team and a public open house on March 22, 2017. Stakeholder interviews (detailed below), especially with the human service and health service sectors, has been another critical part of the process. The final step in the process will be Plan adoption by the Board of County Commissioners.

A separate regional chapter of the Regional Coordinated Plan will address regional travelshed (Linn, Benton and Lincoln Counties) issues, needs and strategies. While adoption by Lincoln County and the other regional jurisdictions (Linn and Benton Counties, Siletz Tribes) will not be required, review and endorsement will be sought.

2. Stakeholder Outreach

Stakeholder outreach focused on interviews conducted by the consultant team with public transportation providers, human and health service providers, local governments, stakeholders, education sector, business organizations, community groups, and other stakeholders. Interview results have been instrumental in identifying opportunities and strategies to address gaps in local, regional and out-of-region services and to improve linkages among community services. Stakeholder outreach also included a March 22, 2017 Public Open House, advertised to stakeholders and to the general public through the County’s website, flyers, and media announcements.

A summary of stakeholder and other public input follows, including input from the more than 50 stakeholder interviews conducted for the Central Willamette Valley Coordinated Plan, Open House input, questionnaire results, and comments forwarded to County staff.

Input obtained from the Special Transportation Advisory Committee, Transit District and County staff, and transit providers has been directly incorporated into and is the basis for the Existing Conditions element and for the majority of Needs, Strategies, and Actions identified in this Plan.

Because the Coordinated Plan is being developed as a combined, regional plan for Linn, Benton and Lincoln Counties and the Siletz Tribes and because most of the stakeholders interviewed provide services across the region, there are limited Lincoln County-specific interview results. The vast majority of the input received applies to all four geographic areas. **These comments represent perceptions and opinions of the parties interviewed and may be contradictory and not supported by fact. In addition, cost factors have generally not been considered in recommendations for service improvements.**

What works well in terms of transportation services? Is service consistent?

Stakeholders indicate that current services are generally reliable and consistent and are appreciated by consumers. Nearly all interviewees mentioned that available public transportation services better meet the needs of persons who live in larger communities (Lincoln City and Newport), than for those who live in smaller cities, unincorporated communities, and rural areas. A number of interviewees mentioned that the COG's role as the transportation brokerage works well and is effective for the very small percentage of eligible riders who utilize the service. Representative responses include:

- The regular bus routes that are in place provide reliable, consistent service.
- Valley Transportation works well in bringing coastal residents to Corvallis for medical services.
- There has been success in enrolling people in the Oregon Health Plan which increases their access to transportation services.

What is not working well in terms of transportation services?

Respondents indicate that increasing demand and lack of resources to meet the varied needs of the County's communities, especially in rural and isolated areas, are the major factors in what is not working well with transportation service. They also cite a general lack of knowledge about what public transportation services are available and little to no knowledge of how they are funded. This lack of knowledge about available services extends to both human and health service providers and clients. While public transportation users may be aware of the specific services that they utilize, unless they are taking advantage of such, they have little to no knowledge of connecting services or of transportation opportunities within the travel shed. Select comments include:

- Limited hours of operation and frequency of service are most frequently cited as the major barriers to the use of public transit in the County. Gaps in mid-day and evening service are particularly problematic.
- Transit service is not coordinated with class schedules at South Coast Community College. For example, students from Siletz that access the South Beach campus can have long waits before and after classes because of the bus schedule. "...my son has to waste six or eight hours ...waiting around for the next bus to and from the campus."
- Length of time between buses is a discouragement towards ridership, both current and new. For example, there is a long wait in Waldport between buses and a long layover in Yachats.
- Poor connections, as well as limited hours of operation, make longer trips difficult. Many potential users live in outlying areas yet the most accessible services are in Newport and Lincoln City. "(Human service) clients cannot work and attend treatment because of the inordinate amount of time it takes to get to services."

- While Dial-a-Ride works well, it is very time-consuming to accomplish more than one task, e.g. medical appointment plus shopping. The last pickup is at 3:30 pm, necessitating mid-afternoon completion of desired services.
- Bus service cannot be used to access most public meetings, such as the Coordinated Plan Open House, limiting the ability of public transportation users to participate.
- Expanded Medicaid services have put excessive demand on the system as a whole.
- Clients doing shift work, especially in service industries, are challenged to access employment because of limited public transportation.
- In Lincoln City and Newport, there is public transportation but it can be difficult for older adults and people with disabilities to access. Older adults and persons with disabilities living outside these communities are not served by public transportation.
- In Waldport, bus service arrives at the Samaritan Clinic before it opens.
- Small cities are served by medical transportation but not transport for the general public.
- More frequent service and better routing of service is needed to Dorchester House (which has a concentration of veterans and low-income persons).
- Some people may have unfavorable impressions about bus riders. (“Have you seen the people who ride those buses.”)

What are the primary barriers to use of available services?

The lack of resources/funding is frequently cited as a significant barrier to being able to accommodate the full range of transportation needs. Interviewees also frequently identify key barriers to include a lack of service outside of incorporated areas and services being inadequate or inconvenient to meet the needs of special populations.

Geographic/demographic barriers are the most frequently mentioned barriers, especially transportation in rural, isolated areas. “Services being moved outside of the tsunami zone will make them more difficult to service with transit.” The location of “on call” transit stops can also be a geographic barrier: some pick-up areas cannot be accessed by some veterans, persons with disabilities, and low-income persons.

The key information barrier is a lack of readily accessible public information about available services. Stakeholders observe that the existing public transportation system is simply not well understood.

Legal/regulatory barriers cited include red tape and regulations involved in working with the Veterans Administration that limit access by veterans to services and Health Insurance Portability and Accountability Act (HIPAA) rules that prevent agencies from grouping rides. Several respondents note that each of the three Counties in the region receives STF funding and creates its own program; they suggest that better integration of county-specific programs into a regional system region would help create a more seamless system.

Other barriers cited include:

- For first time users, including older adults, low income persons and non-English speaking persons, fear of using public transportation.
- For aging individuals, persons with disabilities and those with behavioral and cognitive issues, a lack of travel assistance.
- For persons with disabilities, challenges in accessing fixed route transit due to weather, distance to bus stops, topography, and amenities available such as accessible routes and bus stop shelters.

- For persons in intellectual/developmental disabilities jobs programs, lack of transportation to employment sites.
- For low income persons, the cost of public transportation.

How well are regional (town-to-town) transit needs being met?

Connections between the coast and the Valley are identified as being fairly good, although scheduling and frequency of service could be improved. Conversely, the County's smaller communities are identified as having poor or no connections. Comments include:

- Public transit does not reach low-income community members who cannot afford to live near the center of town.
- Bus connections to passenger rail serving the Willamette Valley need to be improved.

What are future trends that will modify the demand for transportation services?

Regional population growth; aging of the Baby Boomers; growth in the number of medical facilities and senior residences; and technological changes, advances and opportunities are among the key trends interviewees expect to impact future transportation needs. Key comments include:

- For aging Baby Boomers, there is a desire to age in place (85+ population is one of fastest growing groups). Some cities are also reporting an increase in retirees moving to their communities.
- Millennials are tending to drive less/not own vehicles, creating an increasing demand for transportation alternatives, including public transportation.
- The number of Vietnam vets and homeless vets is increasing nationally and locally (vets make up 2% of the general population nationwide, but 33% of the homeless population).
- Similar to other special needs populations, the aging of the veteran population is expected to create greater demands on transit services.
- Increases in population lead to more congested roads, slowing transit efficiency.
- There will be more senior living facilities and more over-55 housing that will need to be served with public transportation.
- There is increasing need for special transportation for individuals with mobility and cognitive impairments, including the State's Employment First program which requires all individuals with developmental disabilities to get a job.

What are the highest priorities that should be pursued to address gaps or limitations in service?

Most interviewees felt that addressing small community and rural area transportation needs is the most urgent need. Another high priority is for coordination among service providers, among the Counties and between transportation planners and the housing and health care sectors.

Other comments:

- Expand service to South County and East County.
- Locate housing close to transit; increase the availability of affordable housing.
- Increase the availability of carpooling as a transportation option.
- Integrate system regionally, including fares, timetables, convenient connections between systems, trip planning devices in regional transit plan.
- Address viability of shuttle services for tourists and destinations in coastal cities.
- Assist smaller cities in starting or improving existing local bus loop shuttle services.
- Expand volunteer programs to serve outlying communities.

- Seven-day per week service should be provided to all health clinics.
- More focus needed on shopping and pleasure outing.

What would make public transportation services more efficient?

Scheduling efficiencies and enhanced use of technology, provision of travel training and travel navigator programs, increased coordination among providers, and exploration of private partnership opportunities are all identified as ways to improve the effectiveness of public transportation. Among the specific suggestions:

- Consider how vanpooling and carpooling can integrate with public transportation to reach underserved areas.
- Develop protocols to work around HIPAA rules in order to provide group rides. Bring more partners into this effort. For example, group homes and foster homes could coordinate to provide group rides.
- Provide transit training; offer free days to ride with trainers. (It was also mentioned several times that individuals with behavioral, cognitive and other special needs could benefit from personal assistance, such as Travel Navigators.)
- More coordination between health and social services providers. Duplication occurs now because of lack of coordination. Need more partnerships with non-profits.
- Need more streamlined public education. More information translated into Spanish and more consumer-friendly information on buses.
- More funding for volunteer programs such as Senior Companion program.
- Save energy by using smaller, more efficient buses on routes with low ridership.

How can coordination/partnering among providers be improved?

Despite a number of suggestions for improvements in coordination, stakeholders generally feel that coordination among regional transportation providers is very good. Oregon Cascades West Council of Governments (COG) is seen as communicating well with its members and providing expertise relative to public transportation services. The benefits in having management of both senior services and the transportation brokerage within the COG are specifically noted.

Most participants indicate increased efforts in partnering would be beneficial. Partnerships with the COG, state and County human and social service programs, Coordinated Care Organization (CCO), and colleges/universities are expected to help in understanding and meeting transportation needs. Other suggestions include:

- Coordination is a high priority for Samaritan Health, the CCO. When NEMT performs well, there are savings/ discretionary dollars which then can be put back into the system to increase and enhance service. "Samaritan sees the collective impact in service areas when all partners collaborate."
- Large employers are potential partners for funding transportation service, particularly for home-to-work trips.
- Employers could also adjust shifts to meet transportation needs of employees; provide bus passes to help employees and people looking for work.
- For small cities, consider a model where the city covers insurance and some other costs while a nonprofit operates the buses.
- Some small cities need more awareness of coordination possibilities, as well as assistance and expertise to develop effective transportation partnerships with local agencies and businesses.
- Lincoln County School District encourages transit use by employees through subsidized

passes.

Stepping back, what is your dream for public transportation in the region?

Interview participants have numerous ideas about the design of a transit system for the region. In summary, most feel a system that is accessible and dependable, easily understood, and meet the needs of the community is the ideal. Notable responses include:

- Dependable transportation for all with a sense of kindness, tolerance, and general community stake in transportation.
- Community awareness of how to use transit.
- A 1-800-I NEED A RIDE number with no turn downs and responsive to needs. A statewide database where one can go and easily get reservations for a ride.
- A regional plan that unites all partners in regional transportation planning and service provision and includes health, human services, land use planning and housing providers.

Other comments

- More timely measurements of plan performance are needed.
- Efforts are needed to recruit more volunteers.

3. Human/Health Services Engagement and Planning

Among the key goals of the planning process are to better educate human and health service providers about available public transportation services and to advise public transportation providers of the human and health service sectors' public transportation needs. Efforts to address these goals include:

- ***Stakeholder interviews:*** A special focus of stakeholder interviews has been on how public transportation services are coordinated with human and health services needs at the regional and local levels. Because of this focus, more than half of the interviews conducted have been with representatives from the human services and health services sectors, both at the County and regional levels. Included have been representatives of various Oregon Department of Human Services departments; Cascade West Council of Governments' human services programs, including Senior Services Advisory Council, Disability Services Advisory Council, and Community Services Coalition; Samaritan Health Services (Coordinated Care Organization); County Health Department programs; Lincoln City and Newport community centers; County Veterans Services Organization; and others.
- ***Opportunity to review the Draft Plan:*** All parties interviewed were copied with a public review Draft Plan, advised of the County's public review process, and invited to comment and participate in a March 22, 2017 Public Open House.
- ***Transportation Advisory Committee (STAC) representation:*** While human and health service providers are not currently represented on the committee, the Plan encourages appointment, within the constraints of the State's Administrative Rules (OAR 732-005-0031 (11)), of eligible representatives with human and health services experience. It also encourages the County to explore the opportunity to expand the breadth of interests and experience through ex-officio positions or other means.
- ***Current and ongoing opportunities to been engaged in planning for and providing public transportation services:*** Since 2007, Lincoln County Transit staff has participated on

the County's Joint Commission on Transportation that includes CCO, Senior Companion Program, County Mental Health, other health clinics, County Veterans Office, and other human and health services representatives. Among its functions, the Commission identifies barriers and coordinates access to health and medical services in the County. Lincoln County Transit staff also regularly participates in Ride Line (brokerage) meetings. All STAC meetings are open to the public and Samaritan Health representatives periodically attend.

- **Strategies to facilitate their participation:** The Plan includes a variety of strategies and actions to partner with and to improve the coordination of public transportation with human and health services in the County and region. Examples include:
 - Pursue partnerships with state human service agencies to ensure efficient and cost effective services that leverage state and local resources.
 - Continuously strive to coordinate the planning for and provision of public transportation services with the provision of human and health services and with other land use and transportation planning.
 - Improve communication to group homes, retirement centers, assisted living centers, and other public facilities about available public transportation services.
 - Inventory all human and health service providers (senior centers, retirement centers, assisted living centers, others), major employers and other appropriate parties to identify those entities in the County that have the capability to provide transportation services. Use results to coordinate with those entities on service provision.
 - Continue to participate on countywide and regional human and health services advisory committees that link public transportation to human and health services.

ODOT is currently updating the state's Public Transportation Plan. The Plan's proposed vision indicates: "public transportation...helps further the state's quality of life and economic vitality and contributes to the health and safety of the residents...". The Plan's Policy and Technical Advisory Committees include older adult, persons with disabilities, and low income representatives, including representatives of the Oregon Department of Human Services, Oregon Disabilities Commission, and Oregon Health Authority. It is expected that the Plan will outline human services-public transportation needs and opportunities and provide a roadmap for partnerships between state agencies and local jurisdictions to collectively address them (including those outlined in this Coordinated Plan).

A 2012 Statewide Human Services – Public Transportation Coordination Study cited significant disconnect between the provision of health and human services and the provision of public transportation services. As part of the Public Transportation Plan process, it is expected that the Study's findings and recommendations will be revisited.

C. DEMOGRAPHICS

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

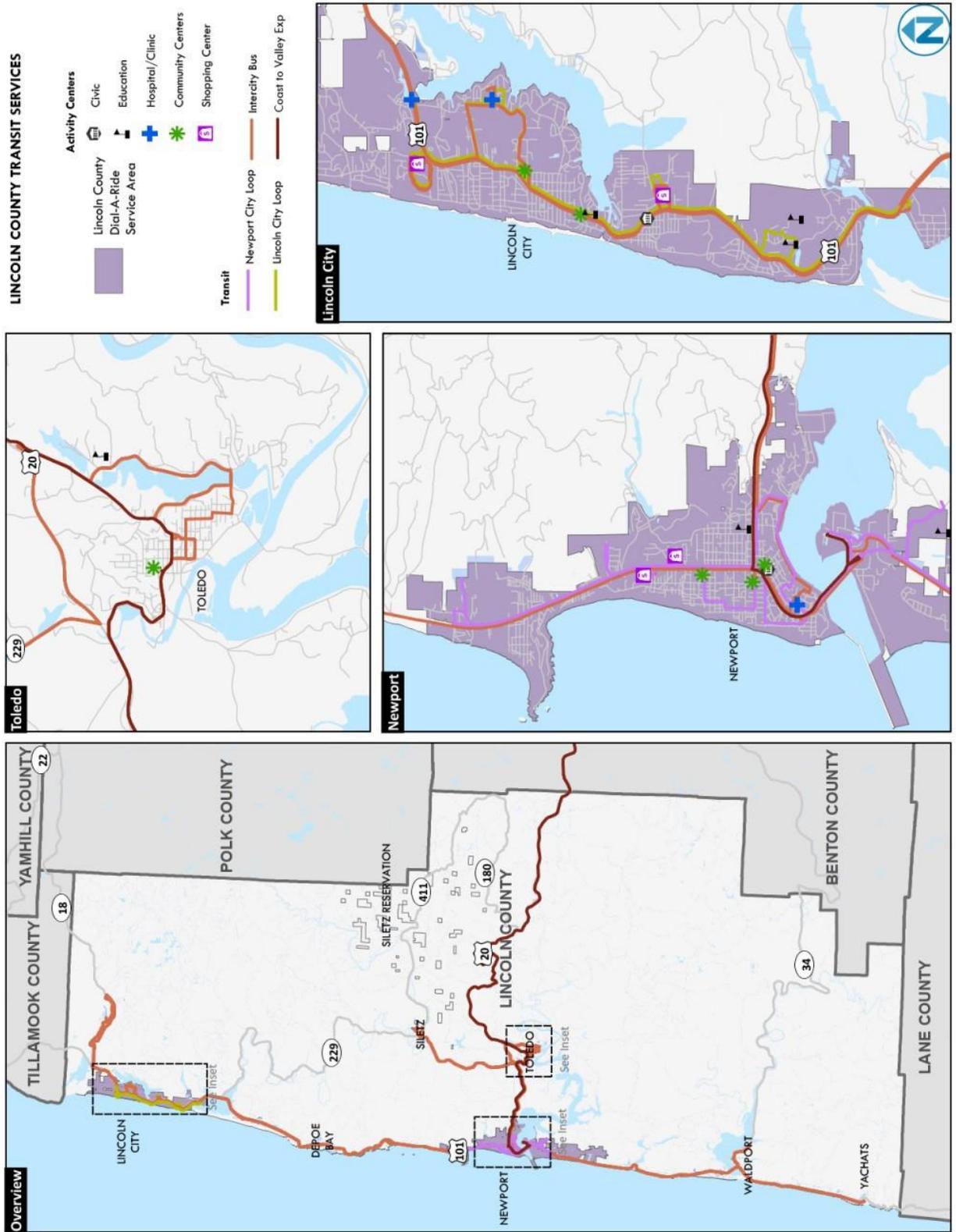


Figure 1: Lincoln County Population Centers and Transit Service

1. Population Profile

Lincoln County is the 18th most populated county in the state out of 36 Counties. The County's total population has grown slowly since 2000, with an average annual growth rate of 0.3% between 2000 and 2010. In July 2015, the population of Lincoln County was 47,038, an increase of approximately 1,000 persons or 2.2% over its 2000 population of 46,034 persons. The largest cities are Newport, with a 2014 population of 10,095; Lincoln City, 8,400; and Toledo, 3,465. The populations of the three largest cities represent about 46% of the total County population, with 47% of the population residing in unincorporated areas. Most of the County's population lives along the coast; Siletz is the only truly interior city. The population of the Siletz Indian Reservation was 615 in 2000 and is included in the total below for the City of Siletz.

Figure 2: Lincoln County Population, 2000-2014

Location	Population (2000)	Population (2010)	Population (2014)	% Change (2000-2014)
Depoe Bay	1,174	1,398	1,410	20%
Lincoln City	7,437	7,930	8,400	13%
Newport	9,532	9,989	10,095	6%
Siletz	1,133	1,212	1,235	9%
Toledo	3,472	3,465	3,485	0.4%
Waldport	2,050	2,033	2,060	0.5%
Yachats	617	690	720	17%
Unincorporated	19,064	19,317	19,485	2%
Lincoln County	44,479	46,034	46,890	5%

2000 and 2010 figures: Oregon Office of Economic Analysis. Demographic Forecast. "Long-term Oregon State's County Population Forecast, 2010-2050." 2013. Retrieved from <http://www.oregon.gov/DAS/oea/Pages/demographic.aspx# Long-Term County Forecast>

2014 figures: Oregon Employment Department. "Northwest Oregon Population – Cities and Counties."

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

The County's population is expected to grow at a slightly faster pace in the near term (2017-2035) compared to the long term, reaching 53,710 in year 2030 and 56,245 by the year 2050.

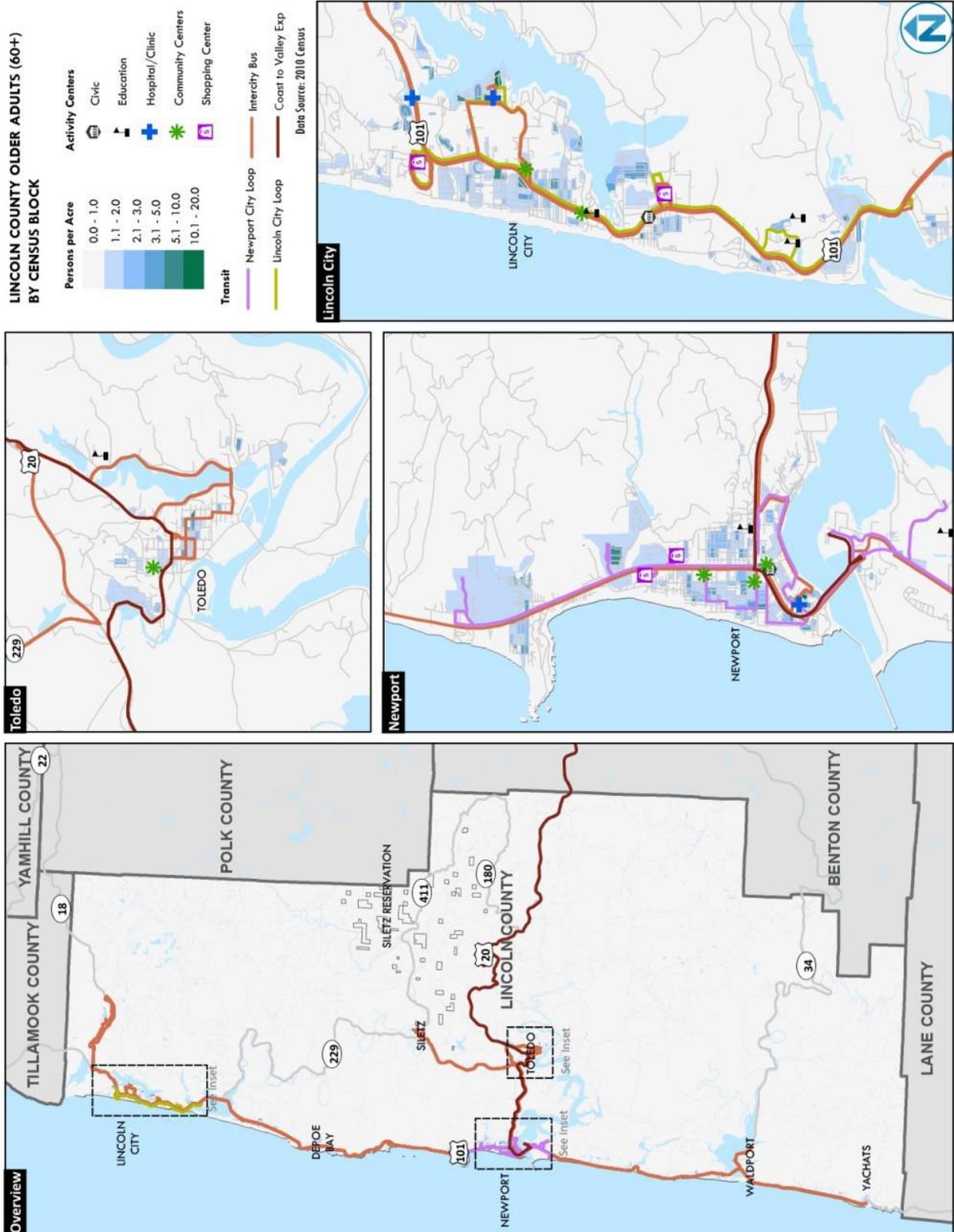


Figure 3: Lincoln County Population Density

2. Older Adults

In 2010, about 22% of Lincoln County’s population was 65 years of age or older, as compared to a statewide average of 14%. (The media age for Lincoln County residents is 50.4.) Figure 5 shows that all portions of the County experienced an increase in the older adult population from 2000 to 2010, with Depoe Bay (30%), Waldport (26%), and Yachats (41%) having the greatest numbers of older adults as a percentage of population. Figure 5 illustrates population densities of older adults in the County, showing that the greatest numbers of older adults are found in the three largest cities of Newport, Lincoln City, and Toledo, creating a greater demand for transit services in these cities. Comparing the availability of demand-response services to concentrations of older adults (Figure 15) indicates that transportation options for people unable to reach fixed-route transit are particularly limited in Siletz and Toledo.

Figure 4: Lincoln County Older Adult Population, 2000-2010

Location	Population 60 or older (2000)	Population 60 or older (2010)	% Change (2000-2010)	Proportion 60 or older (2010)
Depoe Bay	280	417	49%	30%
Lincoln City	1,436	1,609	12%	20%
Newport	1,639	1,892	15%	19%
Siletz	137	173	26%	14%
Toledo	369	409	11%	12%
Waldport	481	533	11%	26%
Yachats	198	286	44%	41%
Unincorporated	4,146	4,653	12%	24%
Lincoln County (Total)	8,686	9,972	15%	22%

While the older adult population in Lincoln County has grown in recent decades, due primarily to the aging of the Baby Boomers, it is growing at a slower rate compared to most parts of Oregon. Future forecasts indicate steady growth in the older adult population. By 2020, Lincoln County’s population aged 65 and over is projected to increase to 26% of the total population, as compared to 17% statewide. By 2030, older adults are projected to comprise 30% of the County population, outpacing the 20% projected for the age group statewide.

Multiple senior programs operate in the County. Of note is the regional (Linn, Benton and Lincoln Counties) Senior Companion Program that links “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.

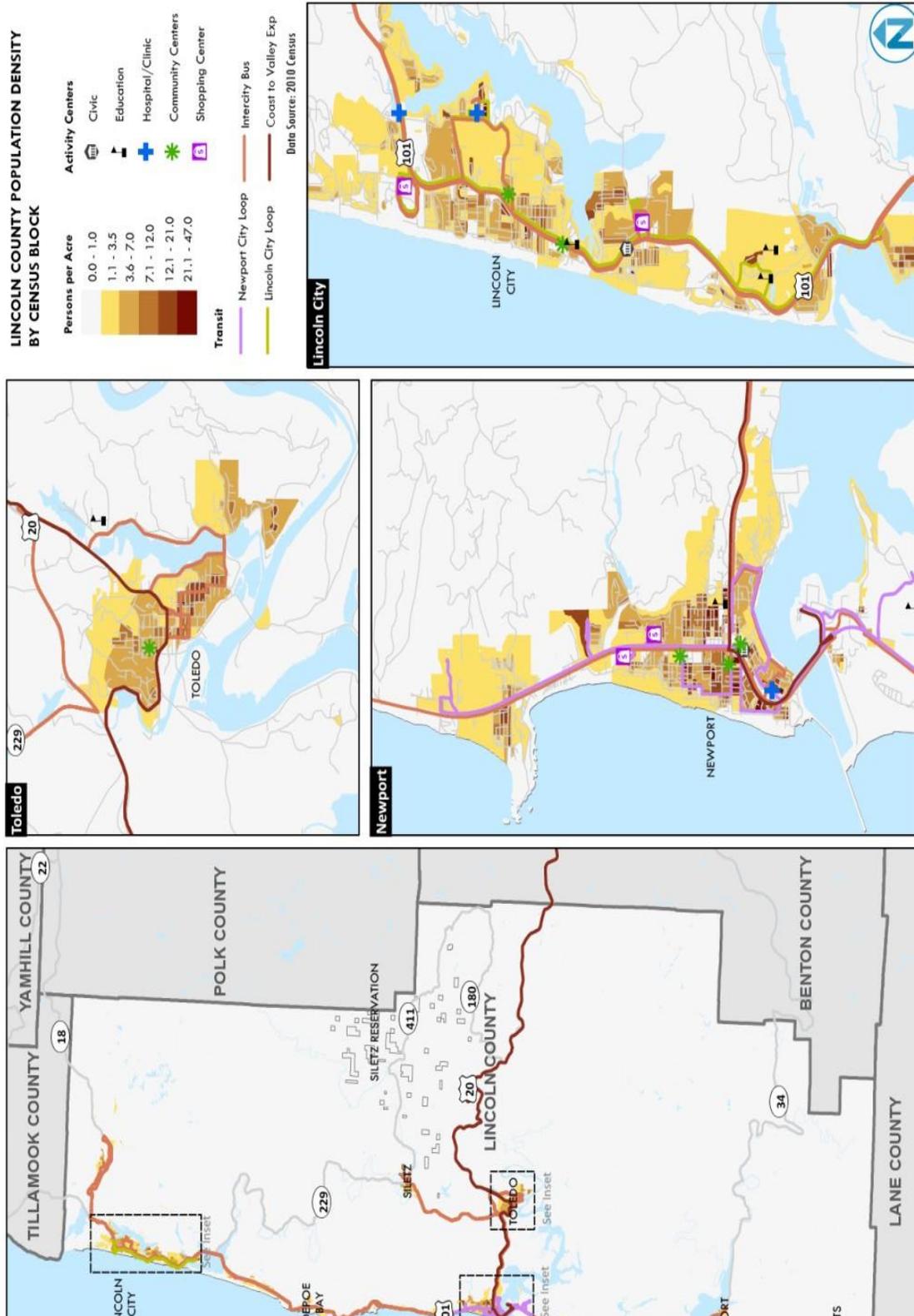


Figure 5: Population Density of Older Adults in Lincoln County

3. Persons with Disabilities

The density of persons with disabilities is graphically represented in Figure 13, the Transit Propensity Index Map. Almost 33% of Lincoln County residents aged 18 or older have disabilities, according to Oregon Office on Disability and Health’s 2013 Annual Report on the Health of Oregonians with Disabilities. This compares to 28% statewide and 25% nationally. In a 2016 report, Aging in Rural and Frontier Oregon published by the Oregon Office of Rural Health, that figure climbs to 38%.

In 2014, an estimated 45 percent of Oregon Health Plan members in Linn, Benton, and Lincoln Counties “reported being limited in any activities because of physical, mental, or emotional problems”. This data is from the Medicaid Behavioral Risk Factors Surveillance System (MBRFSS). The collective belief of the health, social service, and transportation professional community in the region is that the population of persons with disabilities increased between 2000 and 2013 and continues to increase, most likely on a level commensurate with or closely linked to the increase in the County’s overall senior population.

The American Community Survey (ACS) provides sampling data on special needs populations, including persons with disabilities. Sampling for smaller communities and rural areas has higher error rates than that for larger communities. This information is simply not as valid as pre-2000 Census data, but is often “the best available information”. When possible, alternative information sources have been relied upon. However, ACS is the only available data to provide a breakout of the population of persons with disabilities by communities in the County. That data indicates that, for the 2000-2013 period, Waldport had the highest percentage (32%) of persons with disabilities as a percentage of its total population. Other percentages are:

- Depoe Bay: 18%
- Lincoln City: 19%
- Newport: 14%
- Siletz: 22%
- Toledo: 25%
- Yachats: 26%
- Unincorporated Areas: 22%.

Lincoln City and Newport have demand response services available to serve their disabled populations, while other cities and unincorporated areas have no such service and generally have higher proportions of persons with disabilities.

Irrespective of the data source, the number of persons with disabilities in Lincoln County is greater than both statewide and national averages, and, as noted, can be expected to increase proportionally with the increase in population of older adults. Disability becomes more common as people age. For example, among 18-39 year olds, 13.7% of Oregon adults have a disability; among 40-59 year olds, 22.9%; among 60-79 year olds, 33.1%; and among adults age 80 or older, 50.3%.

4. Low-income Persons

“Low-income” is defined as a household whose income falls below 150% of the poverty income

level (as calculated by the U.S. Census Bureau). In 2015, the median household income of Lincoln County residents was \$42,101. As shown in Figure 6, approximately 28% of Lincoln County residents were identified as low income in 2013; approximately 17% lived in poverty. Lincoln City and Toledo had the highest percentage change in low-income population from 2000 to 2013, while Siletz had the highest percentage of residents identified as low income. Low-income residents living in these communities may be in need of more affordable transportation services.

The density of low-income populations in Lincoln County is graphically represented in Figure 13, the Transit Propensity Index Map.

Figure 6: Distribution of Low-Income Residents in Lincoln County

Location	Population with Incomes <150% Poverty Level (2000)	Population with Incomes <150% Poverty Level (2013)	% Change (2000-2013)	% of Population with Incomes <150% Poverty Level (2013)
Depoe Bay	156	364	17%	26%
Lincoln City	2,423	2,728	133%	35%
Newport	2,240	2,852	13%	29%
Siletz	302	498	27%	37%
Toledo	946	1,115	65%	32%
Waldport	631	476	18%	24%
Yachats	132	148	-25%	19%
Unincorporated	4,019	4,467	12%	24%
Lincoln County	10,849	12,648	11%	28%

Data for persons of low-income only reflects a portion of the population for which poverty status is determined. The income cannot be determined for children under the age of 15 not related by birth, marriage, or adoption to a reference person within the household, therefore their poverty status cannot be determined.

The data for 2000 was collected through U.S. Census Summary File 3 (SF3). SF3 data is compiled from a sample of the total population (about 1 in 6 house- holds) that received the Census 2000 long-form questionnaire.

Source: US Census 2000 and American Community Survey 2013 5-year estimates

5. Veterans

Veterans are more likely to use public transit for travel to work, education, healthcare and other trip purposes and therefore tend to have a higher propensity for using transit. Although a

veterans classification is not directly included in the Transit Propensity Index (TPI) discussed below, veterans often fall into one of the transit- dependent demographic characteristics analyzed in the TPI -- over age 65, persons with a disability, or low-income.

According to the 2009-2013 American Community Survey, Lincoln County is home to 5,800 veterans or roughly 12.5% of the County population (relative to 8.2% for the entire state). LCTSD supports veteran transportation by distributing passes to veterans through the County's Veterans Services Office (VSO). The VSO operates a shuttle service to the Portland Veterans Affairs (VA) Medical Center, the closest Veterans Health Administration facility for Lincoln County veterans.

6. Persons with Limited English Proficiency

Persons with limited English proficiency (LEP) have a higher propensity for using transit as their primary means of transportation, assuming no language barriers deter ridership. 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. Similar to veterans, LEP is not directly included in the TPI, but this population often falls into one of the transit-dependent demographic characteristics analyzed in the TPI. The term LEP refers to any person age 5 and older who, according to the U.S. Census, reported speaking English less than "very well". Approximately 3.4% of Lincoln County individuals do not speak English "very well", relative to 6.2% for the entire state.

LCTSD's Title VI Program (July 2014 Update) includes an LEP community outreach component that recognizes the need for ongoing language services for LEP persons. Current LEP services offered by LCTSD include:

- A bi-lingual dispatcher.
- Spanish speaking translators are available upon request during normal business hours.
- Route and schedule information are available in English and Spanish on the LCT website.
- Paper schedules are available in English and Spanish and are available on the buses, the transit office and local businesses.
- Contracted services are available with Language Line Services as needed.

Based on the demand for alternate language services, and considering the District's limited budget, the Title VI Program identifies other activities and services to be developed in the short term, including:

- Transit surveys conducted by LCTSD will be available in Spanish.
- Future route maps will be available in both English and Spanish.
- The existing telephone system will be modified to include Language Line Services.
- Local translation services will be contacted and if feasible, placed on retainer.

LCTSD is committed to contacting community organizations that serve LEP persons, as well LEP persons themselves, and performing a four factor analysis every three years to identify what, if any, additional information or activities might better improve transit services to assure non-discriminatory service to LEP persons. LCTSD will then evaluate the projected financial and personnel needed to provide the requested services and assess which of these can be provided cost-effectively.

7. Minority Populations

While the majority (90%) of the population in Lincoln County is identified as white, the growth of other racial groups has outpaced that of the white population, increasing the diversity throughout the County. As shown in Figure 7, the greatest percentage growth in race has been in Black or African American populations.

Figure 7: Lincoln County Hispanic or Latino Population, 2000-2010

Location	2000	2010	% Change (2000-2010)	Proportion of Population (2010)
Depoe Bay	42	67	60%	5%
Lincoln City	611	1,048	72%	13%
Newport	854	1,525	79%	15%
Siletz	21	60	186%	5%
Toledo	90	163	81%	5%
Waldport	76	68	-11%	3%
Yachats	17	33	94%	5%
Unincorporated	408	691	69%	4%
Lincoln County	2,119	3,655	72%	8%

The U.S. Census also collects data on individuals of all races who identify as Hispanic or Latino. As shown in Figure 8, many Lincoln County cities have experienced a high percentage change in the Hispanic or Latino population from 2000 to 2010. As of 2015, 9% of the Lincoln County population identified as Hispanic or Latino (in comparison to a statewide average of 12%).

Figure 8: Lincoln County Population by Race, 2000-2010

Location	White		Black or African American		American Indian and/or Alaska Native		Asian		Native Hawaiian and/or other Pacific Islander		Other race		Two or more races	
	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
Depoe Bay	1,086	1299	4	0	20	21	7	17	2	3	12	21	43	37
Lincoln City	6,574	6,635	34	32	232	279	76	122	26	11	224	563	271	288
Newport	8,442	8,398	43	63	205	205	164	164	20	15	368	751	290	393
Siletz	807	845	5	5	238	223	8	5	1	2	5	18	69	114
Toledo	3,190	3,116	8	22	117	133	20	17	1	3	18	40	118	134
Waldport	1,915	1,855	2	16	45	22	24	20	2	6	7	11	55	103
Yachats	594	657	1	1	2	12	5	4	0	0	0	5	15	11
Uninc	17,684	17,588	35	54	538	695	109	143	18	19	103	177	577	641
Lincoln County (Total)	40,292	40,393	132	193	1,397	1590	413	492	70	59	737	1,586	1,438	1,721
Change (2000-2010)	0.3%		46%		14%		19%		16%		115%		20%	

8. Employment Characteristics

Figure 9 depicts employment densities in Lincoln County, showing concentrations in the three largest cities. The inset maps illustrate that the locations with the highest employment concentration are generally proximate to fixed route transit, but available transit may not provide the levels of service necessary for commute and other work-related trips.

An August 2013 Northwest Connector study concluded that transit was not being used for work trips because buses were not available when workers were getting to or leaving their workplace:

Analysis of service...showed transit routes are providing important connections between the population centers and the largest employers. However, some major employers have low- activity stops, indicating low employee ridership. This is likely due to work shifts not matching transit hours of operation. These findings point to opportunities to work with major

employers to develop service that conforms to their schedules.

As of November 2015, the largest employment sectors in the County are government, trade, transportation, and utilities, government, and educational and health services (Figure 10). Approximately 4,000 people are employed in government, which includes about 1,000 people employed by the Siletz Tribe. Construction, professional and business services, and educational and health services are the three sectors expected to grow the greatest by the year 2022.

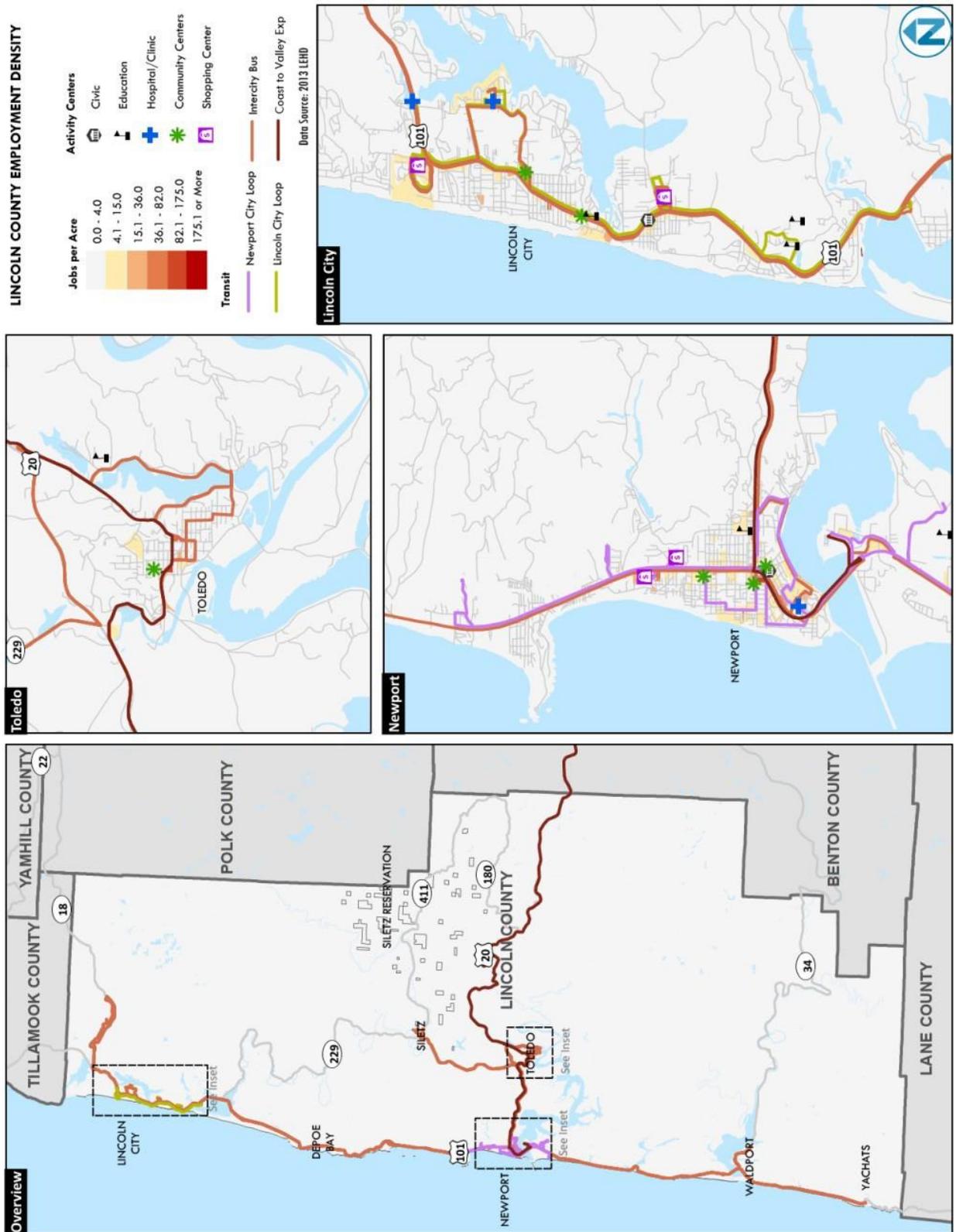
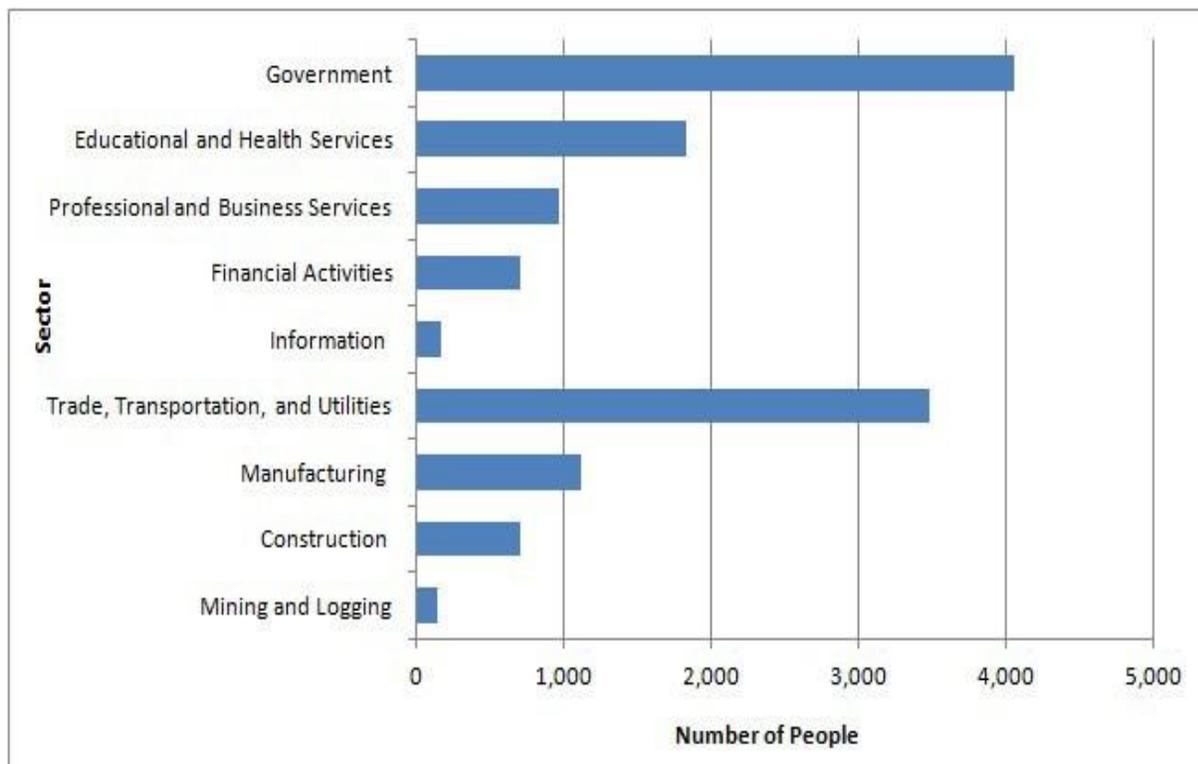


Figure 9: Employment Density in Lincoln County

Figure 10: Lincoln County Employment by Sector, Nov 2015



US Census Bureau, LEHD On the Map, Inflow/Outflow Analysis. Accessed online: <http://onthemap.ces.census.gov/>

Employment rankings provided by the Economic Development Alliance of Lincoln County's "Largest Employers in Lincoln County" webpage, accessed online: http://www.coastbusiness.info/largest_employers.htm

Figures 11 and 12 illustrate the transportation flow of people entering and leaving Lincoln County for employment. In 2010, 16,086 people were employed in Lincoln County, with 11,485 of those being County residents; 4,601 employees traveled into the County for employment. A total of 6,940 Lincoln County residents travel outside the County for employment. For those traveling into the County for employment, Portland and Corvallis are the primary home locations, followed by Salem and Albany.

The largest employer in Lincoln County is the Confederated Tribes of Siletz Indians, with employment concentrations at the Siletz Community Health Clinic in Siletz and at Chinook Winds Casino in Lincoln City. Other major employers include Samaritan Health Services, Lincoln County School District, Lincoln County, Georgia Pacific Toledo plant, OSU Hatfield Marine Science Center, Pacific Seafood, NOAA, Walmart, and Oregon Cost Brewing (Rogue Ales).

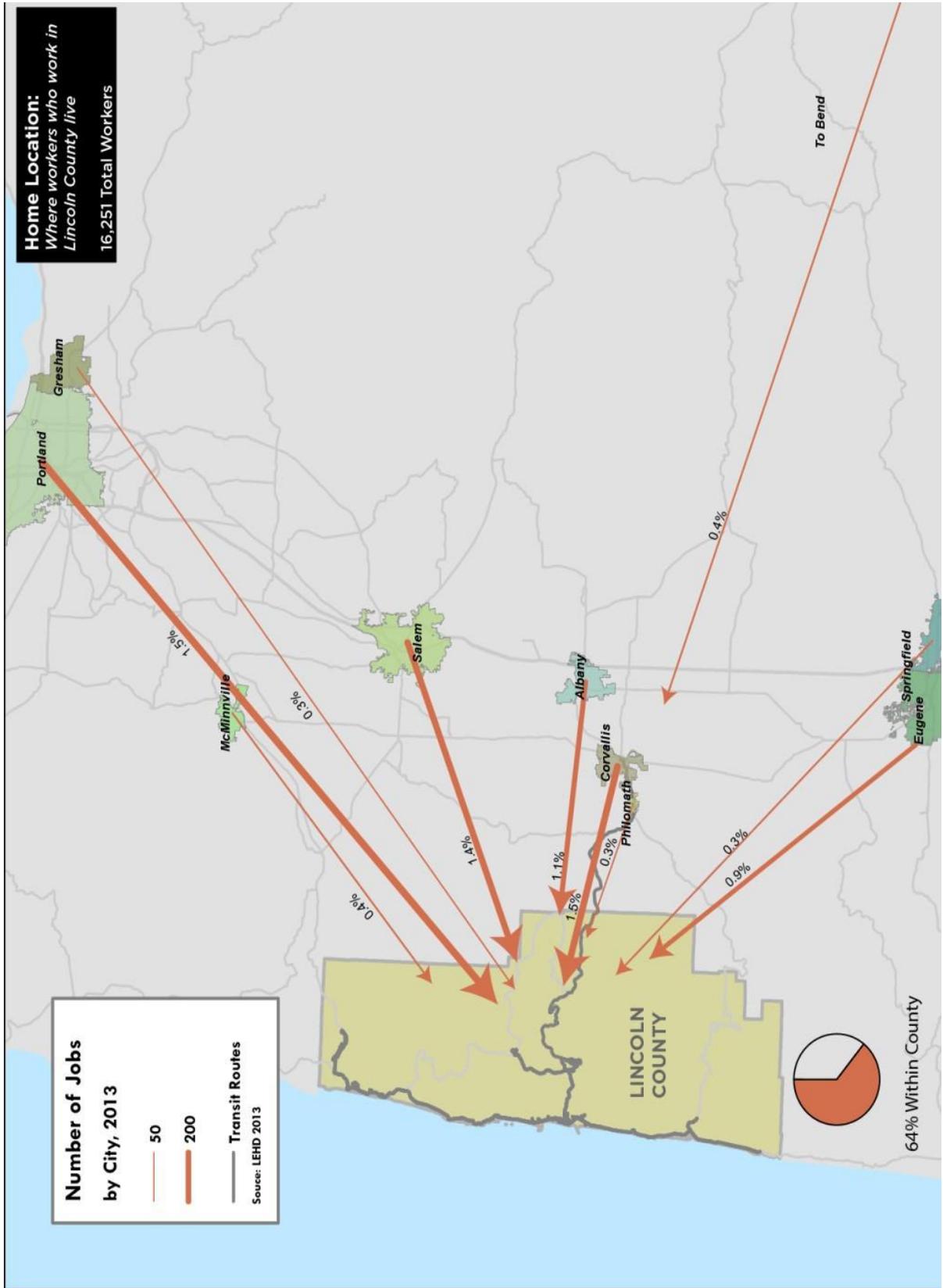


Figure 11: Employment Flow into Lincoln County

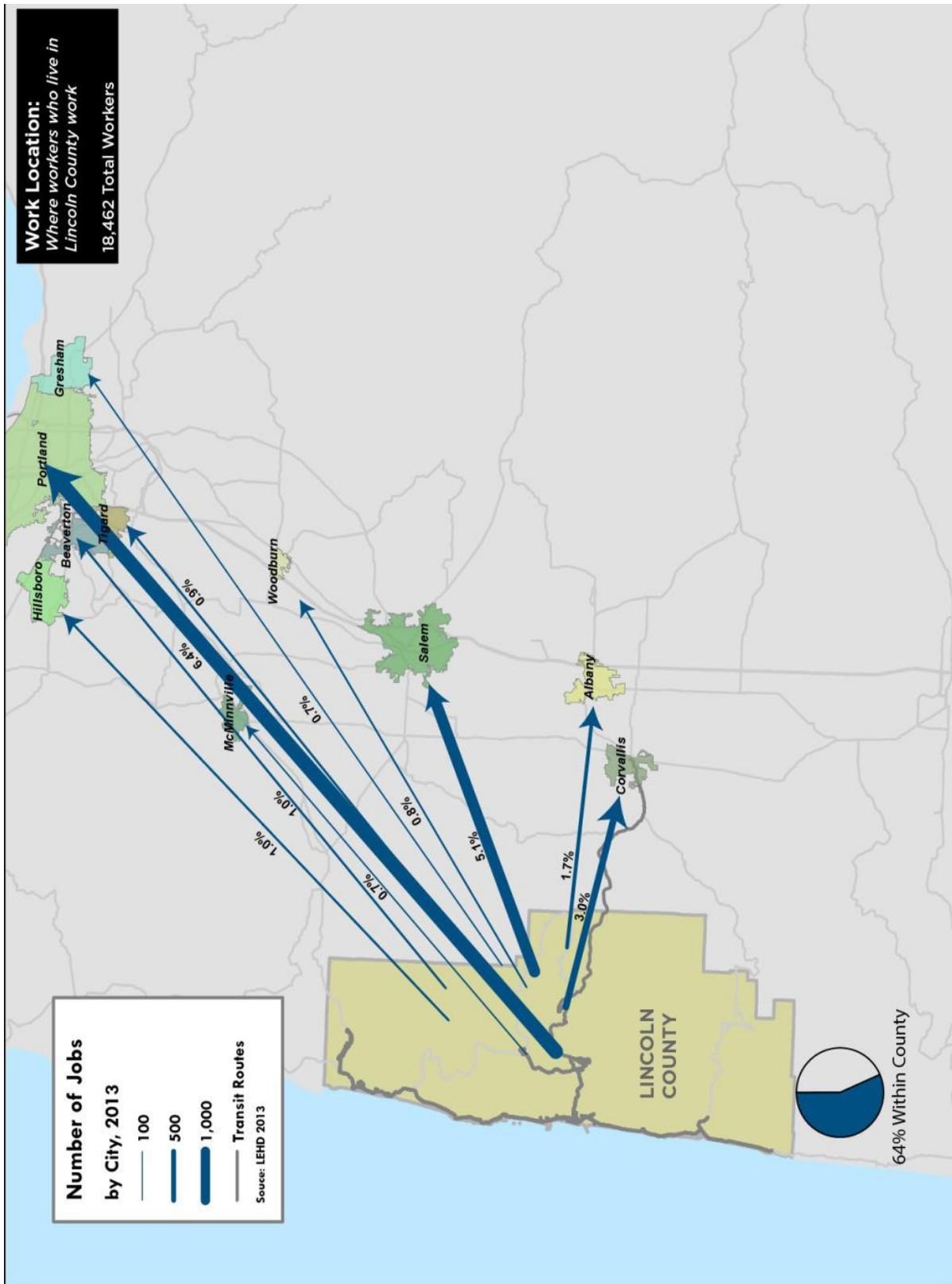


Figure 12: Employment Flow out of Lincoln County

9. Transit Propensity Index

Figure 13, the Transit Propensity Index (TPI) is a composite indicator adding the densities of target populations within a given geography. It allows for geographic comparisons that take multiple variables into account, providing a more holistic assessment of the need for transit (or the likelihood that transit could be useful).

The Transit Propensity Index is based on combined densities of low-income persons, persons with disabilities, older adults (ages 60 and over), youth ages 10 to 17, and zero vehicle households. The Index shows concentrations of populations with a higher propensity for transit use in Newport, Lincoln City, Toledo, Siletz, and Waldport. These locations are generally well served by transit.

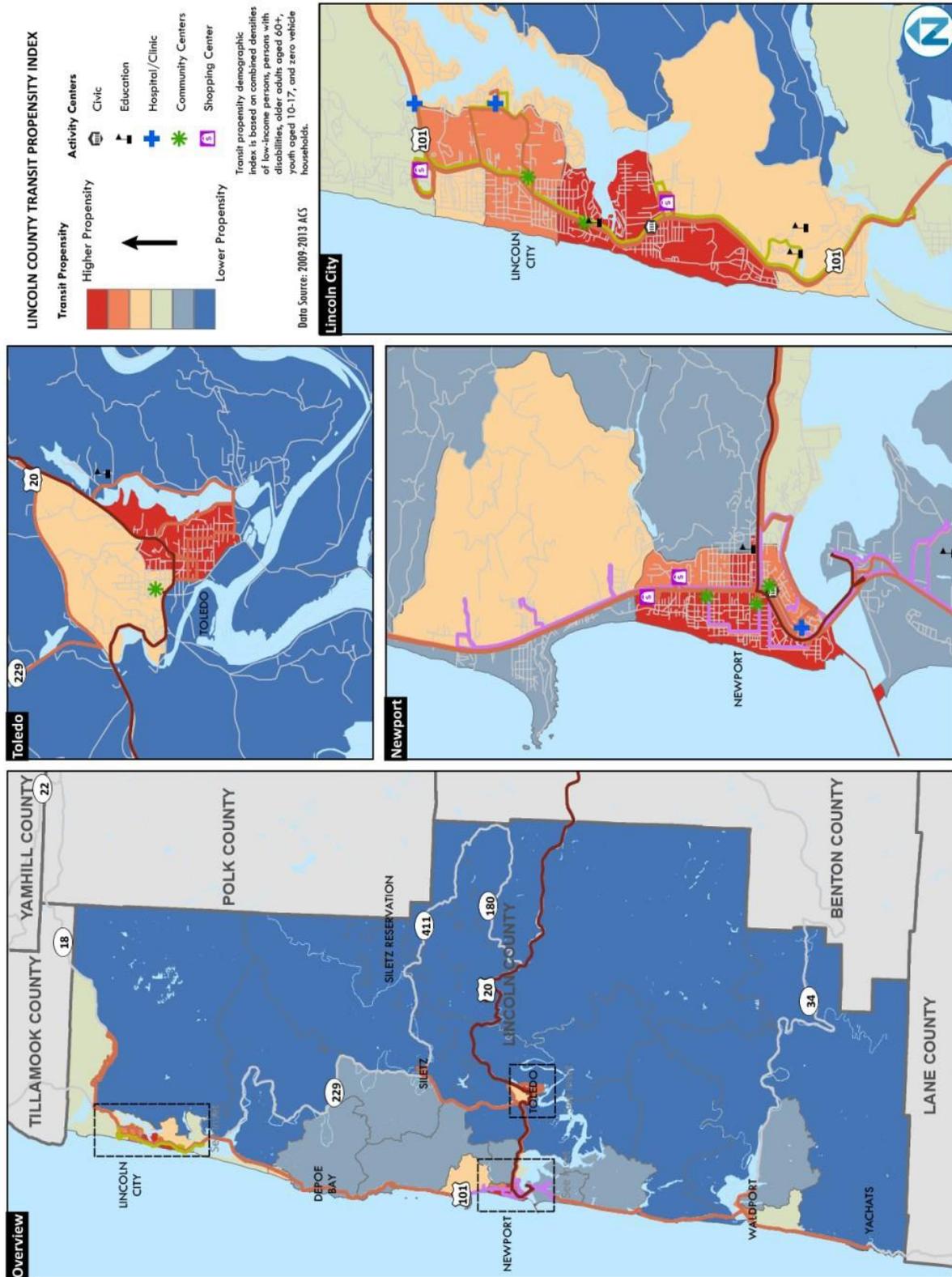


Figure 13: Transit Propensity Index for Lincoln County

D. PUBLIC TRANSPORTATION SERVICES

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



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

Public transportation services in Lincoln County, including regional connections, are listed below. Figure 14 displays transit services.

Lincoln County Special and Rural Transportation Program

- Lincoln County Transit Intercity Bus (Rose Lodge/Lincoln City to Newport, Yachats and Siletz)
- Lincoln City Loop
- Newport City Loop
- Lincoln County Dial-A-Ride

Regional Public Transportation Services

- Coast to Valley Express (Newport to Corvallis/Albany)
- Coastal Connector (Lincoln City to Grand Ronde; connects through to Salem on weekends)
- North by Northwest Connector
- Tillamook County Transportation District Route 4 (Lincoln City to Tillamook)
- Salem Transit District Cherriotts Service (Connections in Grand Ronde to Salem)

Note: As of May 15, 2017, Valley Retriever ended its daily round trip bus between Newport and Bend and between Newport and Portland. Toledo, Philomath, Corvallis, Albany, Salem, McMinnville, Newberg, Tigard, and Portland. For over 20 years, Valley Retriever's Newport to Bend service included connections to Newport, Toledo, Philomath, Corvallis, Albany, Salem, Sisters, and Bend. The Newport to Portland service included stops in Newport, Toledo, Philomath, Corvallis, Albany, Salem, McMinnville, Newberg, Tigard, and Portland. ODOT is coordinating with local communities and transit providers to help identify intercity transportation needs and travel options.

Taxi Services

Shuttle Services

Additional Services

- Oregon Cascades West Council of Governments' (OCWCOG) Ride Line (Non-emergency Medical Transportation) program

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

In addition to these public transportation services, the Oregon Department of Human Services (DHS) 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 DHS and, therefore, not a priority to evaluate or track.

The DHS program with the most significant transportation component is Oregon Health Plan (OHP) Plus, which is a Medicaid program for the neediest Oregonians. To provide non-emergency medical transportation services to OHP/Medicaid clients, DHS contracts with the regional InterCommunity Health Network-Community Care Organization, which in turn contracts with Oregon Cascades West Council of Government’s Ride Line program as its brokerage service.

DHS 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 DHS programs with transportation services include Vocational Rehabilitation and Temporary Assistance to Families (TANF), usually related to job searches and training.

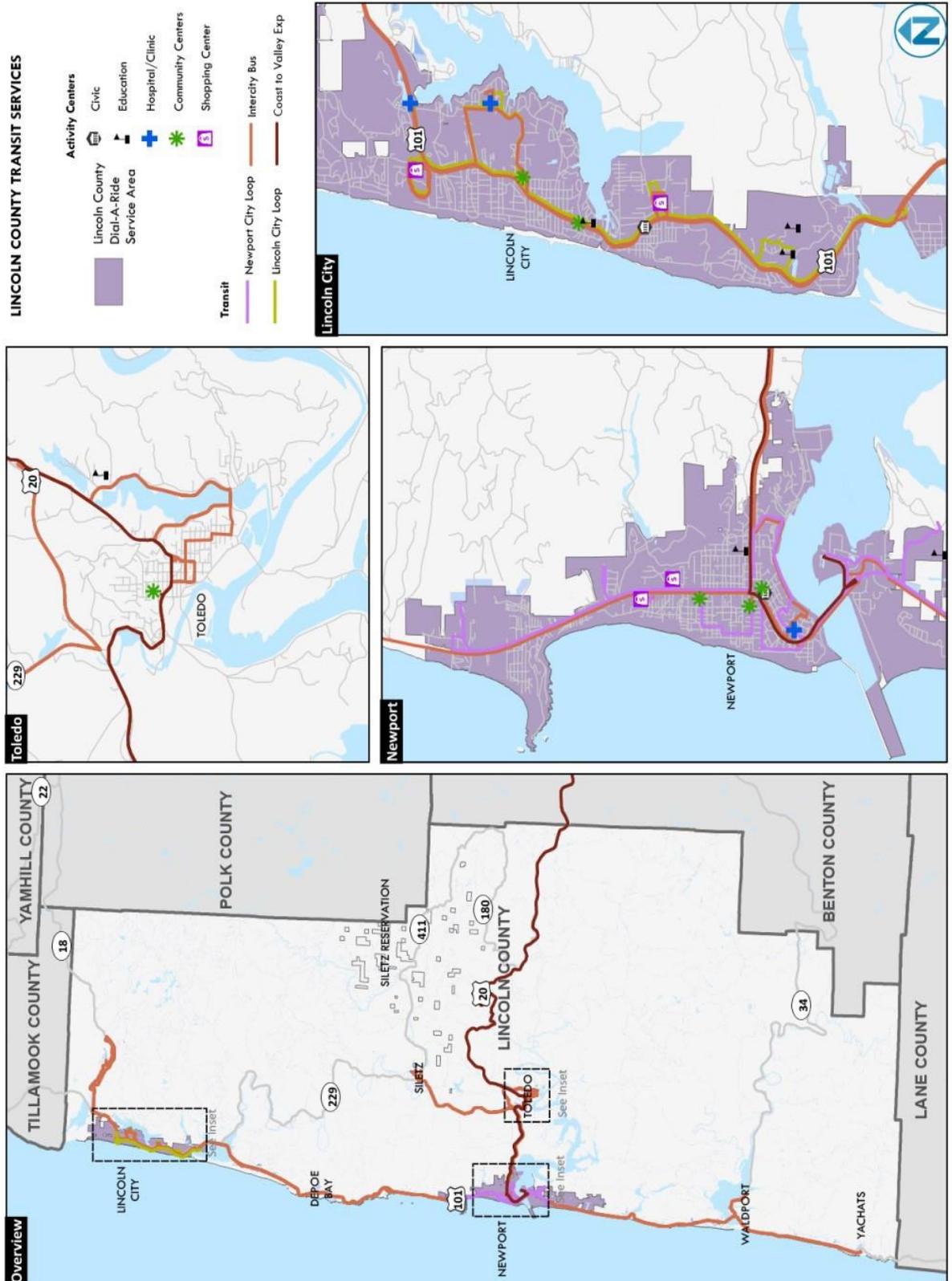


Figure 14: Lincoln County Transit Services

Major cities within the County are all served by fixed-route transit services. Lincoln County Intercity Transit Service serves unincorporated communities along Highways 101, 20, and 228. Lincoln City and Newport are also served by demand response service. Although fixed-route transit is available throughout the County, some unincorporated areas lack access to demand response service. Figure 16 lists the transportation services available in Lincoln County cities and unincorporated areas. In addition, the Oregon Cascades West Council of Governments (CWCOG) Ride Line program serves the entire county.

Figure 15: Local and County Transit Services by Location

Location	Transportation Services
Depoe Bay	Lincoln County Intercity Bus
Lincoln City	Lincoln County Intercity Bus Lincoln City Loop Lincoln County Dial-A-Ride Coastal Connector Tillamook County Transportation District Route 4
Newport	Lincoln County Intercity Bus Newport City Loop Lincoln County Dial-A-Ride Coast to Valley Express Valley Retriever
Siletz	Lincoln County Intercity Bus
Toledo	Lincoln County Intercity Bus Coast to Valley Express Valley Retriever
Waldport	Lincoln County Intercity Bus
Yachats	Lincoln County Intercity Bus
Unincorporated Areas (along Highways 101, 20 and 229)	Lincoln County Intercity Bus

I. Lincoln County Special and Rural Transportation Program

The following services are funded through Federal Transit Administration (FTA) Section 5310 and 5311 grants, the State's Special Transportation Fund (STF), and property taxes (Lincoln County Transit Special District).

a. Lincoln County Transit Intercity Bus

Service Area Description	Intercity transportation via three routes: <ul style="list-style-type: none"> • Newport to Lincoln City/Rose Lodge • Newport to Siletz • Newport to Yachats
Days and Hours of Operation	<p>Monday-Sunday service, weekday service generally available 7:00 a.m. to 9:05 p.m.</p> <ul style="list-style-type: none"> • Rose Lodge/Lincoln City to Newport • Newport to Rose Lodge <p>Monday-Saturday service, weekday service generally available 7:00 a.m. to 8:44 p.m.</p> <ul style="list-style-type: none"> • Newport to Siletz <p>Monday-Saturday service, weekday service generally available 7:00 a.m. to 6:30 p.m.</p> <ul style="list-style-type: none"> • Newport to Yachats
Fare	Zone-based fare schedule, each zone is \$1.00, up to 9 zones/\$9.00
Connections to other services	Connections to regional services including Tillamook County Transit, Costal Connector, Valley Retriever, and Coast to Valley Express (with the later making further connections to Corvallis Transit, Albany Transit, Bolt Bus, Greyhound, and Amtrak)

This inter-city service provides transportation to all cities in the County. It is part of the North by Northwest Connector which provides connections to other Northwest Oregon public transportation systems. It also connects to the Coast to Valley Express for travel from Newport to Corvallis and Albany, making connections to Amtrak.

Service is available weekdays beginning at 7:00 a.m. and ending at 9:05 p.m. on the Newport to Lincoln City/Rose Lodge route, at 8:44 p.m. on the Newport to Siletz route, and at 6:30 p.m. on the Newport to Yachats route. Service is available either six or seven days per week, depending on the route. Service connects Siletz to Newport eastbound and westbound, and Newport to Lincoln City/Rose Lodge and Yachats northbound and southbound.

All passengers must present a ride coupon, visitor pass, or cash fare. Fares are assessed by zone, costing \$1.00 per zone, with seven zones within the system. Traveling the full north to south extent of the system requires one transfer and costs \$7. LCTSD also provides passes for

access to medical care.

b. Lincoln City Loop (LINC)

Lincoln County Transit operates the Lincoln City Loop, branding the service as the LINC. The LINC provides intra-city access to downtown Lincoln City businesses, Lincoln City Chamber of Commerce, Department of Motor Vehicles, Samaritan North Lincoln Hospital, Community Center, City Hall, Public Library, Tanger Outlets, Oregon Coast Community College, Lincoln City High School, and other destinations.

The LINC operates in a loop divided into northbound and southbound segments, making connections throughout Lincoln City, with 28 stops along the full loop. The service operates Monday through Saturday with fixed hours. Operations begin at 7:45 a.m. and ends at 5:43 p.m. and costs \$1.00 per trip, with 40-pass books available for \$30.00 (\$0.75 per trip).

The LINC uses many of the same stops as the Lincoln County Intercity service; however transfers are not timed for convenience and often require long layovers for transfers at the same location, discouraging transfer activity. Figure 17 inventories the vehicles used for this service.

c. Newport City Loop

Service Area Description	Operates throughout Newport, accessing most major destinations and activity centers
Days and Hours of Operation	Monday-Sunday service, 7:15 a.m. to 5:07 p.m.
Fare	\$1.00 per one-way trip
Connections to other services	Connections to Lincoln County Intercity allows access to regional services, though transfers are not timed; direct connection to Newport Loop and Coast to Valley Express

Lincoln County Transit operates the Newport City Loop, making 41 stops throughout the City of Newport. Depending on the location, service is provided to each stop five or six times per day, generally at 90 to 120-minute headways. The Newport City Loop runs from 7:15 a.m. to 5:07 p.m. seven days a week, with each ride costing \$1.00. Free tourist passes are distributed to local lodging managers. The route includes schools, businesses, tourist attractions, lodging, and medical facilities. Vehicles used for this service are included in Figure 17. The Loop buses are wheelchair accessible and have bike racks.

The service connects to LCT’s Siletz-Newport and Yachats-Newport routes, both connecting at Newport City Hall. Lincoln County Transit does not time transfers, but most transfers are less than an hour and may be as little as fifteen minutes.

d. Services to Siletz Tribes

The Confederated Tribes of Siletz Indians (CTSI) contracts with Lincoln County Transit for scheduled public transit service within the Lincoln County portion of its service area (CTSI identifies an 11-county service area in Oregon). Using a federal Tribal Transit grant awarded to the Tribe, CTSI has expanded the services available to Tribal members (and other community members) in Siletz and along the most frequently traveled corridors stretching from Toledo to Newport to Lincoln City. Tribal Members ride for free by showing their Tribal ID.

These LCT services are in addition to services provided directly by the Tribe, which are described in detail in CTSI’s Coordinated Plan (2017 Update). Using a network of tribally-owned vans and buses, Tribal members receive transportation to scheduled group activities, congregate meals for Elders, medical appointments or other destinations for which other public or private transportation services is not readily available. These services are available on an as-needed basis in Lincoln County and at CTSI’s Tribal area offices in Portland, Salem, and Eugene.

e. Fixed Route Technologies and Fleet Inventory

Lincoln County Transit utilizes a variety of technologies for the operation of its services, including two-way radios between the base station and buses, on-board and in-office security cameras, and dispatch scheduling software. Rather than advancing new technologies, Lincoln County Transit is focused on updating and maintaining its existing systems.

Funding from Federal Section 5310 and 5311 grants, the State’s STF program, and property taxes finance a total of 10 vehicles for LCT’s fixed-route services, including two new 20-22 passenger buses purchased in 2016. Figure 16 lists bus type, number of buses, length, number of seats, number of wheelchair securement spaces, and year of the active fixed-route transit vehicles, including the Intercity, LINC, Newport City Loop, and Coast to Valley Express services. All vehicles in the fleet are ADA accessible and have bike racks.

Figure 16: Vehicle Fleet Inventory for Lincoln County Transit Fixed-Route Service

Bus Type	# of Buses	Length (ft.)	# of Seats	# of ADA Spaces	Year
Cutaway	1	34	32	1	2003
Cutaway	1	32	32	3	2008
Cutaway	1	22	15	1	2008
Cutaway	1	34	32	1	2009
Bus	1	35	36	1	2010
Cutaway	2	35	32	2	2014
Cutaway	3	35	32	3	2014

f. Lincoln County Dial-A-Ride

Service Area Description	Available within the city limits of Newport and Lincoln City
Days and Hours of Operation	Monday-Friday, 8:00 a.m. to 3:30 p.m.
Fare	\$1.00 plus \$1.00 for each additional stop
Connections to other services	Origin-to-destination service not designed for transfers, but possible to access Newport Loop, LINC, Coast to Valley Express, Coastal Connection and other regional services

Lincoln County Transit’s Dial-A-Ride program is an origin-to-destination coordinated and accessible demand response transit service available without eligibility restrictions. Reservations are taken on a first-call, first-serve basis. Same-day service is provided as space is available, but 24-48 hour notice is recommended. The Dial-a-Ride service area is within the cities of Newport and Lincoln City, operating from 8:00 a.m. to 3:30 p.m., Monday through Friday; the agency notes that later times may be available. On weekends, no demand response service is available. Fares

are \$1.00 for one-way trips, plus \$1.00 for each additional stop. Coupon books with 40-coupons are available for \$30.00 (\$0.75/ride).

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

Funding from Section 5310 and 5311 grants, the State’s STF program, and property taxes enables Lincoln County Transit to provide a total of 11 Dial-a-Ride vehicles, including two 10-passenger vans purchased in 2016. Figure 17 lists bus type, number of buses, length, number of seats, number of wheelchair securement spaces, and year of the active fixed-route transit vehicles. All vehicles in the fleet are ADA accessible and have bike racks.

Figure 17: Vehicle Fleet Inventory for Lincoln County Transit Demand Response Service

Bus Type	# of Buses	Length (ft.)	# of Seats	# of ADA Spaces	Year
Minivan	1	16	6	2001	1
Cutaway	1	20	10	2003	2
Cutaway	3	24	16	2009	3
Cutaway	3	20	10	2009	3
Cutaway	2	25	22	2009	2
Cutaway	1	22	15	2009	1

2. Lincoln County Transit Ridership Characteristics

Ridership for Lincoln County Transit is shown in Figure 18. Ridership reached almost 330,000 in FY 2012/2013, but declined in FY 2013/2014 and FY 2014/2015. During the 2014/2015 fiscal year, Lincoln County Transit ridership totaled 315,170 passengers among the various services provided.

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

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

For Dial-a-Ride services, primary destinations are:

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

Based upon 2015 Census data, transit represents approximately 2% of the mode split in Lincoln

County. Over 7% of Lincoln County households do not own a car.

Access to transit stops and rider safety is an issue in some areas where there are a lack of crosswalks. Through a grant from the North by Northwest Connector program, Lincoln County is currently identifying transit stop safety issues and locations/infrastructure needs.

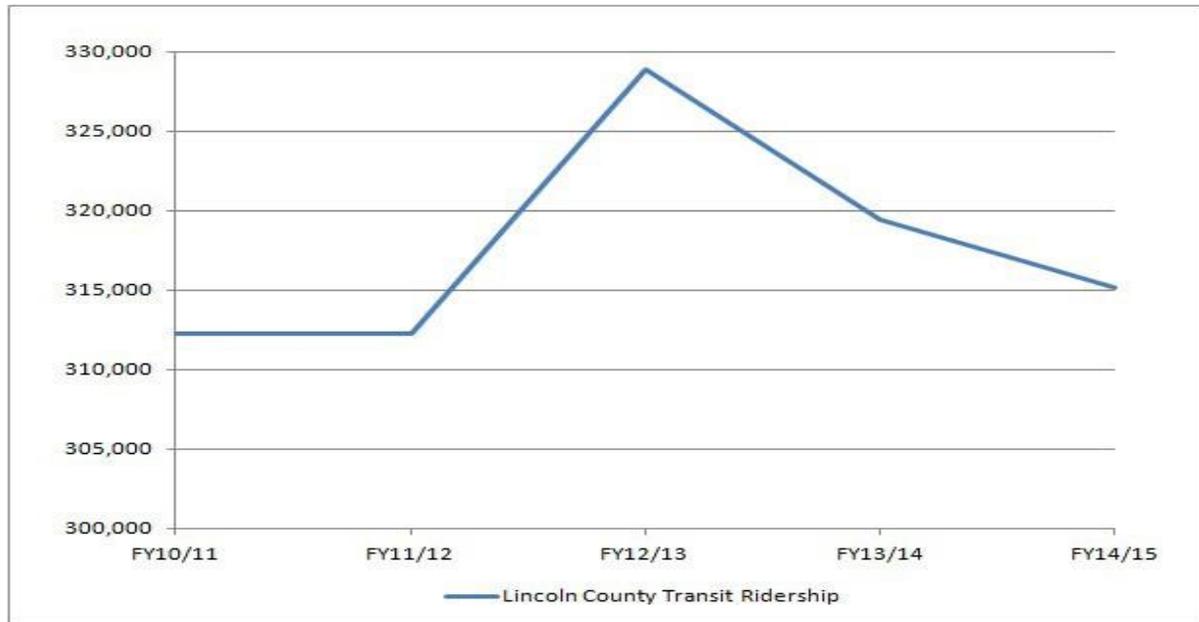


Figure 18: Lincoln County Transit Ridership, FY10/11 to FY14/15

Note: Data includes ridership for the Coast to Valley Express.
Source: Lincoln County Transit

E. REGIONAL AND ADDITIONAL SERVICES

1. Regional Public Transportation Services

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

a. Coast to Valley Express

Service Area Description	Albany, Corvallis, Philomath, Toledo, and Newport along State Highway 20
Days and Hours of Operation	Daily service, 6:20 a.m. – 7:30 p.m.
Fare	Inter-County: \$10.00 each way; \$7.00 each way for older adults (60+), youth (under 12) and persons with disabilities Local (Toledo to Newport): \$1.00 each way
Connections to other services	In Newport, connections to Newport Loop and Intercity bus. In Philomath, connections to Philomath Connection In Corvallis, connections to Corvallis Transit Service, Linn-Benton Loop and 99 Express. In Albany, connections to Albany Transit Service, Linn Shuttle, and Amtrak

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

The service operates seven days a week from 6:20 a.m. to 7:30 p.m., with eight total trips per day (four eastbound and four westbound).

The fare for cross-county trips is \$10.00 each way, or \$7.00 for adults 60 years or older, youth under 12, and persons with disabilities. Short duration trips, e.g. for Toledo to Newport, are \$1.00.

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

Funding sources include Federal FTA 5311 grants, the State’s STF program, and local funds. Ridership in FY 2013/2014 totaled 3,374 trips, with a monthly average of 281 trips. In FY 2014/2015, the totals increased to 3,639 trips, with an average of 303 trips per month.

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

b. Coastal Connector

Service Description	Lincoln City to Chinook Winds Casino, Rose Lodge, and Grand Ronde; connects to Salem on weekends
Days and Hours of Operation	7:35 a.m. to 6:15 p.m. on Monday-Friday, 8:00 a.m. to 9:20 p.m. on Saturday and Sunday
Fare	\$3.00 weekdays and \$6.00 weekends, one-way
Connections to other services	Connections to Cherriots, Tillamook County Transit, Yamhill County Transit Area, and Lincoln County Transit

The Coastal Connector is a part of the North by Northwest Connector Alliance. Operated by the Tillamook County Transportation District (TCTD), it links Lincoln City, Chinook Winds Casino, and Rose Lodge to Grand Ronde daily. Weekdays, the Coastal Connector makes connections to the Cherriots 2X line at Spirit Mountain Casino; on weekends, it continues on to Salem. Connections are made to Cherriots and Yamhill County Transit Area at Grand Ronde on weekdays and to Grand Ronde and Salem on weekends. Connections are available at Rose Lodge and Lincoln City to the Tillamook County Wave Route 4 and the Lincoln County Intercity bus.

The service makes three runs daily, with weekday service from 7:35 a.m. to 6:15 p.m. and Saturday and Sunday service from 8:00 a.m. to 9:20 p.m. One-way fares are \$3.00 weekdays and \$6.00 on weekends. Visitor passes are available: a three day pass costs \$25.00 and seven-day pass \$30.00. Agreements with the Tribes enable Grand Ronde and Siletz Tribal members to ride for free when showing their Tribal identification.

TCTD uses a 2014 Glavel Freightliner 32 passenger bus for this service, with two wheelchair securement spaces on-board. The vehicle is equipped with a wheelchair lift, video and audio GPS, and two-way radio for driver communication. Spare buses are used to rotate this bus in and out of service for preventative maintenance and repairs. Projected ridership in FY 2015/2016 is estimated at 5,100 trips.

The FY 2015/2016 operations budget totals \$200,000. ODOT will fund approximately \$90,000 from Section 5311(f) funds, while \$100,000 will be local matching funds. The remaining \$10,000 is expected to be covered by farebox revenue.

c. North by Northwest Connector

Lincoln County is part of a five-county transit partnership known as the North by Northwest Connector. The Connector program began as a “grass roots” effort initiated in 2011 to streamline transit service between Counties, in particular between the Mid- to North Willamette Valley and the Oregon Coast, and to promote transit as a travel option of choice throughout Columbia, Clatsop, Tillamook, Lincoln and Benton Counties. Its formation was facilitated through an initial Department of Energy grant. Since that early beginning, collaborative partnerships between the Connector network and other transit providers have been formed, including the Siletz Tribe, the Confederated Tribes of Grand Ronde, Salem-Keizer Transit, Yamhill County Transit, Amtrak (including the Amtrak Throughway “Point” Bus System), and Tri-Met.

In Lincoln County, the Intercity Bus and Coast to Valley Express are part of the Connector network. Tillamook County Transportation District’s Route 4 serves Lincoln City, providing network connections to cities on the North Coast.

Service between Yachats and Florence is currently being assessed as a potential connection for future inter-county networking.

In 2013, a visitor pass program was implemented that allows three days of travel on the Connector system for \$25. A seven day pass is \$30.

In 2015, the Connector program received a planning grant through ODOT to assist in developing a strategic management plan and is currently beginning development of a vision and process for working together as the Connector system matures.

d. Tillamook County Transportation District Route 4 (Lincoln City to Tillamook)

Service Description	Service between Tillamook and Lincoln City
Days and Hours of Operation	Monday-Sunday Southbound: 4 runs between 5:00 a.m. and 7:30 p.m. Northbound: 4 runs between 6:30 a.m. and 9:00 p.m.
Fare	\$1.50 per ride; children 0 to 4 with paying adult: first child free, additional children half fare.; children 5 to 11: half fare Monthly bus pass: Regular \$40.00, Senior/Student/Disabled \$30.00
Connections to other services	Lincoln County Transit, Tillamook County Transportation District Routes #3, and 5, Coastal Connector

Email correspondence with Doug Pilant, Tillamook County Transportation District General Manager.

Tillamook County Transportation District Route 4 runs from Tillamook to Lincoln City, seven days a week. Fares for this route are \$1.50 per ride. Fares for other routes, such as Route 5 Tillamook to Portland, are more expensive at \$15 one-way and \$20 roundtrip. As a member of the North by Northwest Connector, Tillamook County Transportation District connects to other member providers, such as Lincoln County Transit. All vehicles are wheelchair accessible.

Tigard, and Portland. Amtrak reservations are required for Albany Transit Center drop-off.

e. Salem Transit District Cherriots

Salem Transit District’s Cherriots service offers eight daily round trips from Salem to the Spirit Mountain Casino in Grande Ronde, where connections are available to the Coastal Connector service to Lincoln City.

f. Taxi Services

A variety of taxi services are available to County residents, including at least seven companies based in Lincoln City, two in Newport and one in Depoe Bay. Fares are either metered or flat rates based upon length of trip and destination.

g. Shuttle Services

The Caravan Shuttle operates between the central Oregon Coast and the Portland Airport, Portland Amtrak, and OHSU/VA Hospital. Fares range from \$41 to \$82, depending on pick-up location. Although it is primarily used as transportation to the airport, it is also advertised as a non-emergency medical transportation (NEMT) service.

Service Description	Connects central coast to Portland Airport, Greyhound Bus, Amtrak Station, OHSU and the VA
Days and Hours of	Sunday- Saturday 7:40 a.m. to 6:10 p.m.
Fare	Pick up city determines price
Connections to other	Connections to Amtrak and Portland Airport

2. ADDITIONAL SERVICES

a. Oregon Cascades West Ride Line

Ride Line, the regional broker of non-emergent medical transportation (NEMT) for Medicaid recipients, is an important provider of specialized services. Oregon Cascades West COG coordinates transportation services for eligible clients of the InterCommunity Health Network – Coordinated Care Organization (IHN-CCO) and the Oregon Health Plan (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. Transportation is arranged through (in 2015) 23 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 qualified veterans in Lincoln, Benton, and Linn Counties that connects to Disabled Veterans of America (DAV) shuttles for medical appointments in Portland. It then provides a ride home on return. The program also provides mileage reimbursements to clients that can drive or have someone else drive them from their home to their medical appointments and back. The reimbursement rate is \$0.25 per mile.

In 2016, in the three-county service area, eligible CCO/OHP membership averaged slightly more than 65,000 persons per month. In addition to third-party contracted NEMT rides, eligible clients may receive gas reimbursement if they drive themselves or have a family member drive them to medical appointments. About one-third of Ride Line’s clients use this option.

In Lincoln County, there was a monthly average of 14,631 eligible members (31% of the County population) in 2016. A total of 31,685 rides or gas reimbursements were provided by Ride Line for 1,454 individual clients, a monthly average of 2,640 rides for 435 clients. This represents less than 3% of those eligible in the County using Ride Line services.

Figure 19 compares the number of persons eligible for Ride Line services to the number of rides provided within the three-county regional service area.

Figure 19: Regional Ride Line Enrollment and Trips, 2016

County	Lincoln County	Benton County	Linn County	Total Ride Lin (1)
Population	47,806	89,385	122,849	
Average Monthly Enrollment	14,631	13,861	36,531	65,022
% of Population	31%	16%	30%	
Total Rides Provided (12 months)	31,685	26,222	134,560	192,467
Monthly Average Rides Provided	2,640	2,185	11,213	16,202
Monthly Average Clients Served	1,454 435 undupl.	1,029 321 undupl.	4,385 1,397 undupl.	7,244 2,185 undupl.
Monthly Average % of Eligible Clients Served	10% (3% undupl.)	7.4% (2.3% undupl.)	12% (3.8% undupl.)	11.1%

Undupl. = Number of individual riders versus number of rides, i.e. many riders receive more than one ride per month.
 (1) Includes Other counties served by Ride Line: avg. monthly rides = 1,963; avg. monthly clients served = 376

Ride Line's service is particularly important to people who live in the County's smaller cities and rural areas where there is currently no or limited public transportation services. A Transportation Brokerage Advisory Committee (TBAC) comprised of stakeholders and agency representatives from the three participating Counties provide program and policy guidance and feedback to the OCWCOG Governing Board. TBAC has expressed concern about the historically low percentage of eligible clients actually using Ride Line transportation services and that a lack of advertisement of the services may be a major contributor. Concerns have also been expressed that the low usage may not continue indefinitely. As these clients age in place and grow incapable of securing other means of transportation, demands on Ride Line transportation providers may someday stretch the system past capacity. The Ride Line service is provided by OCWCOG through contract to the Inter-community Health Alliance, the designated Community Care Organization (CCO) in the region. Outreach and coordination is the purview of the CCO and Ride Line does not advertise by directly contacting eligible clients or advertise commercially.

b. Park and Ride Plan

A Park and Ride Plan currently being prepared by Cascades West Council COG is intended to support Transportation Demand Management (TDM) in Lincoln, Benton and Linn Counties and foster a multi-modal transportation system that improves connections to local and regional public transportation services. The need for new and expanded park and ride sites has long been identified.

c. OCWCOG and OSU Transportation Options Programs

Rideshare, Oregon Cascade West COG's Transportation Options program, helps public and private employers implement commuter benefit programs by facilitating shared riders for commuters. The program provides carpool and vanpool matching services for commuters living or working in Lincoln, Benton and Linn Counties, with connections to Corvallis, Albany, Eugene, Salem, and Portland. Valley Van Pool, a partnership of COG, Cherriots (Salem Kaiser Transit), and Point2Point Solutions (Lane Transit District), helps match and organize commuter vanpools throughout the Central Willamette Valley and on the Coast. Rideshare is the regional network administrator of the statewide rideshare tool, Drive Less Connect.

Oregon State University (OSU) also has a Transportation Options program that links OSU students to transit services in the region.

d. Transportation Services Provided by Health Clinics

Lincoln County Health Department and other public and private health clinics provide some transportation services for mental health and for drug and alcohol clients.

e. Transportation Services Provided by Senior Centers and Private Facilities

Senior centers in the County (Lincoln County, South Lincoln County, Newport and Lincoln City) provide transportation services to and from their facilities and for organized group trips. Private independent living centers regularly provide transportation for their residents for shopping, medical, leisure or other activities. Most of these have a single van and a limited driver pool which, coupled with vehicles being frequently committed for organized trips, results in numerous occasions where center residents have to rely on public transportation for access to health and social services. Transportation services at assisted living centers and nursing homes is generally focused on access to medical services.

F. COORDINATION WITH EMERGENCY PREPAREDNESS

Lincoln County is susceptible to both natural and manmade disasters. In the case of an emergency, transportation will be in high demand, particularly for older adults and persons with disabilities. Coordination and communication among a variety of public agencies is essential to ensure transportation is available to those who are in need.

The Lincoln County Emergency Preparedness Plan identifies Lincoln County Transit's fleet as a transportation resource in the event of an emergency. The Lincoln County Board of Commissioners is responsible for activating an Emergency Operations Center, which would then call upon Lincoln County Transit for buses and drivers to assist with evacuation or other necessary tasks needed to assist in managing the emergency. Lincoln County Transit also has a mutual understanding with the Confederated Tribes of Siletz Indians to share resources in emergency situations.

G. DEMOGRAPHIC/PUBLIC TRANSPORTATION SERVICE OBSERVATIONS

The demographic analysis and the inventory of existing public transportation services indicate a number of trends that will affect the current and future demand for public transportation in Lincoln County:

Steady population growth. By the year 2030, the County's population is expected to climb to 53,710 from 47,038 in 2015, a 14% increase. By 2040, it increases to 57,247, a 21% increase over the 2015 population. The majority of this growth will be in County's seven cities; minimal growth is expected in unincorporated areas.

Increasing older adult population. The majority of the County's population growth is expected in its older adult population; this growth is expected to outpace overall population growth. By the year 2030, the older adult population is expected to be 30% of the total County population (versus 22% in 2010).

Concentration of persons with disabilities in smaller cities. According to the Oregon Office of Rural Health, 38% of the County's population is persons with disabilities, with the largest concentrations in Waldport, Yachats, and Toledo.

Growing low-income population. Low-income persons make up almost 30% of the total County population. The number of people living below poverty level has been growing in all communities, except in Yachats where it has decreased.

Large veteran population. At 12.5% of the total population (versus 8.2% statewide), Lincoln County has a comparatively large population of veterans.

Employment flow within Lincoln County. The majority of the County's employees also live in the County. Of the employees who commute into Lincoln County, the highest numbers are from the cities of Corvallis and Salem. Public transportation is critical for accessing hospitality industry employment, but does not serve those employees working outside normal business hours.

The inventory of existing transit services in Lincoln County highlights the following barriers and opportunities:

Weekend service varies by route. Not all public transportation providers offer weekend service, which can be confusing for riders trying to connect between providers. The Intercity bus, Newport City Loop, Coast to Valley Express and Coastal Connector operate seven days per week, while the Lincoln City Loop operates six days (Monday through Saturday). Dial-A-Ride services are weekday-only.

Limited demand response service. Demand response service is available weekdays within the city limits of Newport and Lincoln City through Lincoln County Transit's Dial-a-Ride program. Demand response services are unavailable outside these two communities and on weekends in Newport and Lincoln City.

Smaller communities and unincorporated areas lack local transit service. While Lincoln County Transit's Intercity Bus provides transit service to every major city in the County, smaller cities -- Depoe Bay, Waldport, Yachats -- do not have local transit services. Service to unincorporated areas is limited to "flag stops" along Intercity Bus routes.

H. FUNDING SUMMARY

1. Historic, Current and Projected Funding

As previously noted, public transportation services in the County are supported through a mix of federal, state and local sources. Major sources include:

- Federal Transit Administration (FTA): Sections 5310 (seniors and persons with disabilities); 5311 (formula grants for rural areas); 5309 (fixed guideway capital); 5339 (bus and bus facilities); 5307 (urbanized area); 5337 (State of Good Repair)
- Federal Highway Administration (FHWA): Sections 5339 (bus and bus facilities); 5307 (urbanized area); 5337 (state of good repair)
- ODOT: Special Transportation Fund (STF); *ConnectOregon* program; In-Lieu funds; State Forestry sales
- Lincoln County Transportation Service District: Property tax

FTA Section 5310 and Section 5311 funds are dedicated to the needs of older adults and persons with disabilities and are significant sources of funding for the County's Special and Rural Transportation Program. Another key source is the state's Special Transportation Fund (STF). The Oregon Department of Transportation (ODOT) Public Transit Division (PTD) administers STF funds for the State. 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 Fund is comprised of cigarette tax revenue, as well as excess revenue earned from sales of photo ID Cards and other funds from Oregon Department of Transportation, and General Revenue funds allocated by the Legislature. The STF is divided into two accounts: STF Formula Program and STF Discretionary Grant Account. As a transit district, LCTSD is eligible to receive STF funds as a designated "STF Agency."

The STF Program is governed by:

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

Figure 20 details federal, state and local funding for the FY 2011/2012 to FY 2016/2017 period for the Lincoln County Transportation Special District.

Figure 20: Public Transportation Funding, Lincoln County Transit District, FY 2011/12-2016/17

Fiscal Year	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017
Total Funding	\$1,660,603	\$1,500,507	\$1,644,948	\$2,078,914	\$2,299,070	\$2,026,077
Total Federal Funding	\$636,260	\$623,568	\$902,129	\$521,007	\$875,441	\$699,797
5309/5339 (Capital)						\$47,745
5310	\$0	\$63,000	\$289,282	\$76,591	\$377,695	\$0
5311	\$636,260	\$560,568	\$386,449	\$444,416	\$497,746	\$652,052
Other FTA		\$0	\$38,715	\$0	\$0	\$0
Other Federal (DOE)	\$0	\$0	\$0	\$0	\$0	\$0
Total State Funding	\$478,640	\$123,635	\$115,172	\$196,087	\$249,442	\$195,669
STF					\$191,728	\$141,536
In-Lieu Funds					\$50,549	\$45,416

State Forestry Sales					\$7,165	\$8,717
Total Local Funding	\$545,703	\$753,304	\$815,330	\$1,361,820	\$1,174,187	\$1,130,611
Fares	\$0	\$114,552	\$206,298	\$214,714	\$236,680	\$213,844
Directly Generated	\$0	\$11,576	\$0	\$267,272	\$260,672	\$260,672
Local Capital					\$34,170	\$0
Local Property Taxes	\$545,703	\$627,176	\$609,032	\$879,834	\$642,665	\$656,095

Total Funding and 5310 = Capital and Operations

For FY 2016/2017, Federal funds comprise almost 35% of LCTSD’s total funding; State funds, less than 10%. Local funds, with property taxes being 60% of those, comprise more than half (56%) of the current LCTSD budget. A relatively small portion of Lincoln County Transit services are supported through passenger fares. In 2015/2016, slightly over 10% of the District’s funding came from passenger fares, as compared to a statewide average of almost 26%. The agency’s lower percentage of farebox recovery is largely due to lower ridership and longer travel distances than for larger urban providers.

For the 2017-2019 biennium, ODOT has provided the following estimates for key Federal and State contributions:

- Section 5310 = \$377,254
- Section 5311 = \$1,110,760
- STF = \$232,284

Assuming that local funding and other revenue sources are at least maintained at current levels, total available revenues for the 2017-2019 biennium can be expected to essentially equivalent to total revenues obtained during the past biennium (FY 2015/2016 and 2016/2017).

Figure 21 shows annual cost allocations by expense category for the last five fiscal years. During this period, total costs have increased by approximately 15%. Capital costs are higher in FY 2014/2015 due to the use of reserve funds as matching costs for a bus purchase.

Figure 21: Lincoln County Annual Cost Allocations by Expense Type, 2011/2012 – 2015/2016

Fiscal Year	Total Cost	Operations	Maintenance	Capital Expenses	Administration
2011/2012	\$1,500,507	59.4%	14.6%	0%	26%
2012/2013	\$1,833,338	46.5%	13.6%	15.9%	24%
2013/2014	\$1,865,310	52.6%	16.7%	5.8%	24.9%
2014/2015	\$2,319,409	43.1%	13.9%	22.2%	20.8%
2015/2016	\$1,790,914	51.6%	19.3%	2.7%	26.4%

2. Funding Challenges and Strategies

Like other public transportation providers, Lincoln County relies heavily on federal and state funding to serve both special needs populations and the general public. Under the 2015 Fixing America’s Surface Transportation Act, or “FAST Act”, federal funding levels for public transportation authorizes are expected to remain at current levels, with small increases. Overall,

the FAST Act largely maintains current program structures and funding shares between highways and transit. This is subject to annual appropriations from Congress and, at this time, there is no indication that Section 5307, Section 5310 and Section 5311 programs will be reduced. Of note, however, is that the required match for Section 5310 funds is programmed to increase from 10% to 20% in 2018.

The recently released President's budget blueprint for FY 2018 is silent regarding changes or reductions to formula programs administered by the Federal Transit Administration (FTA), including those supporting urban (5307), specialized (5310) and rural (5311) transit. It only addresses the discretionary portion of the U.S. Department of Transportation budget. The proposal calls for limits to the Capital Improvement Program (New Starts) that would eliminate funding for projects without existing full funding grant agreements. This would effectively eliminate federal capital funding for light rail and bus rapid transit projects. The proposal would also eliminate funding to support Amtrak's long-distance routes. (However, it also appears to call for redirecting remaining funds to regional and State-supported Amtrak routes such as the Northwest Cascades in Oregon and Washington.)

The actual budget will not be released until late April, at which time it will be considered by Congress. Review will occur in appropriations committees of both houses, followed by full House and Senate votes and then submittal to the President for final approval.

In Lincoln County, for the 2017-19 biennium, state funding is estimated to be almost 14% of the Lincoln County Special and Rural Transportation program funding. Statewide, state funding represents less than 5% of transit investments by public transportation providers, and is focused on service for older adults and persons with disabilities. Since 2010, state per capita funding for transit has decreased more in Oregon than in any other state.

Reduced state funding, in addition to any reduction in federal funding, is compounded by increased operational expenses and increasing demand for public transportation. Given projected population growth and other demographic trends, unmet demands on public transportation are likely to grow. Older adults, who ride at higher rates than the rest of the population, are likely to be particularly affected.

Whether responding to service reductions associated with reduced funding or proposing service enhancements in response to increased funding, a variety of financial and operational considerations come into play. Those are in turn matched with priority considerations that include equity, demand, productivity, connections and growth. Equity considerations include service to concentrations of low-income households, persons of minority racial or ethnic status, seniors, and people with disabilities. Demand considerations include increases or decreases in daily rides. Productivity is measured based on comparing the estimated number of rides with the estimated number of vehicle hours needed to provide service. Connection considerations include number of major destinations and/or number of jobs within proximity (e.g., ¼ mile) to a route, as well as connections to regional transportation services. Growth considerations are based on existing and proposed land use and transportation plans in the County.

For Plan purposes, it is assumed that projected reductions in federal and state funding are either temporary or sustained at projected levels, i.e. not increased. In the case of greater future funding reductions, the County's Special Transportation Advisory Committee, with community input, would apply the following strategies in order of prioritization:

1. Reduce reserve account in order to sustain current levels of service.
2. Reduce administrative overhead where feasible.
3. Institute other reductions that do not reduce service.

4. Seek to increase the use of volunteers to provide “life line” services, such as access to medical care for seniors, persons with disabilities, low-income persons and veterans, as well as access to employment training for low-income persons.
5. Institute incremental service cuts.

Prior to instituting any significant cuts in service, staff will consult with the County Board of Commissioners on the potential to increase the District’s tax rate, within the limits of the current property tax rate cap.

Should service cuts be required, the goal will be to avoid cutting “life line” services, such as access to medical care for seniors and persons with disabilities and access to employment training for low-income persons. Potential criteria for determining service reductions will include:

- Least used fixed route services.
- Most costly routes on a per passenger basis.
- Reduction in overall services.
- Maintaining those services that are fully funded.

I. VISION, NEEDS, STRATEGIES AND POTENTIAL ACTIONS

1. Previously Identified Needs and Strategies

In identifying current transportation needs and strategies, it is worthwhile to highlight those identified in the 2009 Coordinated Plan Update (which largely replicate those in the original 2007 Coordinated Plan). The 2009 Update addressed services in both Benton and Lincoln Counties. Strategies identified in that plan are modified here to delete those that are Benton County-specific.

Unmet Transportation Needs

- Public transit not available where it's needed
 - Expanded service into Linn and Benton Counties is needed.
 - People need to get to Portland for medical appointments.
 - Some rural areas of Lincoln County aren't served by transit
- Public transit not available when it's needed
 - More service needed in the evenings.
 - More service needed on weekends.
 - More frequent service is needed to avoid long trips or transfers.
 - Those working in hospitality industry often travel during non-traditional hours.
- Paratransit Doesn't Always Meet Needs of Persons With Disabilities
 - Some people need a higher level of care than what's offered on public paratransit.
 - Some paratransit trips take too long.
 - Sometimes it's difficult to schedule trips ahead of time, and same day service is needed.
- Lack of awareness of available services
 - Need for better information on how to use transit services.
 - Bi-lingual (Spanish) materials are needed.
- Affordability
 - Low-income persons have difficulty affording the cost of transportation.

Prioritized Strategies

1. Preserve existing operations to maintain current levels of service and examine allocation of resources to effectively respond to growth in ridership.
2. Preserve existing vehicles to maintain current levels of service.
3. Preserve inter-county service between Lincoln and Benton Counties to help promote better access to medical facilities.
4. Preserve morning, evening, and weekend hours specifically to improve transportation access to employment sites for low-income workers who use Lincoln County Transit and/or Corvallis Transit System.
5. Preserve service to medical facilities to serve potential and current needs for employees and clients of those facilities
6. Encourage discounted fares and other strategies to address the cost of transit for low income individuals.
7. Improve service to outlying areas.
8. Provide more frequent service for Lincoln County's intra-community system.
9. Preserve medical transportation services for persons who are not Medicaid eligible or otherwise affiliated with an agency.

10. Improve accessible path of travel by installing curb cuts and/or improving pedestrian access to allow better access to public transit services by persons with disabilities.
11. Preserve vanpool or other specialized employment-related shuttles to hospitality industry sites in Lincoln County.

2. Progress in Addressing 2009 Strategies

Expanded Service into Neighboring Counties

Since the 2009 Coordinated Plan Update, Coast to Valley Express service between Newport and Corvallis has been expanded to seven days per week. The Express connects to Corvallis Transit Service, Philomath Connection, Linn-Benton Loop, and 99 Express. Service has been redesigned to be continuous, eliminating a mid-point exchange of passengers.

Coast to Valley Express service into Linn County has also been expanded, with a recent extension to the Amtrak Station in Albany. In Albany, the Express also connects to Albany Transit Service, Linn-Benton Loop, and the Linn Shuttle.

A pilot project has been recently funded that will link Yachats to the City of Florence in Lane County. Service details are being worked out.

Daily connections from Lincoln City to Tillamook are provided by Tillamook County Transportation District Route 4. The District's services also provide connections north to Portland.

The Valley Retriever provides daily connections from Newport to Salem, with stops in Philomath, Corvallis and Albany.

Salem Transit District provides daily connections between Salem and the Spirit Mountain Casino in Grand Ronde, where connections to Lincoln City via the Coastal Connector are available.

Rural Area Service

Rural areas in the County are served with a combination of deviated fixed route and demand responsive services. Since 2009, Newport-Rose Lodge service has been expanded to seven days per week. With absorption of the Senior Companions Program by Samaritan Health, the District's capacity to serve rural areas has been reduced due to a lack of volunteer drivers.

Frequency of Service

The Intercity Bus, Newport City Loop, Coast to Valley Express and Coastal Connector operate seven days a week, while the Lincoln City Loop operates six days (Monday through Saturday). Dial-A-Ride services are weekday-only. The Intercity Bus, Coast to Valley Express, and Coastal Connector provide both early morning and evening service, whereas the two loops operate only during standard business hours. Minor improvements in the frequency of service have occurred since 2009 on LCT's fixed route routes, with redesign of service helping to reduce the length of trips. Seven-day service and better connections were instituted in 2011 on the Coast to Valley Express. It is recognized that expanded evening service is needed to better serve the hospitality and health care industries. The Chinook Winds Casino operates an employee shuttle, but that service is limited to casino employees.

Paratransit Service

Demand responsive services provided by LCT's Dial-a-Ride program continue to be limited to

weekdays and are limited to the cities of Newport and Lincoln City. Lincoln County Mental Health provides van transport for intellectually/developmentally disabled clients.

STF funds are being dedicated to an LCT bus stop sign/schedule project that will install 180 two-sided reflective bus stop signs throughout the County-wide service area. The installations will also include bus schedule holders. Additional STF funds are being allocated for maintenance of existing STF bus operations.

LCT and STF staff actively participate on the Transportation Brokerage Advisory Council that advises on brokerage services provided by Ride Line under contract with the area CCO and participate in policy development and program guidance to ensure that services are maintained and preserved for both Medicaid-eligible and non-Medicaid-eligible riders seeking medical transportation.

Awareness of Available Services

New informational brochures have recently been published and marketing of Coastal Connector services has been expanded. Funding has recently been received for upgrading the District's website. Presentations are regularly given to civic organizations and staff is routinely engaged in outreach at fairs, markets, etc. Staff reports that awareness of Dial-a-Bus services is high and that awareness of Coast to Valley Express service has improved.

LCT utilizes Spanish language brochures/schedules and vehicles carry booklets on Spanish for drivers' use. The District employs a bilingual dispatcher who has been effective in communicating with Spanish-speaking populations. As knowledge of this service has increased, LCT has experienced an increase in calls and ridership by Spanish-speaking persons. Translation service is available on the District's website.

Affordability

Affordability has generally not been an issue, as LCT is one of the lowest cost providers in the state. The District directs its customers to available financial resources and works with Samaritan Health, CTSI and other partners to provide bus passes to facilitate access to medical services. Approximately \$15,000 per year is provided by the Joint Commission on Transportation to LCT to finance passes for low-income riders. The District in turn distributes these passes to clinics to provide to low-income clients for either fixed route or demand responsive services to medical appointments.

3. Current Transportation Vision, Needs, Strategies and Potential Actions

Current public transportation needs are identified below based on input from the County's Special Transportation Advisory Committee, interviews with key stakeholders, survey results associated with other planning efforts, review of the needs identified above in the 2009 Plan Update, and the Existing Conditions element of this Plan.

As noted in Section H, demographic trends suggest an increasing older adult population, concentrations of persons with disabilities in the County's smaller cities, a growing low-income population, and a larger than average veterans population. As is true almost everywhere in the world, all special needs populations in the County have unmet transportation needs. Limited

service (routes and frequency) particularly affects access to jobs, health care, social services, education and other basic services for the County's special needs populations. Limited demand response service outside of Lincoln City and Newport most affects older adults and persons with disabilities.

Many Coordinated Plans include separate chapters on unmet needs and recommended strategies (which are frequently prioritized). There is often no direct linkage between these strategies and priorities and the unmet needs that are identified. To better ensure unmet needs are being directly addressed, and to respond to current federal and state expectations for documentation, this Plan combines the identification of needs, strategies and actions into a single chapter.

a. VISION

Although the 2009 Coordinated Plan Update did not include a vision for public transportation in Lincoln County, the following has been endorsed by the STAC for inclusion in this Plan:

In the future, an improved and coordinated transportation program provides Lincoln County seniors, persons with disabilities, low income residents, and other special needs populations with safe, efficient, affordable and sustainable transportation options. Building on the foundation of existing public transportation services, Lincoln County residents and visitors have access to realistic and sustainable transportation services.

b. NEEDS, STRATEGIES AND POTENTIAL ACTIONS

Available funding can change before and during funding cycles; therefore, it is important to document greater needs and strategies and actions to address those needs than can be typically funded. If more funding becomes available, the highest priority and achievable investments can be identified for which to apply available funds. Other considerations are noted below.

- ***Except for Strategy #1, all strategies are identified as equal priorities and strategy numbering is not intended to represent any ranking. Similarly, potential action numbering does not represent ranking of actions.***
- ***Implementation of these strategies and action items may require additional and sustainable funding and fiscal partnerships with local jurisdictions and programs.***
- ***Additional research and review may be required to determine the feasibility, timing, responsibilities and other factors associated with implementing these strategies and action items.***
- ***While the Lincoln County Special and Rural Transportation Program, acting through Lincoln County Transit, may take the lead role in implementing many of the action identified in the Plan, other transportation providers, human and health service providers, and jurisdictions will be expected to lead or actively participate in implementing certain actions.***
- ***Additional transit needs and strategies may be identified through the County's Transit Development Plan (TDP) that is currently being prepared. It is the County's intent that this Plan be updated to include appropriate outcomes of the TDP and vice-versa. Similarly, additional transportation needs, strategies and potential actions may be identified through other local transportation planning projects, such as city and county Transportation System Plan (TSP) updates.***

Strategy #1

Seek funding to sustain existing levels of public transit services within the County as the highest priority.

Note: Combines 2009 priorities:

- (1) Preserve existing operations to maintain current levels of service and examine allocation to effectively respond to growth in ridership.
- (2) Preserve existing vehicles to maintain current levels of service.

Need:

Sustaining current service was the highest priority identified in both the 2007 Coordinated Plan and its 2009 Update. Preserving existing services remains the highest priority in order to ensure that existing fixed-route, demand response, and regional services can continue to be provided and expanded to meet demand if and when additional funding is available. Securing adequate and sustainable funding will be essential to preserve current public transportation services; an increase in funding to the County will be needed in order to expand those services to address the needs identified in this Plan. The need for more funding for public transportation is one of the most frequently mentioned comments in stakeholder interviews.

Increased demand for public transportation services can be expected with County population growth projected at over 15% over the next 15 years, including a 30% increase in the older adult population; a growing low income population; and increases in all other special transportation

needs populations.

Additional funding is needed for LTS to be able to accommodate increased use of transportation services. This is especially the case with Lincoln County Dial-a-Ride whose services are at capacity. Securing sustainable funding is especially critical, as ODOT is proposing a 17% reduction in STF funds and 11% reduction in Section 5310 funds in 2017-2019.

It is critical that state and federal funds continue to be made available for vehicle replacement, as well as for vehicle preventive maintenance. Funding for additional, accessible vehicles also remains an ongoing need. To help maintain the safe and useful life of vehicles, an effective preventive maintenance program is very important. Federal and state standards for replacement vehicles need to recognize the challenge of maintaining very high mileage vehicles.

There is an increasing reliance by all age groups, but most noticeable younger persons, on immediate, Smart phone accessible information on public services. Providers have a similar need for instant communication. Staff has identified a variety of technological improvements designed to enhance service and a variety of funding sources are available for app development/upgrades.

Potential Actions:

- I.1 Continue to strive to capture available Federal and State transit funding and advocate for equitable, effective, sufficient and sustainable Federal and State programs and policies.
 - Support modifications to federal restrictions on funding vehicles that provide “client only” service.
 - Work with ODOT and the Public Transit Advisory Committee on grant guidelines to prioritize funding for existing services that are not currently funded or underfunded over funding for new/enhanced services.

- I.2 Explore alternative funding sources, including public-private partnerships such as financial contributions by health care providers toward the cost of transportation services.
 - As the highest priority, investigate options to ensure more sustainable funding for demand response services.
 - Consult with educational institutions, e.g. Oregon State University, on public transportation needs and opportunities for cooperative funding.
 - Encourage state human service agencies to equitably fund transportation for clients of state programs, including those for persons with intellectual/developmental disabilities.

- I.3 As the highest priority for the allocation of County funding, continue to dedicate State STF and Federal Section 5310 and 5311 funds to programs and projects that currently receive such funds.

- I.4 Continue to pursue funding for vehicle replacement, capital improvements and preventive maintenance needed to ensure the desirability, safety and convenience of public transportation services.
 - Ensure that all eligible agencies apply for state and federal funds for vehicles and for preventive maintenance.
 - Encourage maintenance managers to participate in opportunities, such as ODOT’s

newly formed Transit Maintenance Council, to obtain information on best practices to improve reliability, efficiency and effectiveness of bus operations; reducing costs of maintenance facility operations; improving passenger comfort; and developing new and improved bus technologies.

- Work with ODOT to address challenges created by current standards for replacement vehicles.
- I.5 Pursue opportunities to share vehicles between public agencies, non-profits, churches, schools, vocational facilities, group homes for developmental disabled residents and senior care facilities.
- Coordinate with non-profit agencies that receive ODOT/federal funds for vehicles on mechanisms for sharing their publicly funded vehicles.
 - Explore strategies to overcome barriers (including insurance, driver screening/training and cost reimbursement) to sharing vehicles.
- I.6 Seek funding to develop driver recruitment and training programs.
- I.7 Seek funding for technologies (e.g., coordinated trip planning, mobile tools) and data management programs that facilitate the most efficient and cost-effective provision of services.

Strategy #2

As funding permits and as demand is demonstrated, expand access to and convenience of public transportation through expansion of and/or improvements to existing services.

Note: Expands and combines 2009 priorities:

- (3) Preserve inter-county service between Lincoln and Benton Counties to help promote better access to medical facilities.
- (4) Preserve morning, evening, and weekend hours specifically to improve transportation access to employment sites for low-income workers who use Lincoln County Transit.
- (7) Improve service to outlying areas.
- (8) Provide more frequent service for Lincoln County's intra-community system.
- (10) Improve accessible path of travel by installing curb cuts and/or improving pedestrian access to allow better access to public transit services by persons with disabilities.
- (11) Preserve vanpool or other specialized employment-related shuttles to hospitality industry sites in Lincoln County.

Need:

While there is weekend service on intercity routes and in Newport, public transportation within Lincoln County's second largest city -- Lincoln City -- is limited to weekdays and workday hours. Due to a limited market and the high cost, weekend service may not be cost effective for the Lincoln City Loop at this time. However with increased growth, it may become warranted for access to employment and for tourism.

Increased frequency of service on both the two Loop routes and for Intercity routes is identified both in the 2009 Update and in interviews as a high priority. The length of Intercity routes limits their frequency. While the two loops utilize many of the same stops as the Intercity service, transfers are not timed for convenience and often require long layovers, discouraging transfer activity.

Service to the County's other five cities is limited to Intercity connections; there is no intra-city service nor demand response service. With population growth and a growing percentage of older adults, the demand for demand response service can be expected to increase, including for weekend service.

Good connections to the Willamette Valley are available through the Coast to Valley Express and the Valley Retriever, and from Lincoln City to the Chinook Winds Casino, Rose Lodge and Grand Ronde through the Coastal Connector. Connections are also available to the north to Tillamook through Tillamook County Transportation District service. A pilot project is underway to address the gap in transit service from Yachats south to Florence. Interviews identified partnerships with these services as critical to a regionally connected public transportation system.

Public transportation does not provide convenient access to employment for those working outside normal working hours. Limited early morning and late night service limits access to employment, especially for service sector employees. The ability to access employment or education before 8:00 am or for late evening/night shifts is particularly constrained. To provide access to employment, early/late service would be a higher priority than more frequent service.

Interviewees identified the need to ensure that various modes of public transportation are connected and that other modes of transportation, e.g. bicycles, are connected to transit services. Improvements to ensure safe and convenient access to public transportation services, most notably on Highway 101, are identified as a priority.

Lincoln County is currently studying such safety issues and identifying stop locations and infrastructure needs through a Connector grant. Lincoln County Transit is also soliciting bids for design of transit stop signage.

Private providers are increasingly being turned to by transit agencies to assist in meeting a growing demand for demand-response services. There has been no assessment of the role of private providers within the County.

Potential Actions:

- 2.1 As demand warrants, expand Lincoln Transit System fixed-route and demand response services, with increased frequency in weekday service as a higher priority than weekend service.
 - To facilitate transfers, better coordinate schedules between LTS's Intercity service and the Lincoln City and Newport Loops.
 - As funding permits and demand warrants, expand frequency and connectivity of services between Siletz and Lincoln City and Newport.
 - Continue to pursue public transportation services from Yachats to Florence.
 - Explore opportunities to increase the frequency and better routing of service to facilities with concentrations of special needs populations, e.g. Dorchester House.

- 2.2 Continue to pursue opportunities to partner and improve connections with regional public transportation providers.
 - In cooperation with Benton County, assess the demand for increased frequency of service on the Coast to Valley Express.
 - Where there are connecting services, ensure that vehicles are compatible, e.g. wheelchair capacity.
- 2.3 Explore opportunities to extend public transportation services to underserved communities and rural areas of the County through options to fixed route service, such as volunteer-based demand response programs, shuttle routes, feeder services, and shopping or medical shuttles.
 - Consider the role of private providers -- taxi companies and transportation network companies (e.g. Uber) – to serve areas lacking public transportation services or where Transit District service capacity is limited or exceeded.
- 2.4 Provide facilities needed to address physical barriers to access and to ensure convenient and safe access to transit services, including curb cuts, bus stops, shelters, and more and better signage.
 - Identify Highway 101 safety issues and improvement needs associated with transit stops and dangerous street crossings. In siting bus shelters, consider visibility for public safety purposes.
 - Identify locations, e.g. Dorchester House, where access to transit stops can be improved through crosswalks and other improvements.
- 2.5 As funding allows, improve pedestrian/bicycle connections to transit, focusing on high priority safety needs identified through the Connector grant.
 - Assess physical barriers and improve accessible path of travel by installing curb cuts and/or improving pedestrian facilities that accommodate access by persons with disabilities.

Strategy #3

Improve freedom of movement and quality of life for special needs and other transit dependent populations and focus transportation services on access to jobs, health care, education and other basic services.

Note: Replaces and combines 2009 priorities:

- (3) Preserve inter-county service between Lincoln and Benton Counties to help promote better access to medical facilities.
- (4) Preserve morning, evening, and weekend hours specifically to improve transportation access to employment sites for low-income workers who use Lincoln County Transit.
- (5) Preserve service to medical facilities to serve potential and current needs for employees and clients of those facilities.
- (6) Encourage discounted fares and other strategies to address the cost of transit for low income individuals.
- (9) Preserve medical transportation services for persons who are not Medicaid eligible or otherwise affiliated with an agency.
- (10) Improve accessible path of travel by installing curb cuts and/or improving pedestrian access to allow better access to public transit services by persons with disabilities.
- (11) Preserve vanpool or other specialized employment-related shuttles to hospitality

industry sites in Lincoln County.

Need:

As is typical in most areas of the state, the growth in special needs populations and associated need for human and health services is creating increased demand for public transportation services. According to Portland State University Institute on Aging studies, compared to the general population, older adults and some people with disabilities want to travel at different times, require expanded routes and hours, and more strongly value schedule reliability and assistance from drivers.

Growth in the older adult population is expected to continue to outpace overall population growth in the County, climbing to 30% of the total population in 2030 and 42% in 2050. Siletz, Toledo and rural portions of the County have greater densities of older adults but are not near fixed-route transit services, resulting in increasing demand for demand-response services. Coupled with growth in other special needs populations, area providers will be particularly challenged to meet the demand for demand response services, especially in areas not currently served and on weekends. Ride delays and ride denials may become commonplace due to a lack of available vehicles.

Good public transportation connections to the Willamette Valley are essential for Country residents to be able to access medical care not available on the Coast and are identified as a high priority in the 2009 Update and in interviews.

To help accommodate the growth in the older adult population, the senior care industry -- retirement centers, assisted living centers, foster homes, etc. -- has also been growing. While some of these facilities provide their own transportation, there is little coordination among them or with public transportation providers to try to maximize utilization of vehicles. Overall, the growth in senior care facilities, which are spread throughout the County, impacts demand for demand response services at a time when such service is essentially at capacity. Public comment specifically identified the need for more frequent service and better routing of service to Dorchester House, which has a concentration of veterans and low-income persons (See Potential Action 2.4).

Ongoing travel training is needed for older adults and people with disabilities to help them understand what transportation services exist and how to use them. There is also the need to work with senior centers and nursing homes to prepare clients for rides and to explain the different types of services, for example non-emergent medical transportation (NEMT) versus non-ADA demand response service.

“Access to the community” is a federal requirement for residential and vocational programs for persons with intellectual or developmental disabilities (I/DD). Thus, transportation can be considered to be the responsibility of such programs, with local transportation programs providing partnership assistance when and where resources are available. Additionally, individuals have some responsibility in identifying and securing the transportation services that they need. At the same time, with the State’s phasing out of sheltered workshops and the lack of reimbursement by the State to local providers for their additional transportation costs associated with this program change, demand for service and associated funding challenges for local transportation service providers can be expected to increase. People with

intellectual/developmental disabilities are now distributed to a larger number of employment settings which, in turn, placing greater demands on demand response services. This is especially true in rural areas where there are long distances between residences and vocational/employment and, for I/DD clients who are capable of riding public transportation, very limited service connecting communities. In addition, there is the challenge of finding employment; unless staff can find day jobs (8-5) for these clients, they are challenged to obtain jobs because they have limited to no transportation at other hours. Interviewees noted that federal restrictions on funding vehicles that provide “client only” service also inhibit the ability to make the best use of available services, especially for I/DD programs.

Interviewees noted that federal restrictions on funding vehicles that provide “client only” service inhibits the ability to make the best use of available services, especially for programs for people with intellectual/developmental disabilities.

Human service providers note that many low-income residents often do not know where or how to access information about available services or may be unfamiliar with how to use transit or other public transportation (and thus too embarrassed to do so). The percentage of residents identified as low income increased by over 10% over the past decade, with 28% of the total County population in 2013 classified as low income. These increases have occurred in both larger (Newport) and smaller (Siletz) communities, the difference being the availability of public transportation in most of the larger communities versus its lack in the smaller communities. Transit passes for low income persons are available through grants provided by the County’s Joint Commission on Transportation and the cost of public transportation for low income persons has not been identified as a barrier.

Human service providers cite an increasing number of homeless youth needing transportation to school and shelters. In part due to efforts by the public education sector, there are high levels of student ridership to regional institutions. Lincoln County School District notes that 20% of its students are homeless. The District provides transportation from shelters and “camps” to schools for homeless youth. The largest concentrations of homeless youth are reported to be in Toledo and the north end of Lincoln City. Improved coordination with local providers can help ensure students are able to make class-transit connections.

Public comment identified the use of bus shelters by homeless people as a deterrent to transit use because of safety concerns. Recently, a year-round homeless resource center/shelter has been proposed in Newport. Transportation to/from homeless facilities to employment, schools, medical care and social services is essential to the viability of such facilities. Strategies such as bus stops in the immediate vicinity of homeless facilities and bus vouchers for homeless persons should be considered.

Findings of a 2009 Legislative Task Force on Veterans Transportation concluded that transportation is a major barrier to reintegration and recommended improved access to existing transportation systems, more local options, and more coordination for rides. The Task Force also found that there is a lack of coordination between transportation providers and the VA and that veterans do not generally know what transportation is available currently. Inclusion of veterans transportation in Coordinated Plans was recommended.

At 12.5% of the adult population, Linn County’s veteran population is higher than the statewide average. The Veterans Choice program enables veterans to access local medical and mental health services instead of having to obtain transportation to Portland or Eugene for such,

creating greater demand for local transportation services. LTS provides transit passes to veterans through the County's Veterans Services Office. Despite these local options for health care, any major treatment requires travel to Portland or Eugene. Wheelchair accessible vehicles for veteran transport are lacking. The aging of the veterans population can also be expected to place increased demands on demand response service providers.

Cascades West Council of Governments' Ride Line Transportation Brokerage program provides non-emergent transportation (NEMT) for eligible clients. Less than 3% of eligible clients in the County currently use the service. Research is needed to determine whether this low rate is due to lack of awareness of the program or other causes.

Potential Actions:

- 3.1 Preserve the existing demand response services available to older adults and persons with disabilities. As resources permit, expand demand response services, including evening and weekend service and services to Waldport and Toledo/Siletz, to accommodate both current and projected demand.
 - Explore options to reduce the demand on more costly demand response services through promotion and public education of fixed route services, e.g. dispatchers counseling on accessibility/availability of fixed route services; incentives for fixed route use; screening of demand response rider eligibility; increased demand response service fares; travel training and work with human service agencies and senior facilities to provide escort assistance on fixed-route services appropriate policy changes; and other means. (Also see Strategy 2.3 above.)
 - To encourage use of fixed route transit by older adults and persons with disabilities, provide and actively promote travel training and travel companion programs provided by others, such as Samaritan Health Services' Senior Companion Program and Easter Seals. Investigate other techniques to encourage fixed route transit use, such as travel hosts at transit hubs.
 - Preserve inter-city service between Lincoln and Benton Counties to improve access to medical care.

- 3.2 Pursue partnerships with state human service agencies to ensure efficient and cost effective services that leverage state and local resources.
 - Continue to support assessments of and funding for the transportation needs and opportunities of persons with intellectual/developmental disabilities. Pursue opportunities to secure additional federal Medicaid funding for transportation services for this population.
 - Seek funding from DHS to augment that provided by the STF-funded Title XIX DD53 Local Match Program for transportation to residential and vocational programs serving people with intellectual/developmental disabilities.
 - Seek funding for additional accessible demand response vehicles and drivers and for vehicles targeted to transporting people with intellectual/developmental disabilities, especially those in rural areas, to vocational and residential programs.

- 3.3 Coordinate with Ride Line and InterCommunity Health Network (Coordinated Care Organization) on the use of brokered rides and gas reimbursements to access medical and human services.
 - Assess and address what factors account for the low rate of brokerage services used

- by County residents, especially in smaller cities and rural areas.
 - Support expanded outreach on Ride Line services, including informational materials in facilities routinely accessed by low-income persons for medical and human services.
 - Support Ride Line's efforts to coordinate with senior centers, assisted living centers, and retirement centers on opportunities to increase the transportation services they provide to their clients.
- 3.4 Increase outreach and marketing of services to low-income residents and, in coordination with Oregon Cascade West Council of Governments and major employers, investigate opportunities to improve transportation access to employment sites, including hospitality industry sites in Lincoln City and Newport, and to employment training locations, through vanpools, shuttles or other means.
- 3.5 Continue to support efforts to provide transportation services to homeless persons, while coordinating with law enforcement and social services agencies on strategies to ensure general public safety at bus stops and other transit facilities.
- 3.6 Continue to strive to improve and expand transportation assistance for veterans, including coordinating trips to VA medical facilities in Portland and Eugene with Ride Line and existing providers.
- 3.7 To facilitate use of public transportation services to access education facilities, periodically consult with educational facilities, e.g. Lincoln County School District and OSU, to ensure that public transportation schedules are coordinated to the extent feasible with classroom schedules. Consult with the School District and human service agencies on strategies to address homeless youth transportation needs and implement appropriate improvements in service.

Strategy #4

Support and increase the pool of paid and volunteer drivers.

Note: New strategy.

Need:

Staff and the STF Advisory Committee have identified a lack of volunteer drivers and vehicles as a barrier to expanding current services to serve additional areas of the County. With absorption of the Senior Companions Program by Samaritan Health, the District's capacity to serve rural areas has been reduced due to a lack of volunteer drivers. Driver recruitment and training programs are cited as needed in order to expand the pool of paid drivers.

Volunteer driver programs are a particularly important option to reduce the demand and cost of paid drivers. As the population ages and as mobility challenges impact a larger number of residents, the need to provide individualized transportation service increases. Volunteers often provide door-to-door service (rather than curb-to-curb service), sometimes including non-transportation assistance (for example, assistance with medical office reception/ appointment items). Staff indicates that, with Ride Line providing brokerage services, there is a diminishing need for volunteer drivers. Union issues complicate the use of volunteer drivers and the

volunteer driver pool is aging and recruitment/retention is increasingly challenging. Nonetheless, there is a need to continue to explore the use of volunteer driver programs as a means to control the costs of demand responsive services.

Potential Actions:

- 4.1 Work with ODOT and regional partners to develop and/or update driver recruitment and training programs.
- 4.2 Continue to promote and fund volunteer-based programs, focusing on those that provide curb-to-curb service between communities and service to rural portions of the County.
 - Review and support opportunities to better coordinate volunteers, including the opportunities and services offered through the Volunteer Caregivers program.
 - Continue to pursue reasonable reimbursement for volunteers' mileage expenses, as well as options to address insurance liability issues.

Strategy #5

Continuously strive to coordinate the planning for and provision of public transportation services with the provision of human and health services.

Note: New strategy.

Need:

A 2012 Statewide Human Services-Public Transportation Coordination Study and numerous interviews cite a significant disconnect between the provision of human and health services and the provision of public transportation services, in large due to differing missions (transportation providers are in the business of moving the greatest number of people at the lowest cost; human and health service providers are in the business of providing an array of services, of which transportation is not a priority). Human and health service providers are said to be often unaware of the most cost-effective public transportation services, resulting in referring clients to costly, often inefficient services. Coordination of medical and human services transportation is an ongoing challenge that requires substantial and continued partnership efforts. One of the priorities is the need for all partners, particularly state agencies, to better understand and to acknowledge the important role that transportation plays in accessing medical services and human services.

Coordination between transportation providers and agencies that provide a wide variety of health and human services is especially critical in addressing the transportation needs of seniors and persons with disabilities. For example, transportation is a very important element of keeping seniors in their own homes for a longer period of time. It is usually far less expensive for seniors and taxpayers than other housing/care options; and having reasonable access to transportation options is a very important and cost effective part of this effort. Since 2007, LTS has participated on the County's Joint Commission on Transportation that includes CCO, Senior Companion Program, County Mental Health, other health clinics, County Veterans Office, and other human and health services representatives. Among its functions, the Commission identifies barriers and coordinates access to health and medical services in the County.

Coordinating with medical centers and clinics on scheduling of visits is identified in interviews as an essential, ongoing need, even if it is often frustratingly unproductive. An example of such

coordination is Cascades West Ride Line's work with medical facilities to better coordinate medical appointments. This coordination has resulted in a larger number of shared rides, decreasing the cost of transportation services.

Lincoln County School District encourages employee use of transit by subsidizing transit passes.

Potential Actions:

- 5.1 Partner with DHS and other state and local agencies whose clients need transportation services to assess and communicate those needs to transportation providers in the County and region.
 - Encourage human and health service providers to provide staff training on matching available public transportation services to client needs.
 - Continue to coordinate with Lincoln County School District on programs, e.g. subsidized transit passes to encourage employee use of transit.

- 5.2 Continue to coordinate with volunteer and non-profit organizations, human service agencies, health care providers, major employers, and other programs to improve the delivery of timely, safe and cost-effective transportation services.
 - Continue to participate on the County's Joint Commission on Transportation.
 - Continue to promote coordination with medical centers and clinics on scheduling of visits.
 - Investigate opportunities, e.g. shared rides, for more convenient and less expensive service to dialysis and methadone clinics.
 - Improve communication to group homes, retirement centers, assisted living centers, and other public facilities about available public transportation services.
 - Identify human and health service providers (senior centers, assisted living centers, retirement centers, others), major employers, and other appropriate parties that have the capability to provide transportation services. Coordinate with these entities on the provision of transportation services in order to reduce demand for public transportation services, including transporting clients from their facilities to public transportation services.
 - Inventory all human and health service providers (senior centers, retirement centers, assisted living centers, others), major employers and other appropriate parties to identify those entities in the County that have the capability to provide transportation services. Use results to coordinate with those entities on service provision.
 - Pursue partnerships with health care providers to assure that non-Medicaid patients can get to services and treatment, and have transportation home when discharged.
 - Continue to participate on countywide and regional human and health services advisory committees that link public transportation to human and health services.
 - To assist in meeting transportation demands, develop a standardized program for bequeathing older transit vehicles to senior centers and non-profit entities.

Strategy #6

Continue to pursue opportunities for regional collaboration and expansion of the regional public transportation system.

Note: New strategy.

Need:

As part of planning process for the 2009 Coordinated Plan updates for Linn, Benton and Lincoln Counties, STF staff from the three jurisdictions collaborated in the identification of shared needs that might benefit from a coordinated strategy. Priority regional needs and issues included:

- Lack of transportation linking the communities within the three-county region.
- Limited options for transporting seniors and persons with disabilities to Salem, Eugene and Portland.
- Lack of sustainable and equitable funding for regional transportation.
- Lack of public and agency awareness of transportation service options.
- Limited transportation services that can accommodate individuals that need special care.
- Lack of knowledge on the part of seniors and persons with disabilities about how to use transport services.
- Need for driver training.

Although significant progress has been made to address several of these priorities, there is an ongoing need to collaborate in multiple areas to ensure that efficient and effective public transportation is available to special needs populations and other public transportation users in the region. Among the remaining issues are:

- Limited options for transporting persons with medical needs between Newport and Corvallis/Albany.
- Limited options for non-Medicaid eligible trips for those needing curb-to-curb or assisted service to Salem, Eugene and Portland.
- Human/health service providers having limited awareness of the transportation services available within the region.

Benton County has recently been awarded an STF Discretionary grant for a Corvallis-Amtrak Linn-Benton Loop Connector Service pilot project. The timing of existing transit connections is not well coordinated with Amtrak service. Improved transit connections would benefit coastal residents seeking to access Amtrak services via the Coast to Valley Express. Assuming the pilot project is successful, funding for ongoing operations, including marketing, will need to be secured. Sources for and the feasibility of securing ongoing funding have not been identified.

The North by Northwest Connector program is a model of regional coordination of public transportation services. While successful in linking services between Lincoln and Tillamook Counties and between the coast and the Willamette Valley, ongoing efforts are needed to coordinate schedules for regional connections. Interviewees identify more frequent service and improved connections as desired. As previously mentioned, a pilot project is exploring how best to address the gap in service between Yachats and Florence.

Potential Actions:

- 6.1 Continue to coordinate with regional partners on information sharing, training, public education and outreach, and other joint endeavors.
 - Continue to coordinate with Benton and Linn Counties on Coast to Valley Express service between Corvallis and Newport.
 - Continue to participate in the North by Northwest Connector program and explore opportunities to improve connections among regional services.

- Continue to coordinate with Amtrak, Bolt Bus, Greyhound, and other intercity and regional providers to promote access to regional destinations.
 - Support Benton County's efforts to seek funding for continuation of service to Amtrak's Albany Station if the current pilot project demonstrates adequate demand.
 - Continue to pursue funding for a regional public transportation integration tool to assist in improving regional inter-connectivity of services.
- 6.2 Continue to actively participate in regional 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.
- 6.3 Assist ODOT or other appropriate parties to biennially update the database of transportation providers/ resources in the region.

Strategy #7

Expand efforts to inform the public of available public transportation services, including seniors, low income persons and non-English speaking populations.

Note: New strategy.

Need:

Despite the best of efforts, lack of awareness about available public transportation services is identified in interviews as the single greatest impediment to its use. Stakeholders indicate that there is a general lack of knowledge about what public transportation services are available in the region and little to no knowledge of how they are funded.

This lack of acknowledge about available services extends to both human and health service providers and clients. While public transportation users may be aware of the specific services that they utilize, unless they are taking advantage of such, they have little to no knowledge of connecting services or of transportation opportunities within the region. An example, as previously noted, is the relatively small percentage of eligible riders that are signed up to receive Ride Line NEMT (non-emergent medical transportation) services.

There is an ongoing need to communicate broadly about available services and to outreach to those populations without convenient access to public transportation, that are hesitant to use public transportation, or that are unaware of available services. Rider training and continuing distribution of information about available services are needed in order to increase ridership, especially among seniors and low income persons. There was a 72% increase in the County's Latino population during the 2000-2010 period, with 8% of the total County population being Hispanic or Latino. It is anticipated that rider training, where not already provided, will be required for federal and state funding. At the same time, the Advisory Committee indicates that language has not been identified as a barrier to public transportation in Lincoln County.

Potential Actions:

- 7.1 Cooperate with Benton and Linn Counties to re-publish and distribute a tri-County public transportation brochure, with distribution to transportation providers, social agencies, employment training programs, employment agencies, major employers, senior groups, volunteer groups, low-income residents, and others.

- 7.2 Improve website information and sharing of web site information among providers about the various services available within the County and region.
- 7.3 Continue to engage with civic organizations and conduct outreach at fairs, markets, etc. Encourage the business community to promote transit use for their employees.
- 7.4 Periodically provide free transit days as a public education tool.
- 7.5 Periodically provide cultural awareness training to transportation service providers.
- 7.6 Periodically consult with Latino advocacy organizations and leaders on options to best address the transportation needs of the Latino population.

Strategy #8

Establish mechanisms for routinely monitoring Plan implementation and for coordination with other land use and transportation planning occurring in the County.

Note: New strategy.

Need:

The County's STF Advisory Committee is charged with overseeing Coordinated Plan implementation; however, there is no formal program in place for periodic monitoring and evaluation of Plan implementation. During the public review process, an annual Plan review was recommended. The Committee meets on an "as needed", rather than regular basis, and has a number of vacant positions. The health services community is not represented.

Coordination on emergency preparedness is another critical role for public transportation providers. While an Emergency Preparedness Plan has been developed and LCT's role defined, the roles and readiness of other transportation and human and health service providers are unclear.

Similarly, the County is currently preparing a 20-year Transit Development Plan (TDP) which will provide strategic guidance for the provision of transit services, including transit stops and facility siting, and coordination with the five-county Northwest Oregon connector Alliance. A Coordinated Plan is distinct from a TDP, which focuses on improving transit services generally, in that it is intended to engage public transportation and human health service providers in collaboratively identifying and responding to the public transportation needs of special needs populations. Also, whereas a TDP is a long-range (20-year) strategic plan for the provision of transit services for all populations, the Coordinated Plan is shorter term (typically 5-7 years).

Potential Actions:

- 8.1 Ensure adequate funding for staff and technical assistance in implementing Coordinated Plan priorities and actions and other public transportation-related activities.
- 8.2 Actively engage the STF Advisory Committee in annually monitoring implementation of the Coordinated Plan.

- 8.3 Encourage appointment to the STF Advisory Committee of eligible representatives with human and health services experience. Explore the opportunity to expand the breadth of interests and experience through ex-officio positions or other means.
- 8.4 Regularly assess customer and driver needs through surveys and other mechanisms.
- 8.4 Coordinate development of a countywide Transit Development Plan (TDP) with this Coordinated Plan, ensuring that Plan strategies are integrated as appropriate into the TDP.
- 8.5 Request the County and city planning and community departments to notify Lincoln County Transit Special District of land use proposals that potentially affect the demand for or provision of transit services.
- 8.6 To help ensure that the public transportation system is prepared to assist in emergency preparedness and response, ensure that the roles of all public and private transportation providers in the County are clearly defined and encourage public transportation providers to be regularly trained in emergency preparedness and to have up-to-date plans to assist as needed in emergency management. Work with Lincoln County to define the emergency management roles of human and health service providers.